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THE Referee.

AND CYCLE-TRADE JOURNAL

A Weekly Record and Review of Cycling and the Cycle Trade

No. 15

CHICAGO AND NEW YORK, AUGUST 12, 1892.

\$2 Per Year

Columbia,

11

World's Record for the Mile.



RIDER --- George F. Taylor.

TRACK --- Hampden Park, Springfield, Mass.

DATE --- August 3rd, 1892.

WHEEL---Columbia with Columbia Pneumatic Tires.

Taylor first lowered the 2:15 record (made by Willie Windle on a Columbia) to 2:14 1-5. Then his own by 3 1-5 seconds, making the one mile world's record 2:11.

The fastest riders ride the fastest wheels ; Taylor rides a Columbia.

BOSTON. NEW YORK. POPE MFG. CO. CHICAGO. HARTFORD.

LOOKING BACKWARD.

Is what riders of the 2:10 are accustomed to do when they want to see the rest of the crowd.

THE natural tendency of the 2:10 is to come to the front. You are not tied down to one style of tire, but have four of the BEST to choose from. Everyone knows of the strength and speed of UNION wheels. If you want your speed developed you should have one. There is no excuse for your not being a flyer if you choose.

UNION CYCLE MFG. CO.,

166-170 Columbus Ave., BOSTON, MASS.

P. S.—YOU CAN'T BREAK THE 2:10.

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THE OWL (D) RELIABLE.

THE PILGRIM.

We have never sacrificed
Strength for lightness, and while

THE PILGRIM

Is not a heavy wheel,
We guarantee you cannot break
It with any ordinary use.

It is built for Service.

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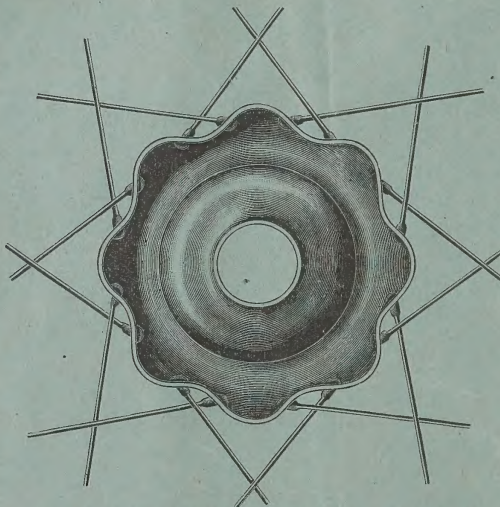


WARWICK CYCLE MFG. CO., Springfield, Mass.

THE STERLING— —CORRUGATED HUB



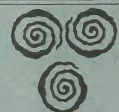
Combining the best of the two styles
of construction, known as DIRECT
and TANGENT SPOKES



DIRECT TANGENT SPOKE.



The object of this method will be
appreciated at a glance, as we secure all
the advantages of the Direct as well as
the Tangent form, and do not have to
disturb the fibre of the spoke by either
hot or cold bending.



CHAS. F. STOKES MFG CO.

293 Wabash Ave., Chicago.

BRANCHES,

DENVER,
MILWAUKEE,
CHICAGO.



REFORM RACER

REFORM CYCLES

WRITE TO THE
T. D. GANSE CYCLE COMPANY,
508 STATE STREET, CHICAGO
FOR PRICES. THESE WHEELS ARE IN IT.

Flavell & Company, Coventry, England.

THE Referee.

AND
CYCLE-TRADE JOURNAL.

A Weekly Record and Review of Cycling and the Cycle Trade.

VOL. 9, No. 15.

CHICAGO and NEW YORK, AUGUST 12, 1892.

\$2 PER YEAR.

"STAR" CYCLES. "STAR" CYCLES.

Manufactured by SHARRATT & LISLE.

WRITE FOR ILLUSTRATED CATALOGUE.

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Fitted with Solid, Cushion or Pneumatic Tires.



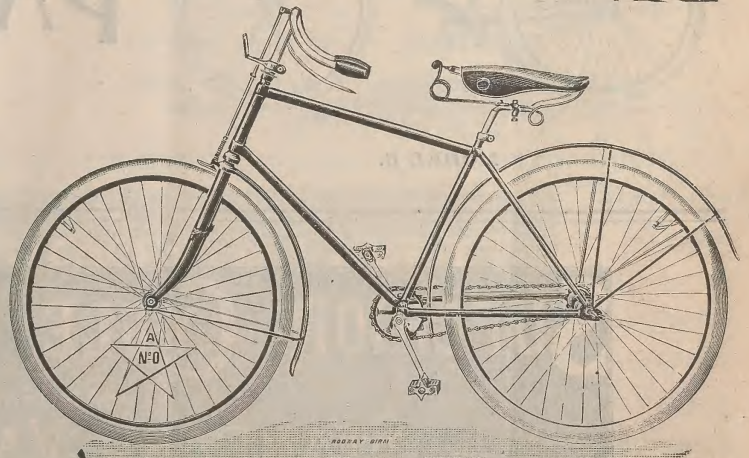
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No. 1 "Star."



No. 3 A "Star."



No. 0 A "Star."

All the "STARS" are made of Weldless Steel Tubes and Steel Stampings.

The Very Best Machines Extant.

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A MAN TOLD US THAT

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The Liberty

was a "paloolahcooler." We don't know what he meant, but he gave us his order for a ladies' Liberty for his wife, just the same.

Wilson, Myers & Co., Makers of Liberty Cycles.

Offices, 55 Liberty Street,
and 1786 Broadway, } NEW YORK.

SOUND, FAST and SMART.

PULLINGER & CO.,

Hereford Place, New Cross, LONDON, S. E.

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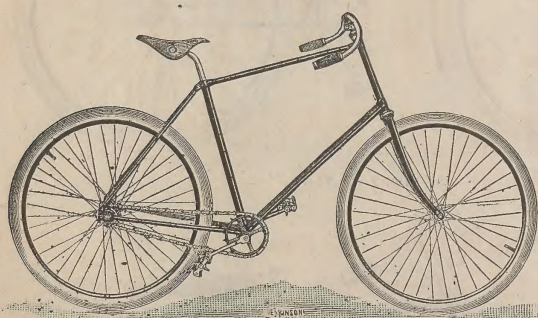
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"A Good Wine Needs no Bush."
Neither do the "PARADE" CYCLES.

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SUPERIOR CYCLE BAKING ENAMELS

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STANDARD VARNISH WORKS,

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We make the best cycle enamels in the market in point of lustre, elasticity, toughness and durability. Are used by many of the leading Cycle Manufacturers in this country and Europe. Send for samples and particulars. eow

The Credenda
 ... GOOD AS GOLD. ...
 Cushion Tires **\$90.**
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HAVE YOU SEEN
THE NIAGARA
 ROAD RACER?

To See it is to be Convinced
 That it is the Finest on the Market.

BUFFALO, N. Y.

For a silvery
 white deposit of
 nickel, use our
 Pure Anodes
 and Salts.
 French,
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 Plain Spanish,
 Felt, Wheels, or
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 Muslin Buffs.

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**ZUCKER & LEVETT
 CHEMICAL CO.**

WORKS, FLUSHING, L. I.

HERCULES DYNAMOS AND MOTORS
 FOR LIGHT AND POWER.
 AMERICAN GIANT DYNAMO
 FOR ELECTROPLATING
 AND ELECTROTYPING.

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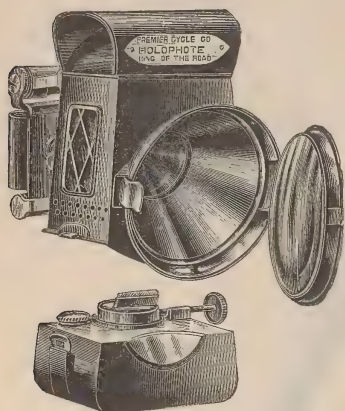
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**NICKEL & ELECTROPLATING
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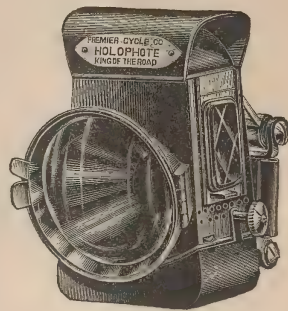
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 in wheels or
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...FINEST IN THE WORLD...

*Discount Sheet on Application.
Free Supply of "Wrinkles
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PREMIER CYCLE COMPANY, 844-846 Eighth Ave., New York.



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IS SECOND TO NONE.

IS KNOWN AS THE POPULAR WHEEL.

Did You Hear What Was Said ?

One says to a friend: "I am exceedingly pleased with my new PLANET wheel. I have ridden several other wheels since you were here, but nothing gives me entire satisfaction as the PLANET.

RANKS HIGH GRADE EQUAL TO ANY.

AGENTS WANTED.

CATALOGUES FREE.

STANDARD MFG. CO.,
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ON A

...PEREGRINE...

By MR. T. A. EDGE.

Land's End to John O'Groate's, 874 miles, in 4 days, 40 minutes, beating Mr. G. P. Mills' record by 10 1-2 hours.

1,000 miles in 5 days, 11 hours, 38 minutes.

Edinburgh to Liverpool, 15 hours, 54 minutes, by Mr. B. H. Carlisle.

The above World's Records are the most recent successes this year obtained by riders of the "Peregrine," and are the most meritorious performances on any machine.

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FRIDAY STREET, LEICESTER, ENGLAND.

VON LINGERKE & DETNOLD, 8 Murray St., N. Y.
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No Terror Now! THE SILVERTOWN

English Patent No. 1015, Jan., '91
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"CLOSURE" ..TYRE..

.....*REPAIRS ITSELF*.....

No Solutioning.

No Stitching.

No Trouble.

NO REPAIRING OUTFITS.

No Long Delays.

No Railway Journeys.

No Weary Tramps.

SO PERFECT, YET SO SIMPLE!

IMPORTANT! See that every tyre is stamped Silvertown "Closure" with date of patent.

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THE ARIEL

Have you seen the new ARIEL RACER?
Weight 26 to 28 pounds. It's a dandy!

LOOK OUT FOR THE ARIEL GEARED ORDINARY.

The Ariels are up with the times. You notice of course that the "Reform" is winning all along the line.
Send for Cat. and List of Special Bargains.

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THE QUINTON FITTINGS COMPANY, Coventry, England,

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CYCLE FITTINGS,

Hubs, Cranks, Brackets, Sprocket Wheels, Weldless Tubing, Fork Blades, Chain Roller and Humber Pattern, Cycle Cement, Spokes, and all Component Parts of Cycles.

Apply at once for Estimates and send Sample Order.

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Beeston Notts, England.

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To Messrs. LEADBEATER & SCOTT,

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Dear Sirs:---

I have delayed replying to your enquiry until I could ascertain that the Spokes referred to in the above advertisement were really your make. I find the spokes in the damaged wheel were supplied by your Firm, Leadbeater & Scott.

Yours faithfully,

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SEE FUTURE ADVERTISEMENT.

THIS is a wheel from Walter Githen's HUMBER Bicycle, after a carriage ran over it. It was rebuilt and put into perfect running order without using as much as one new spoke. GOOD MATERIAL WILL TELL.



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Made by Loyd, Read & Co., Coventry, Eng.

Solid, Cushion or Pneumatic Tires.

Weight, Cushions, 37, 40, 45 lbs.

" Pneumatics, 38 lbs.

" Ladies' Cushion, 42 lbs.

Agents desirous of handling territory will please address

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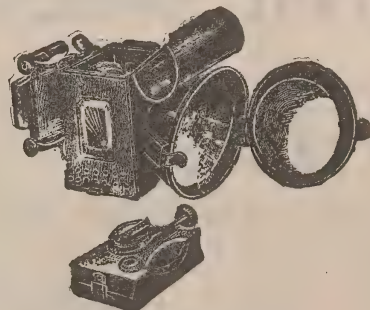
Care REFEREE, 334 Dearborn St. Chicago.

SAMUEL SNELL & CO.'S

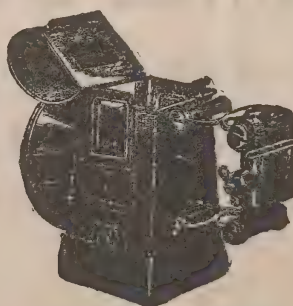
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Front view



This cut shows Oil Container Detached.



This cut shows top of Lamp open.

The Great Light Giver.

Unique in Design.

Gives an Extraordinary Light.

POWERFUL LENS AND REFLECTORS. LARGE OIL CONTAINERS. ALL BEST MATERIAL AND WORKMANSHIP PUT IN. EVERY LENS PROPERLY FOCUSED.

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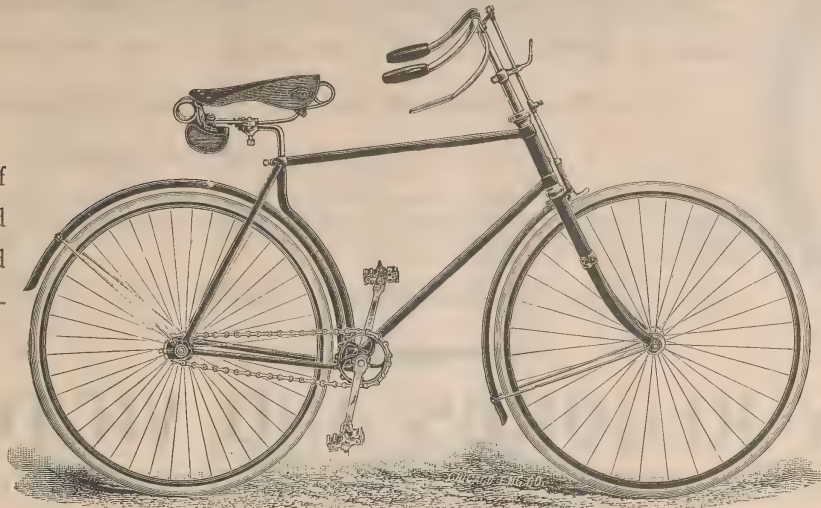
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Manufacturers of Cycle Horns, Bells, Rims, Cement, Ball Hubs, etc. Write for prices. ENGLAND.

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We carry a full line of all patterns of ladies' and gents' Safety Bicycles, and can supply at once on receipt of order.



We are sole agents for Foley & Webb's celebrated line of Saddles, which comprises the favorite combination three-coiled spring B 90.

No. 2 Coventry Cross.

We have in stock a full supply of parts to replace or repair any damage caused by accidents.

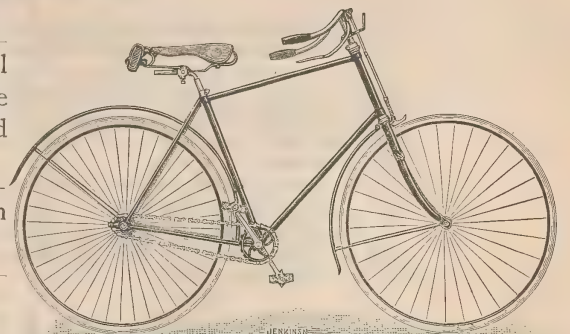
Price Lists free on application.

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No. 1 Coventry Cross.
(Racer.)



No. 12 Coventry Cross.

A POPULAR "TRIO"

The "Sanspareil" our finest of English Safeties.

The "Niagara" our Little Marvel and Record Breaker.

The "Overland" our high medium grade roadster.

We have a line that is unexcelled and we invite responsible Jobbers & Dealers to write us for prices and territory.

LUTHY & COMPANY,

IMPORTERS & WHOLESALEERS,

Don't place your orders until you see our wheels.

PEORIA, ILL.

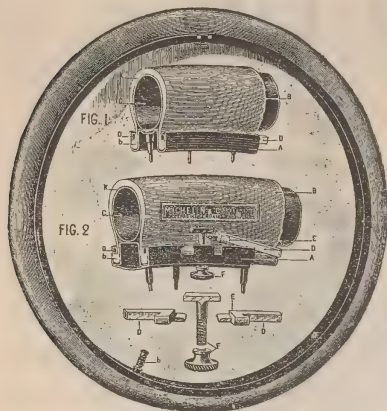
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HIGH GRADE WELDLESS COLD DRAWN STEEL.

Can furnish about 200,000 feet yet this season if ordered at once

IMPORTED TO SPECIAL ORDER ONLY.

PHILIP S JUSTICE & CO., 14 N. 5th Street, PHILADELPHIA, Penn.



The Michelin Pneumatic.

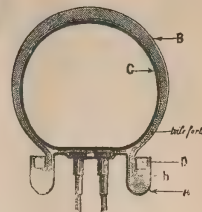
Ridden by **CHARLES TERRONT**, the Winner of the Paris-Brest Race.

The Most Resilient and the Quickest Repaired.

THE AIR CHAMBER CAN BE CHANGED IN LESS THAN 4 MINUTES.

A The Steel Rim. B Outer Covering. b The Beared Edges. C The Air Chamber. D Square Tubular Steel Rings, to keep the outer covering in its place in the groove. E Hooks, ending the Steel Ring D. F Nut and Screw to keep in place the ends of Ring D, though the tire may be deflated. Fig. 1 With Solid Rim. Fig. 2 With Hollow Rim. Fig. 3 The whole Tyre and Rim, such as delivered.

In the great race from Paris to Clermont-Ferrand, 242 miles of mostly rough and hilly roads purposely strewn with nails in many places, 64 men finished out of 73 starters, all mounted on the Michelin Tyre. Farman of Boulogne-sur-Mer arrived first in 17 hrs. 52 min., although stopping several times for repairs to his tires.



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TO THE CREDIT OF THE "MICHELIN" PNEUMATIC:

The 50 Kilometres Record, in 1 hr. 37 min. 46 sec.

The 100 Kilometres Record, in 3 hr. 25 min. 16 sec.

Paris-Brest and back, 750 miles, in 71 hr. 37 min; Charles Terront finishing 8 hours in front of the second man, Jiel Laval. Corre, on the "Michelin," rode from Basle to Strasburg and back, 300 kilometres, in 13 hr. 10 min. record, beating by 2 hours all the German competitors.

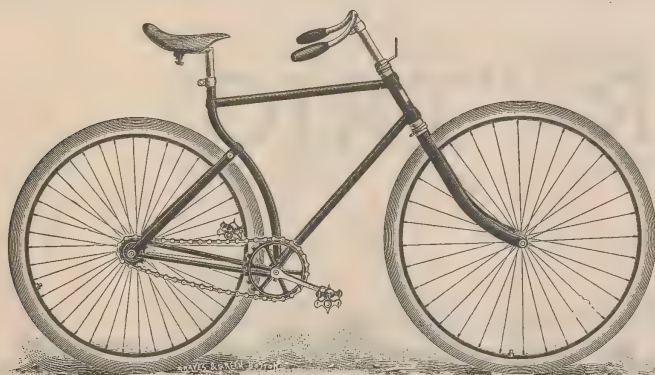
In the "LYON-RIJMBLICAIN" race, 326 miles, the first, third, fourth, fifth and seventh men were on the "Michelin" Pneumatic.

In the great race from Paris to Clermont-Ferrand, 242 miles of mostly rough and hilly road, purposely strewn with nails in many places, 61 men finish out of the 75 starters; the largest percentage ever known in competition. All mounted the Michelin Pneumatic Tyre, and had to do their own repairs on the road.

In the Paris-Nantes race, 620 miles, the five first in were on the Michelin Tyre, and the best riders of the day, on other tyres, were hopelessly left.

Sole Agency Great Britain, **PAUL HARDY**, 27 Alfred Pl., Bedford Sq., London, W.C.

Telegrams, "ATHLETICISM, LONDON."



THE EAGLE ROAD RACER.

Weight, 40 Pounds.

Light, Fast, Strong. Strictly High Grade.

THOROUGHLY WARRANTED.

A few Second-Hand Safeties will be taken in Exchange if application is made immediately.

Option of Thomas, Morgan & Wright, Protection Strip, Tilling-hast or 1 1/2 Eagle Cushion Tires.

THE EAGLE BICYCLE M^FG CO., Torrington, Conn.

WILLIAM BOWN.

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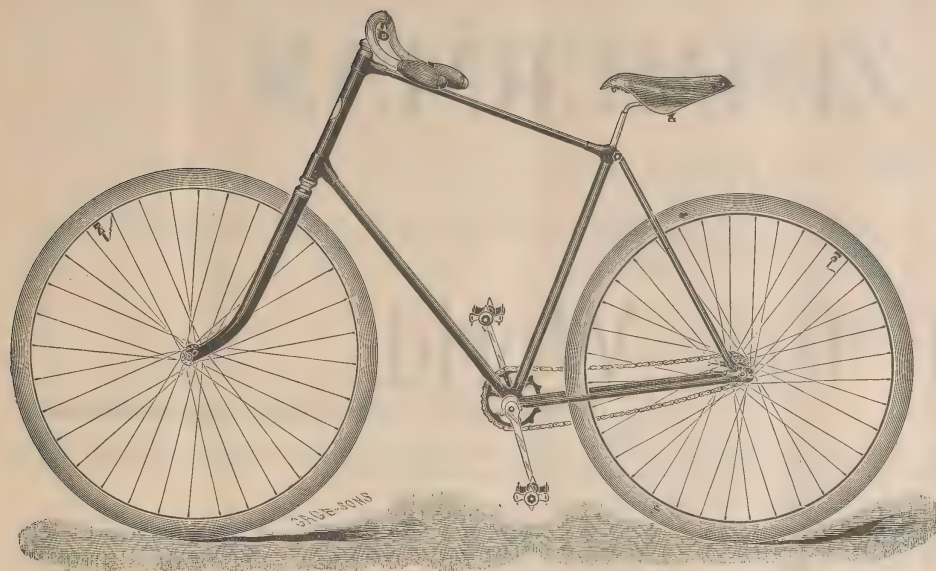
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SAFETY BICYCLE FOR 1892.

The celebrated "ÆOLUS" Adjustable Ball Bearings, Pedals, Brackets, Heads, etc., and all accessories. Enquiries are solicited.

WORKS, SUMMER LANE, BIRMINGHAM, ENGLAND.

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ROYAL SCORCHER.

Weight, 32 lbs.

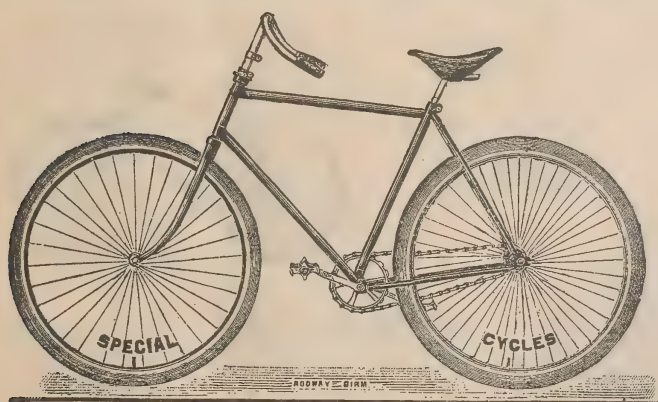
PRICE:

N. Y. B. & P. or Morgan & Wright	
Pneumatic, - - -	\$135.
Dunlop Special Pneumatic, - -	\$150



ROYAL CYCLE WORKS,

MARSHALL, MICH.



Deanshanger, Stony Stratford,

THE SPECIAL SAFETIES.

BEST MATERIAL. SPLENDID FINISH.

Agents Wanted in the United States.

My cycles for 1892 are entirely new models of the latest and most approved designs, with workmanship and materials of the very best.

HARRY S. ROBERTS,

CYCLE MANUFACTURER,

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THE PREMIER CRANK.



ented in U. S., England and Germany. Weight 9 oz.

in a "jiffey" when required, and are being sold in thousands of pairs to English makers.

Licenses granted to large wheel makers. Correspondence is invited from Jobbers.

The usual method of fixing cranks with a "key" or "cotter" is far behind the times, as, whenever the necessity arises for their removal, it is always the cause of expense to the rider, time and temper to the repairer, and brings discredit upon the wheel maker. These "PREMIER" Cranks may be removed

W. A. LLOYD & CO., — (SOLE PROPRIETORS) — Clyde Works,
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THE FIRST

RALEIGH

Came to America and discovered part of it 300 years ago. He was the wonder of his age. The Raleigh of modern times has been renowned in Europe for years, and the demand there for it was so great that it could not get to America till the fall of 1891. Shortly it was discovered by

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who, after trying it and others, came to the conclusion, that, like its great original, Sir Walter Raleigh, it was ahead of all others, and he proved it by winning upon it in America and Europe his title,

Champion of the World.

This title he has proved right up to date. On the 5th and 6th inst. at Asbury Park, he won six races, defeating GEORGE F. TAYLOR (hot from his world's record) in FOUR races, viz: 1 mile, safety; 1 mile, handicap; quarter-mile, safety, and 5 mile, safety.

RALEIGH ROADSTERS AND RACERS ARE

the Easiest Running and, therefore, the Fastest wheels built. Their specialties are OUR PATENT BEARINGS, OUR PATENT SPROCKET WHEEL which can be changed in 5 minutes to suit the nature of the road or track to be ridden; Semi-Tangent Spokes to driving wheel, which take the strain every way and will not break.  SEND FOR CATALOGUE.

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OF HONOR



will be given to riders who sufficiently distinguish themselves either on the road or path, during the season of 1892, upon HUMBERS.

The reward will be in the shape of a gold medal, suitably engraved.

We will pass upon the records of the various Humber riders at the end of the season, and will present the medals to those whom we consider best entitled to wear them.

As Humbers are ridden by men who have bought and paid cash for them, we feel disposed to do the right thing by them, and at the same time encourage the sport to a certain degree.

We do not give away racing machines, nor loan them—except to our regular patrons in exceptional cases—therefore it is all the more remarkable that fast men use them when they can get other racing machines for nothing. The Humber is five seconds to the mile faster than any other machine the world has yet seen—that is why racing men buy them. More than 60 per cent. of all the races in the world are won upon Humbers.

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Don't forget our big offer of last week. The opportunity is slipping by rapidly. We are receiving 300 letters a day about it.

Phoenix



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MADE BY

STOVER BICYCLE MFG. CO.,
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Send for Catalogue.

A NECESSITY

IN THE

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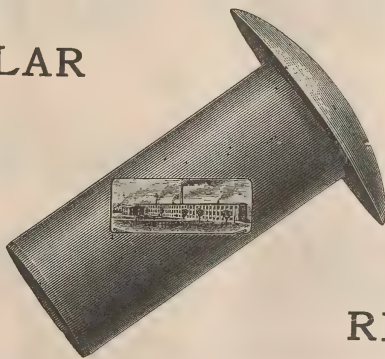
..SADDLES...

AND OTHER BICYCLE

LEATHER WORK.



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RIVETS



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RIVET CO.,

BOSTON, MASS.,

MANUFACTURERS

OF

TUBULAR

RIVETS

AND MACHINES FOR APPLYING.

"It runs the easiest of any machine I ever rode." That is what every one says who rides our wheel.



THE SMALLEY MODEL D.

Weight 34 lbs., wheel base 48 inches, front wheel 30 inches, rear wheel 22 inches, Morgan & Wright pneumatic tires, full ball bearings, rat trap pedals, cork handles. Enamelled red or black as ordered.

The workmanship and materials used are the very best.

Geared to 64 unless otherwise ordered.

A rider can push our wheel geared to 64 as easily as he could most wheels geared to 58.

Mr. Otto F. Merpall is in charge of our wholesale and retail store, 271 Wabash Ave., Chicago, Ill. General office and factory, Plymouth, Ind.

Correspondence solicited. Please mention this paper.

THE MARBLE CYCLE M'FG. CO., - - PLYMOUTH IND.

A NEW WHEEL.... THE REMINGTON.



FITTED WITH

Cushion Tires,	-	-	\$125.
Featherstone's Dunlop Pneumatics,	-	-	140.
Bidwell-Thomas,	-	-	140.
N. Y. Belting & Packing Co.'s Protection Strip,	-	-	135.

Highest Grade Throughout.

Fully Guaranteed.

All Parts Interchangeable.

OUR SPECIALTIES:

ODE OF BRAKE CONSTRUCTION,
METHOD OF AFFIXING CRANKS,
POKE NIPPLE, CHAIN ADJUSTMENT, AND
SELF-LUBRICATING, CASE-HARDENED
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AGENTS WANTED EVERYWHERE.

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Works at ILION, N. Y.

J. HARRISON & SONS, BIRMINGHAM, ENG.,

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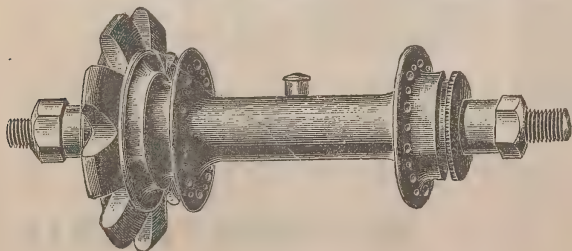
Weldless Tubes, Hubs, Cranks, Ball Heads, Frames, Rims,
Saddles, Forksides, Steel Balls 1-8 to 2",

Lamps, Bells, AND ALL Cycle Accessories

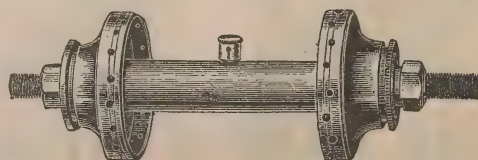
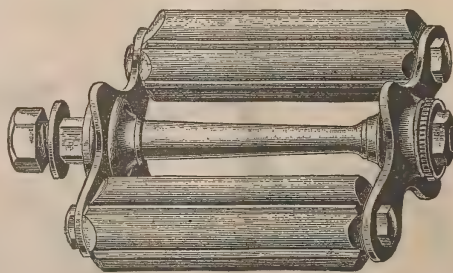
SANSOME, TEALE & COMPANY,

Manufacturers of

S. T. & Co's New Stiffened Cranks; Chain Wheels; Crank Axles; Diamond Cast S. Steel Bearing Balls and Cups; Racing, Semi-Racing and Roadster Rubber and Rat-Trap Pedals; 'Ladies' and Youths' Pedals, with or without Dust-Proof Centers; Tangent Hubs, Semi-Tangent Hubs, Direct Hubs, Racing and Semi-Racing or Roadster Hubs—the lightest, neatest and best Hubs in the trade.



PREMIER WORKS,
SALOP STREET,
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...THE NEW HOWE HAS COME TO STAY.

Elias Howe in his
Day made the best
Sewing Machines,
And to-day the
New Howe Company
Make the best
Cycle.



Wait and see.
The "New Howe"
Will be in America
In time for the
"Opening Run."
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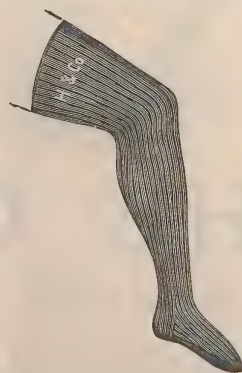
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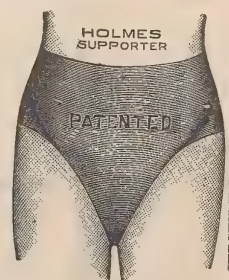
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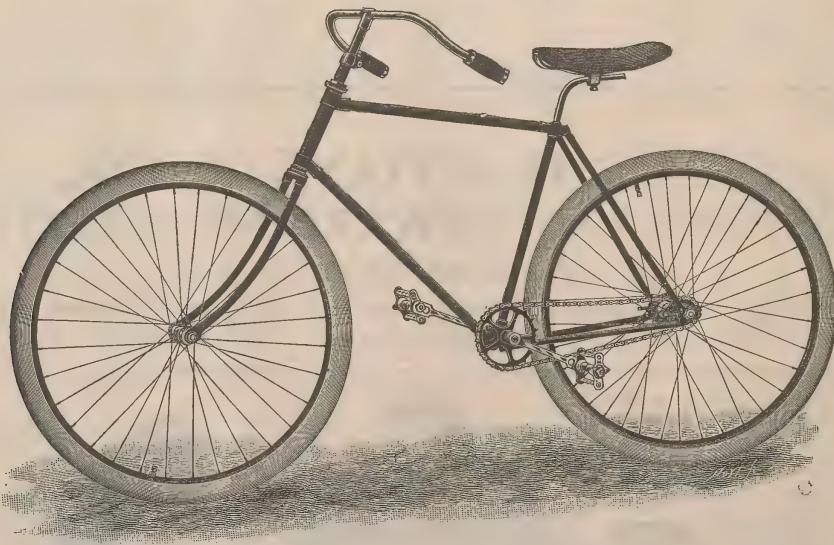
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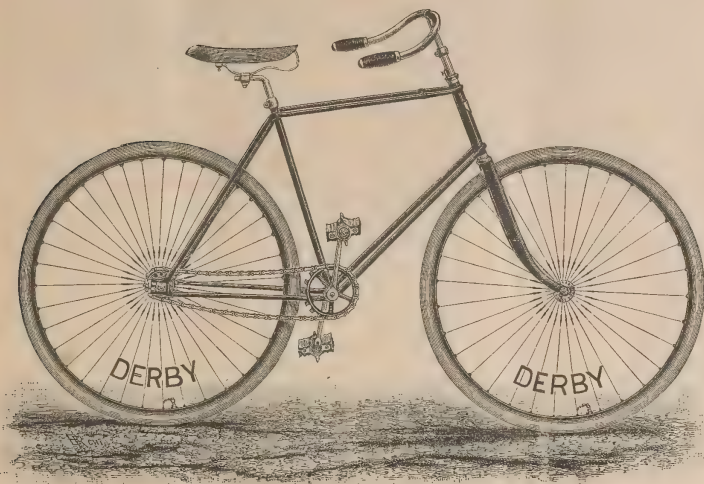
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S. A. MILES, - - - - - Editor.
CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

THE TRADE—TIME TO ACT.

The REFEREE has for six months or more been impressing upon the cycle trade of the United States the necessity of forming an association, and other journals have been somewhat active in the same direction. This paper went so far as to make inquiries as to the advisability of such a scheme, and in almost every answer—and they came from every prominent manufacturer and dealer—came a hearty approval of the idea. In the United States and Canada the cycle trade has seen three failures within ten days. There are small dealers by the score needing capital. These facts merely show that, in some ways at least, the cycle trade has been overdone. During the past season prices have been cut, auction sales have taken place to dispose of old stock, and while there was a big spring rush the business in most parts is at a standstill. Traveling men have been called in and help discharged in order to keep down the expenses. Cheap wheels have flooded the market, but this has not caused the present dullness, for high grades are always in demand, and many firms are still unable to fill orders in some lines. There is necessity for the formation of a dealers' association to protect themselves. Cutting prices and discounts will ruin any business, and, sooner or later, the former, probably, the manufacturers, importers, jobbers and retailers will wish they had taken the REFEREE's advice and formed the association as long ago as January or February of this year.

"WESTWARD THE COURSE OF EMPIRE," ETC.

Mr. Davis, chief consul of Kansas, recently offered to the members of his division some suggestions as to the conduct of the official organ of the league, suggesting among other things that the publication of that very necessary weekly budget in some western city (of course he mentioned Chicago—they all do that) might be of benefit to organizations at large. Now, the Kansas division is a small one, and Mr. Davis, as those people who have heard him know, is just a trifle tiresome in his prolixity. But "great oaks from out small acorns grow," and Kansas is by no means without energy, nor Mr. Davis without the average amount of common sense.

We are led to these observations by the remarks of The Commentator—rightly he of pen and tongue—in the last issue of *Sporting Life*, who, after describing Mr. Davis as the "would-be Solomon of Sockless Jerry's domain," proceeds to castigate that gentleman unmercifully. We are inclined to believe

that when Mr. Davis expressed the opinion that the *Bulletin* should be moved further west, he voiced the opinion of many men of influence and good judgment. It is true, as Mr. Commentator says, that a few eastern states contain more than one-half the league membership, but that is no reason why the *Bulletin* should be published in a city which has about the poorest facilities of any large city in the United States. The *Bulletin* published, say in Chicago, St. Louis or Cincinnati, could reach every eastern league member before Sunday, while the western edition could be delivered as far west as Frisco by Tuesday, the earliest day on which it is now received in Chicago. Better results, however, may be obtained when the long-promised new plant materializes.

We are emphatically of opinion that, as soon as the present contract expires, the league should publish its own organ. The fact that an attempt to do so, years ago, resulted in failure, proves nothing. In the hands of a good business man we believe the *Bulletin* can be made not only self-supporting, but a source of substantial profit. With such an arrangement in force, the league would not be tied to any particular locality, and could locate its headquarters wherever it deemed advisable. It may, and doubtless will, be a long time ere any such move will come, but as Mr. Davis says, "it must come in time." We have not heard the last of this agitation.

CONTROLS ROAD RACING NOW.

There is no denying the fact now that the racing board of the league has decided to control road racing, to a considerable extent at least. Only this week the Chicago member of the national body, W. C. Thorne, sent the REFEREE notice of the suspension of certain men who competed in an unsanctioned race at Parkside July 23, and a part of the notice said: "All amateurs are warned against competing with these persons in a *cycle race of any kind* during the period of suspension." Mr. Thorne, in fact, stated outright that the racing board proposed to control road racing, at least so far as league members are concerned, and, indirectly, so far as anybody else is concerned. Chairman Raymond's decision in the Massachusetts case as much as settled the matter. Road races may not have to be sanctioned by the board, but when anybody rides for cash, or competes with a professional or suspended league member, the racing board will not hesitate to inflict punishment on the offender. We cannot help thinking that it is a round-about way of doing business, however. If the league proposes to assume control of road events as well as track races, why does it not come out and say so and formulate rules whereby the road races may be governed? It is not fair to keep people guessing as to what the result will be in case a road event takes place without the authority of the league. The Century Road Club, a short time since, made something of an attempt to boss road racing, but those who proposed to carry out the idea have evidently gone asleep. Riders and the press have been begging the league to take some steps in the matter, and if it really intends to boss things it should get down to business and say so. The Century Road Club evidently is losing its enthusiasm, and little may be expected from it, inasmuch as its attempt to elect officers has fallen through.

Joe Gunther and H. C. Wilson, of the Lincoln Club, and C. W. Davis of the C. C. C. spent a very enjoyable two weeks touring in Wisconsin and northern Illinois.

FACTS AND FANCIES.

Graves' Buffalo Record—The Racing Board and the Amateurs.

So some disinterested (?) people "think it about time that the Detroit papers let up on Rands' twenty-five mile record," and refer to the performance of Graves at Buffalo May 30, claiming that Rands' friends can not claim that record for him under the circumstances. In the light of the above-mentioned article, some statements I heard from a prominent man in Buffalo trade circles, just after the date of the race, sound somewhat queer. Said the gentleman: "The so-called twenty-five mile course never was measured except by a cyclometer on the wheel of one of the promoters of the race; it was not surveyed before the race and has not been surveyed since. Another interesting incident was an occurrence at the finish. It is deemed by several people, whose names I can give you and who were mere spectators, that Graves never passed Crooks, and these same people aver that Crooks rode around the "meadow" once more than Graves did. Now if these statements are facts, who won the fastest time prize and who should have credit for the record if the course was correct?"

One thing more which has caused some comment was this remark of Graves, when he started to dismount and several people called to him to go on: "I have ridden far enough and I won't ride any further." If he had ridden the full course, this was all right, but if, as my informant quoted above says, Crooks was never passed by Graves, either Graves did not ride the full course or Crooks rode more than the distance. No one can say absolutely how far each man rode after coming upon the "meadow" circle.

There's another instance of the folly of running a road race to finish upon a track; it is absolutely impossible to avoid mistakes in the checking under all previous arrangements where the men ride more than one lap on the track at the finish. This is proven by almost numberless instances in the past, prominent among which I recall the Quaker City in 1890 and the Springfield, Mass., race last year, in addition to the Buffalo case. It is an injustice to the riders who compete for any race promoter to permit even the possibility of such a discussion, for some one is likely to fail getting the glory (and prize) which he has earned. In the present case Graves should have been spared any chance of losing the record, but even if he made it there is no way of proving the fact, for even if the course should be surveyed and found correct, there will always be a doubt in the minds of many people as to the distance he rode in comparison to Crooks.

It seems a trifle queer, too, that the Buffalo people have not taken the necessary steps to have the course surveyed. With this doubt hanging over them, one would think a surveyor would be almost the first man hunted for.

* * *

How soon are we to expect a ruling from the racing board regarding what constitutes a novice? It really makes an old-timer feel dizzy, after being imbued with the belief that the L. A. W. never knew there was such a thing as road racing, to find that he might be snapped up at almost any minute by the "minions of the law" if he should go back to former practices, for certainly in his earlier days he competed in several road races with men who were under the ban and with one or two who had even indulged in the pleasure for the sake of what the true amateur now calls the "long green." What is meant by "recognizing" road racing? My personal

idea has been that the L. A. W. took cognizance of road racing as it does of other sports outside of its own peculiar province—that is, recognized it as a sport the same as baseball, skating or rowing, but withheld any attempt to govern road racing any more than it governs the other sports mentioned. I believe, and always have believed, that if a man races on the road for money he is as much a professional as if the race occurred on the track, and should be treated in the same manner. If the L. A. W. will not admit a professional baseball player to its membership, why should it admit a professional in any other branch of sport?

If the league is to bar from novice races every man who has won a prize on the road, as one of the official handicappers stated last month in my hearing, we shall see cut from the entries in novice races not only winners of prizes in road races, but every man who sports a club mileage medal on Century Road Club badges. Is this intended as a blow to road racing, or is it to prevent the development of any more 2:32 novices.

* * *

1. Are you now paying, or have you at any time in the past paid the expenses of, or in any way remunerated, directly or indirectly, one, two or any number of racing men?

2. If so, will you give us the names of such men, and any further information which you feel disposed to add?

Such is the text of the last shot from the racing board, a letter sent to each importer and manufacturer. I wonder if it would develop what made Taylor take the Peoria trip so suddenly last fall; why Windle rode one wheel during his racing last summer and another for the record; how certain men sell wheels enough to be kept "in the road" during the racing circuits; how Munger came to be discharged; Berlo's experiences with and without home-made wheels; and some of the many other odd things that come to our eyes and ears so frequently? Seriously, I am delighted to see a chairman of the racing board who seems inclined to show as much backbone as did Charlie Davol, and I only hope his backbone will not lose its stiffness. There are certainly many cases which need his attention, and surely with so little attempt at concealment in some of them, the obtaining of sufficient proof can not be a very difficult task; but who thinks the manufacturers will tell the "truth, the whole truth," unless in some case like the one which led to Windle's expulsion a couple years ago? VER.

The Lake View C. C. Races.

The Lake View Cycling Club's short distance road races, run at Thorndale last Saturday were interesting inasmuch as they brought together such likely young flyers as Helmich, Steele, Stillwell, Fox and Callan. The first heat of the quarter-mile scratch was an easy victory for Steele in 36 seconds, Stillwell, Goodenough and Hoffman finishing in the order named. The second heat was likewise an easy victory for Helmich in 35 seconds, Fox, Callan and Bruhman finishing next. The final was a hot contest between the first three in the heats, Helmich winning in the sprint two lengths ahead of Steele; time, 34 seconds; Fox and Goodenough, third and fourth.

The half-mile scratch was another victory for Helmich, C. D. Fox, O. Bruhman, C. Deely, B. Hoffman, F. Holland and J. Arenz well up in the order named; Helmich's time, 1:18.

The mile scratch was really over a mile and no time was taken. Fox beat Helmich over the tape, Steele third, Bruhman, Goodenough, McElroy and Deely in the order named. The finish was close and exciting.



NEW YORK, Aug. 7.—This has been a week of record excitement, commencing Tuesday with the young ex-college man, George F. Taylor, doing 2:14 1-5, and a promise that he would eclipse that performance before the season was over, a promise that he hastened to fulfill by startling the cycling world the following day with 2:11 flat. Of course it was done at historic Springfield; where else would it be expected? The pacemakers were not of the flying column of first-raters, but they did nobly. The fact that the watches were in the hands of Andy McGarrett and Charlie Whipple is enough to stamp the performance as a hall trade mark one. Taylor was very despondent at Concord, N. H., and was worrying because he could not equal his past brilliant work, and wondered if his change of gear from sixty-four to sixty-eight had anything to do with his lack of finishing power. Asking my opinion, I strongly advised Taylor to go back to his sixty-four gear, and a week later he did so, and improvement was noticed at Washington and Baltimore. There is no doubt that his temporary loss of speed was due to his gear more than a belief he also had that he was stale and needed rest. I have stated before that more than one of the good men now on the path are throwing away their chances by an absurdly high gear used for sprinting purposes, and from a talk with Munger at Philadelphia I found even "Birdie" was all at sea as regards gear and stated he would experiment until he got a gear that suited him. My advice was, "Come down to sixty-four or sixty-six, the former gear preferred," for it seems impossible that a man can sprint or jump the last 100 yards with a gear from seventy to seventy-five inches. If a man can pedal fast he will have more chance with a sixty-four gear than one higher in the scramble. In ordinary races of the past, men who rode fifty-two to fifty-six inch wheels were, as a rule, the sprinters and winners of the greater number of races; and in early English racing the Palmers, Spreckels, Morse, Gaskill, Lisle, all rode about fifty-four-inch wheels. Then take Windle, Rowe, Burnham, Lumsden, Temple and nearly all the best riders of their day, they rode from fifty-three to fifty-five-inch wheels. Anybody of fair speed can "hang on" in a race, but the last quick jump is what is wanted to win, and with a high ordinary or high-g geared safety it is almost impossible to get that last quick rush. Of course, there are a few exceptions, but the rule is in favor of a low-g geared wheel. The favorite path gear will be between sixty and sixty-six in the future, and the seventy to eighty gear will not win the path races. Taylor was overjoyed at the change he found in his finish, and alluded to the fact at Baltimore, and the recent wonderful mile will serve to strengthen Taylor's opinion on the benefits of a low gear.

FOR GOOD ROADS.

In the book, "A Memorial to Congress, on the subject of a comprehensive exhibit of roads, their construction and maintenance, at the World's Exposition," Mr. Rice, the road secretary of Colonel Albert Pope, has shown his ability as a newspaper man by cramming the 110

pages of the book full of arguments in favor of good roads, and a World's Fair proposition for an appropriation for a special exhibit, and letters from President Harrison, cabinet ministers, senators and congressmen, and an introductory appeal by Colonel Pope. Extracts from all the leading papers of America, commendatory are also printed, and here Mr. Rice compliments the REFEREE by selecting an editorial from this paper and printing some on page 67 of the book, the compliment being a rare one, as the REFEREE is the only strictly cycling journal quoted. What an outlay, what tireless energy the Boston cycling philanthropist has shown, and his labor will have the thanks of the entire American cycling public, for the object of his ambition is entirely unselfish, and *pro bono publico*.

PRESIDENT BURDETTE.

I met President Burdette at 21 Park Row to day. He was after a copy of the REFEREE which had some criticisms on the Washington races in, and unfortunately all that issue had been sent out, so the energetic Burdette consoled himself by a visit to Bro. Prial, who keeps the REFEREE constantly on tap and swears by and at it at times. It proves one thing, Colonel Burdette reads the REFEREE religiously, for he explained by saying that someone had "hooked" his copy, and somebody had drawn his attention to the REFEREE criticism, which again proves there is no confine or boundary to the paper's circulation and influence, and it is gratifying to note that the league president is an intelligent president and reads the papers, and is not above reading criticisms of his own acts or those of his subordinates. The Hartford man is much alive.

CHAIRMAN RAYMOND'S ROAD RACING RULING.

From the tone of the papers and personal observations by some of the leading eastern authorities, Chairman Raymond stepped outside the jurisdiction of the L. A. W. (according to its past professions) when he laid hands on road racing men and road races. Colonel Burdette in Hartford recently stated to the writer that the league could not uphold or countenance road racing, for the simple reason that it is not legitimate, and that in case damage suits were brought in the courts the case would to a certainty go against a rider who caused damage during a race; "Why," said President Burdette, "the lawyer on the other side would say to the judge and jury, 'Here is a large body of intelligent men actually setting at defiance the laws and usages of the country,' and the league would get a nice black eye."

But Chairman Raymond, notwithstanding past professions of the league, says, "Yes, we control racing, and if a man transgress our laws on the road, why, we will make him sit up for it." The league had better not notice road races at all, but if it does, condemnation in the strongest language should be its only part in the participation in an evil that will eventually bring discredit on the sport, and place the active participants in the category with law-breakers and enemies of cycling. Special events like the Irvington, Milburn, Pullman and Martin road races, seem to have some excuse, also a relay for scientific or demonstrative purposes; but when every little town in the country, and some of them on Sunday, undertake to turn the

public highway into a race course, a halt by either cyclists or the civil powers should be called. Cyclists have no more right to use the public highway for racing purposes than horsemen, and the latter will be the people who will be the cyclists arrogating to themselves privileges (?) they (the horsemen) never dreamed of taking advantage of.

SHAKING THE AMATEURS (?) UP.

"They are after us," is a favorite song these days with many of the fast divisions, but the unsigned circular letter purporting to come from the racing board chairman does not seem to have brought much grist to the racing board's electrocuting machine for many reasons. The unsigned, weak document of the racing board no doubt would not strike terror to the manufacturer. Although the dog days are here and manufacturers are not rushed with orders, many—in fact, the majority—have, I'm told, ignored the unsigned queries of Mr. Raymond. Possibly some of the manufacturers are at the sea-side and too busy fishing to send their compliments to Mr. Raymond, but one Massachusetts firm ignored dog days and fish and showed enough proof to warrant the suspension of one of the least of the sinners, Graves, of Springfield, who has been asked to rest for thirty days, pending a peep into check-book stubs, etc. Now why select Graves? Is the Springfield lad the only sinner? As I understand it, Graves was "employed" at the factory, that is he went there once in a while, possibly nearly every day; but he was employed and received a salary. Why, some of the others do not even go near the factory, and the question is, How do they see the cashier Saturdays? Said a well posted racing man the other day, "You are evidently up to the latest wrinkle." "What's that?" I inquired. "Why, several of the manufacturers contribute a weekly sum to the clubs which their riders hail from, and the club pays its man's "expenses," so that when the racing board asks the wily manufacturer if he pays or fees a certain man for racing he can answer truthfully that he does not; the club pays the man and the maker charges up weekly contributions to the bicycle club, which, of course, is supposed to be used—well, never mind what it is used for. Truly, with the help of the racing board, the clubs and the makers, to find a true bill against an amateur these days is harder work than discovering people on the planet Mars by the astronomers. But there is much to admire in some of the modern amateurs, his expense account being one of the strong points. There seems to be absolutely no way to circumvent men from receiving money for their ability, and why should they be? In any profession ability commands price, be it a railroad president, like Depew or Van Horn, or a preacher, like Professor Swing or Doctor Talmage. Money is the reward for ability, mental or physical, and it has remained for a race called cyclists to discover that it is a crime to receive cash for hard labor performed. It is well that the signs of the times point to a change of opinion among the race of cyclists, and sentiment is giving way to sense, and within five years to receive cash as a reward for meritorious work will be looked upon naturally as it should and is in other walks in life, and people will wonder why men raced for baubles so long, while their uncles paid their board and men called a racing board asked them if they lived on suspicion or sufferance by a club or manufacturer. Which, think you, is the more honorable of the two propositions?

THE PEOPLE OF MARS.

The astronomers, with the aid of the

New York World, have for the past week been trying to prove that the planet Mars is peopled by a race far more advanced in the sciences and civilization generally than the people of this earth and maintain that a high degree of culture exists on the Mars planet. Signals to earth are thought to have been discovered the past week, the men up there trying all in their power to make us "look up." As Mars on Thursday was only about 35,000,000 miles away by telescope, it might be that the powerful Lick telescope might yet enable us to discover pure amateur, pedalling a mile in less than two minutes, as no doubt cycle construction and training have arrived at a very fine point on the neighboring world, and the tracks no doubt are an improvement on the Washington one. Of course it goes without saying that the men of Mars race for cash, and possibly receive their expenses also.

W. F. MURPHY'S SICKNESS.

Hearing that the smiling "Billy" Murphy was in danger of taking passage for the other shore (a false alarm) I went over to Brooklyn last night to investigate, and with the aid of Fulton Ferry and a record-breaking horse car, found myself in thirty minutes at William's brown stone front, 738 Putnam avenue, and found the popular eastern racer propped up in bed, receiving the best of attention from a devoted mother and sister. Murphy looked far from being ready to "cash in his chips," and, barring his luxuriant whiskers of two weeks' growth, he looked and acted the same chipper boy as of yore. That ordinary race at Washington did the business, and that bottom corner the cause. It almost broke Murphy's heart because he could not join in the welcome home to his old chum Zimmerman. But a letter from McDermott asking him to hurry up and get well and join Zimmerman in training cheered the winged boot representative very much. Murphy's bedroom is a thing of beauty, and turn which way you will, a glittering array of prizes meet the eye, some five hundred being arranged interlarded with photos of prominent cyclists all around the room, and many through the house. One large drawer is full of medals, and Murphy says he is proud of them all and means to keep them. The mother and sister said that one thing surprised them in regard to Willie's racing, and that was "he thinks as much of the last prize he won as he did of the first, and zealously treasures the last." A large room adjoining the racer's bed room is fitted up as a gymnasium, provided with punching bag, gloves, rowing machines (two), home trainers, dumb bells, clubs, etc., which accounts for Murphy's getting fit so early in the season. The patient expects to be on early next week, but at one time of his sickness he was in a bad way. In a general talk Murphy spoke very highly of Willie Windle, his gameness, his fair riding and other good qualities, and believes Windle was never afraid of any other man on the path. Murphy corroborates what Asa Windle told me recently, which was that Windle got up in the piano race at Springfield while a very sick boy, and the fear that people would say that he was afraid to meet Zimmerman was what prompted him to give the long boy from New Jersey battle in that famous race. Murphy says that a well-known eastern racing man approached both him and others more than once to enter into a scheme to pocket Windle to prevent him from winning, but the scheme was rejected, as they all like Windle.

COLLEGE STUDENTS IN TROUBLE.

What a fascination there is in a bicy-

NOTE TWO DAYS' RECORD OF.....

“Imperial Wheels”

ECLIPSING EVERYTHING YET MADE in the way of FIRST PRIZES, taken in TWO DAYS, July 4th and 5th.
OUT OF ALL EVENTS IN WHICH “IMPERIALS” WERE ENTERED
2nd or 3rd PRIZES WERE IN ORDER WHEN 1sts WERE NOT TAKEN.

FIRST PRIZES.

1st Prize,	1 Mile,	Ill. Div. Championship.
1st “	2 Miles,	“ “ “
*1st “	1-2 Mile,	“ “ “

BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	1 Mile,	Mo. Div. Championship,
1st “	2 Miles,	“ “ “
1st “	2 Miles,	“ “ “
1st “	1 Mile,	“ “ “
1st “	20 Miles, Road-Maine	“
1st “	5 Miles,	Road-Janesville, Wis.
1st “	1-2 Mile,	Battle Creek, Mich.
1st “		Houston, Texas.
1st “		Wauseon, Ohio.
1st “		Alameda, Cal.
1st Prize,	1,760 feet, 1st class,	Van Couver, Wash.
1st “	1,760 feet, 2nd class	“ “ “
1st “		Belle Plaine, Iowa.

*BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	5 Miles,	Ill. Div.
1st “	1-2 Mile,	“ “
1st “	1-4 Mile,	“ “ Championship.
*1st “	1 Mile,	“ “ “

MORE TO FOLLOW.

SUMMARY

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VALUE NO. 1.	{ 1891 Three Part Sylph, Spring Frame, Cushion Tired, Light-Weight and Strictly High-Grade Safety Unequaled for Easy Riding and Running Qualities, and the BEST VALUE OFFERED. }	Popular Price, \$125. OURS, \$95.00.
VALUE NO. 2.	{ 1891 Juno Safeties, almost identical with the '92 Juno and \$20 Lower in Price. Better Value in a Cycle has never been offered. }	Cushion Tire, \$55.00. Solid Tire, \$48.00.
VALUE NO. 3.	{ 1891 American Ramblers. Direct Spokes, Cushion or Solid Tires, Diamond or Drop Frames; and Light Ramblers. Tangent Spokes, Solid Tires, Diamond or Drop Frames, one of the best and most popular makes on the market, and so well known that further description is unnecessary. }	\$90.00. \$95.00 And \$110.00.

DISCOUNTS TO THE TRADE. We have some other equally attractive bargains, besides being Importers of Rud re Cycles, manufacturers of the Sylph and Overland, manufacturer's largest jobbing agents for the entire Western Wheel Works' line in the West. Agents wanted. Catalogue Free.

ROUSE, HAZARD & CO., 89 G St., Peoria, Ill.

ele, not only for a natural born thief, but, like a serpent, the wheel claims young men who would never think of stealing a horse or anything else, but they run the risk of jail and dishonor for a bicycle. Here is a case in point. Charles Stevens, nineteen years old, of 410 West Twenty-sixth street, and Clarence Mortimer, twenty years old, living at new Canaan, Conn., both graduates of the New York University, were arraigned before Justice White in the Jefferson Market police court yesterday, charged with the larceny of two bicycles, worth \$135 each. The two youths went to Albany and had "a good time." They ran short of funds and were unable to pay their fares back to the city. In their extremity they hit upon the scheme of hiring a bicycle and riding home. They called on a Mr. Young, dealer in bicycles, and leased machines. As they were well-dressed, gentlemanly looking fellows, Mr. Young deferred asking for payment until they should return. The stranded youths rode as far as Castleton, where they boarded a hay barge and slept in clover till they reached New York. Meanwhile Chief of Police Willard, of Albany, had been notified by Young, and one of his detectives traced them as far as the barge wharf at Castleton. Then the chief telegraphed to Acting Superintendent Steers, who detailed Detectives Sergeants, Aloncie and Formosa to arrest the pair. The detectives found them just preparing to leave the barge at the pier, foot of West Thirty-fourth street. They had the bicycles with them, and were locked up over night at police headquarters. Justice White committed the prisoners to await the arrival of the Albany police. Detective Nolan duly arrived and both students were taken to Albany for trial and disgrace.

FRANK EGAN AS A "SLOPPER."

Wheeling accuses the only "Aranza" of being a "sloppist," and gives Frank the palm for "slopping over" in his writings. Never was a charge more unfounded, for Egan's writings as a whole have that sting and crispness that possibly caused the London criticism. It has been so long since Egan commenced writing for the cycle papers that he has earned the distinction of "the nester" of the cycling press correspondents of America, and "slopping over" has never been a feature of Egan's work. He has a happy knack of discouraging the microbes in current news and events, and is a close reader and observer, and when Frank probes for anything he generally hits the object sought for, be it the "Am-chor" question, or Evenin *Post* comments on a man who could not ride "for nut." No, *Wheeling* is entirely mistaken, and Mr. O'Reilly looked through the wrong end of the telescope when he discovered "slopping," for Frank Egan's writings are luminous, voluminous and delightful.

MORGAN.

PHILADELPHIA, Aug. 8.—The "Cycling Authority" and other papers that came out with the positive assertion that the grounds of the Tioga Athletic Association had been sold, and as a consequence the new cycle track ruined, prided themselves upon the "scoop," but the rumor—and it was only a rumor—has not yet been verified. The entire tract of some forty acres belongs to an estate and cannot be sold for several years without the consent of all the heirs. H. R. Schrack, the big builder, who owns a great deal of property in the vicinity, has been trying to buy the property for a number of years, but when interviewed by officials of the T. A. A. stated frankly that, while anxious to purchase the ground, he had no reason to believe that there was any

present likelihood of accomplishing his object. The association managers know pretty well how affairs stand, and have no fear of any trouble whatever. The track and grounds will be continually improved, with the ultimate object of making it one of the finest in the country.

Mayor Stuart was one of the guests at the Zimmerman banquet Aug. 3, and in responding to a toast said, among other things: "I am proud to say that I come from a city which has the reputation of having the cheekiest and most nery bicycle riders in the country. Some time since, when a mild suggestion was made that they should carry lamps and bells through the streets, they, after having in the meantime run over and killed several people and also knocked a locomotive off its track, held a meeting and decided that if people did not want to get hurt they (the people) should be compelled to carry lamps in order that the wheelmen could see them at night." Mr. Stuart also, in the course of his remarks, referred to the Lord Mayor's cup, won by Zimmerman, and this set one of the cheeky Philadelphians present to thinking. After the supper was over Mr. Stuart was approached by Mr. O. S. Bunnell, who, after apologizing for his nerve, asked the mayor if he did not think it would be a nice thing for the mayor of Philadelphia to follow the example of his English lordship. The mayor was inclined to treat the matter facetiously at first, but—well, to make a long story short, the Park Avenue Wheelmen will offer a handsome and valuable silver urn at their meet Sept. 24.

The latest proposal is a team road race between Philadelphia and Wilmington riders. Whether it will be brought about or not is a matter only of conjecture. The riders of each place excell on different roads, and it might be somewhat difficult to select a neutral course.

PAUL BERWYN.

PORTLAND, Me., Aug. 5.—Considerable interest is being felt over the match road race of E. H. Gargan, of Portland, and John G. Lawrence, of Saco. This race is the result of one July 4, when Gargan beat Lawrence about 250 feet and overcoming a lead in the last three miles of about a half mile. The race will be run over the same course for a \$50 gold watch, and other races will be held at the same date. Lawrence holds the Maine mile championship.

The cycle business in this section for the last two or three weeks has been very quiet, but the indications are that it will be much better for the next few weeks, as there is a growing interest among new riders now that pneumatic tires are a go. With the exception of one agent in this city no cushion tires of any account are reported sold, ninety-five per cent of the trade being in pneumatics. There is a strong probability that the Portland Wheel Club will disband and go in a body to the new athletic club which is being formed; and if it is a success, which now seems assured, it will be a great thing for the sport in this city, as it has upwards of 600 applications for membership. The REFEREE is the first of the bicycle papers to reach this city, arriving here always Monday on the first mail and some times Saturday night.

FOREST CITY.

BUFFALO, Aug. 8.—There has been very little of importance done this past week of special interest to the cyclist. Many of the wheel clubs have had their regular monthly meetings, and others have transacted business of more or less importance. At its regular monthly meeting, the Wanderers Bicycle Club accepted the resignation of the Buse brothers, who were at the same time ac-

cepted as members of the Ramblers Bicycle Club. The Wanderers will give a road race for its members on Saturday, and will endeavor to have an interesting event. This club is still holding forth in its old quarters on Fillmore avenue, and although there has been and is considerable talk about "getting rooms up town," nothing has been done, nor is it at all likely will be done till the chilly blasts of cold winter are upon us. There are such peculiar ideas of east and side west side here, that to be popular and a go you must be centrally located and on the west side or nearly so. This idea, though popular, is not always correct and we do not see why the Wanderers cannot be as prosperous in one place as in another. But we understand that an effort will be made to secure a favorable up-town location. At its last regular outing this club, the Wanderers, took thirteen of its members over to Ridgeway, about twelve miles from Buffalo, where a most delightful day was spent. The destination was a certain farm house where ample provision, in the shape of iced beer, cigars, ice cream, cold chicken and other dainties had been prepared for the boys, and it is not necessary to add that the boys showed their appreciation by doing justice to what was placed before them. The annual dip in the lake was indulged in, and a more satisfied lot of boys could not be found when the good-byes were uttered.

The Ramblers Bicycle Club, with the Tonawanda Bicycle Club as its guest, on Saturday night took a boat, a great big boat, too and had a stag party, and went somewhere, just where we don't know, and we have heard that they had a good time; a right royal good time, just as they always do, but we were given to understand that there was to be nothing said about it, so we regret that we cannot be more explicit. Now, for the life of us, we cannot see why the scheme and the enjoyable time was kept so dark, but we suppose there was a good reason for it.

The near future has two very grand banquets in store for us, and one of them will be an event of the season, the supper given in honor of Zimmerman. That it will be the success of the season goes without comment from the fact that the Ramblers B. C. will have its active men upon the committee. The other will be given to the wheelmen, delegates from the several wheeling clubs who go to make up the Buffalo Cycling Exposition Association. This will be tendered them by the manager of the fair, G. M. Robinson, and we trust that the boys will have a most enjoyable time.

WILLIE DUNN.

ST. LOUIS, Aug. 8.—The Retail Grocers' Association held its annual picnic yesterday at the fair grounds, and among the athletic events were two bicycle races, a one-mile novice and a two-mile handicap. The track, as usual, had not been prepared in any way for the races, and a hard rain the night before had not helped matters. Cal M. Rosborough, of the Cycling Club, won the novice in 3:31 1-4, with J. M. McDaniel's second. The two-mile handicap was won by Will Lang, of the Cycling Club, from the 150 yard mark, with Charles Bowman, 150 yards, second. Will Cox started on scratch, but on account of the poor track was not able to catch his men. These two races lost fully two-thirds of their entries on account of the track.

The principal topic among wheelmen is the trip to Quincy next Saturday night on the steamer Gem City. Quite a large number of men have already handed in their names, and as the open-hearted hospitality of the Quincy boys is well

known, the trip is pretty sure to be a big success.

George M. Wilder, of the Cycling Club, is hard at work on his latest fad, and it promises to be a big success. His idea is a military cycle corps, and it is understood that the gentlemen in charge at Jefferson Barracks have promised their assistance. The principal part of the programme is a trip from Jefferson Barracks to Ballwin and return, a distance of sixty miles over hilly roads. The squad of wheelmen must start together and finish together at the Barracks. It is not to be a scorch, as fifty to sixty miles is considered a good forced march for cavalry to cover in a day, and all the wheelmen want to do is to demonstrate that bicycles can do this work just as well, if not better, than horses. The local riders are very enthusiastic over the affair.

R. H. Laing, John A. Weaver and E. N. Sanders are touring through the country around Denver this week, and intend to tackle the coast down Pike's Peak before they return.

PEORIA, Aug. 9.—The Y. M. C. A. Bicycle Club will hold a road race on or about Sept. 1. The club has a membership of about fifty, all active members. They are very nicely fixed financially, and the membership is rapidly increasing. All the bicycle houses in the city have promised to give them a prize for the race, and its success is thereby assured.

The Peoria Bicycle Club will ride to Henry on the 21st of this month, at which point they will meet a party of Chicago tourists. Both parties will then ride to Chillicothe. "All the members in the club are requested to turn out and swell the list to a good round number.

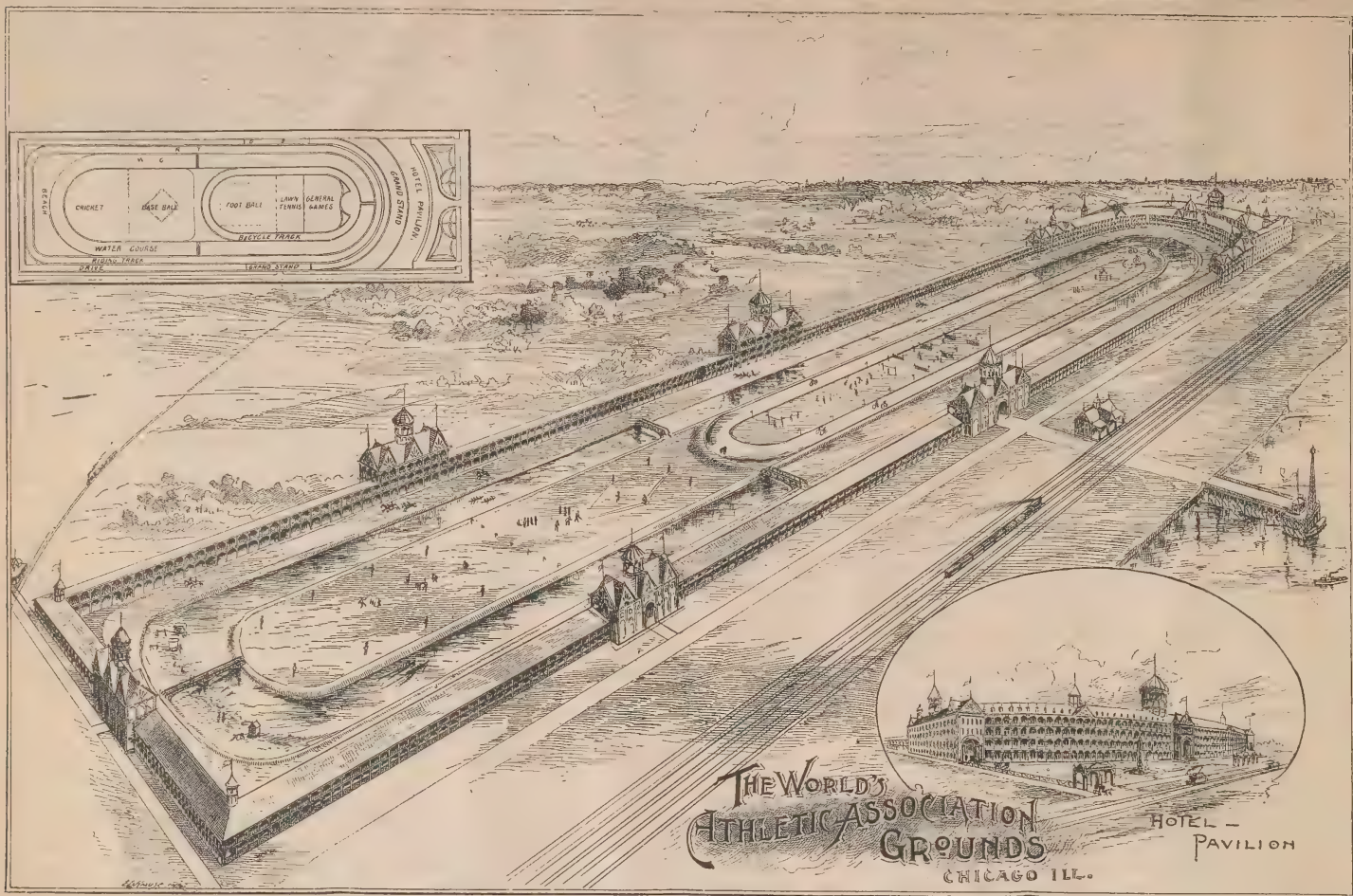
At the last regular meeting of the Peoria Bicycle Club the constitution was revised, and the regular monthly dues will now be \$1.25 in place of \$1 as heretofore. After January the initiation fee will be \$10, and the gentlemen who want to belong to the Peoria Bicycle Club after hat time will have to be the owners of and riders of wheels.

Fred Patee is home on the sick list.

A number of Canton, Ill., tourists, on their way to Chillicothe, stopped over in Peoria last Sunday. The P. B. C. threw open its doors to the tourists and endeavored to make their stay in the city a pleasant one. They were indeed a jolly lot, and the latch string of the Peoria club house will always be hung on the outside for them. LAUREL.

MILWAUKEE, Aug. 8.—Tippecanoe Lake, situated about four miles from Milwaukee's business centre, presented an appearance last Saturday evening which will long be remembered by those fortunate enough to be present. The lake is an artificial one, and although miniature in size is exceedingly beautiful. All around the shore were suspended Chinese lanterns, while the dancing pavilion was strikingly illuminated by almost every conceivable shape of lantern manufactured. A brass and string band discoursed music for entertainment and dancing, while those who enjoyed aquatic sports availed themselves of the numerous boats at hand. It was the summer night's festival of the Milwaukee Wheelmen, and was participated in by 100 members and their lady friends. The members assembled at the club room and were provided with Chinese lanterns, and the run to the lake took the form of a lantern parade.

There is a remarkable activity in Racine bicycle circles since Hueffner won the Milwaukee road race. It is reported that they have arranged a road race



from Kenosha to Racine, but have taken the precaution of limiting the entries to Racine wheelmen. The event will no doubt end in being a purely local affair, and will create no stir outside of Racine.

The Comet Cycling Club at its last meeting decided to secure new quarters and fit them up in first-class style.

John Reitzner, of the Reitzner-Pritchard Cycle Company, who distinguished himself so well in the Milwaukee road race, is playing in hard luck. He intended entering the Parkside races, but will have to postpone it now until next year. On Wednesday last he received notification of his suspension for sixty days from the league for riding a race on Sunday.

The schedule of the Milwaukee Wheelmen for the month of August is as follows: Sunday, 14th, 8 a. m. sharp, "Cooney," thirty-three miles; Sunday, 21st, 8 a. m., basket picnic to Donge's Grove, ten miles. Colonel Andrae will furnish the ham won in the Milwaukee road race, and General Seward will furnish the bread, etc. Sunday, 28th, 8 a. m. Cedar Lake. JACK ROYAL.

CANTON, Ill., Aug. 8—The Canton Cycle Club is in the throes of reorganization, and about thirty men will form the new club. Canton has an elegant half-mile track that is free to local wheelmen when not in use by the horsemen. Anderson, Perkins, Dean, Plattburg, Heald, Stevens, Gaulbault, Myers and others train nightly. Anderson and Plattburg for the mile, and Heale for the longer distance, are the fastest men.

Sid Stevens attends the conclave at Denver and will return across country on a wheel.

A. H. Overman has a namesake at Canton in Albert H. Overman, his nephew, a member of Canton C. C.

The Peorians dined at Washington Sunday, the 21st, with Meade of the Humber-Rover Company as a guest. Meade anathematized those Peoria roads as the toughest he had seen.

FOR CHICAGO READERS.

Club News and Notes, Personal Gossip and Interesting Paragraphs.

B. G. Printz, of Springfield, O., passed through Chicago awheel last week, on his way to Dixon, Ill.

J. Petstyle has resigned as president of the Plzen Cycling Club, and F. Liska has been elected to the vacancy.

J. C. Starr's resignation as captain was laid on the table by the Englewood Cycling Club, and it refuses to accept it.

The Ravenswood Cycling Club is giving ladies' nights with dancing and refreshments every Wednesday evening.

When Taylor's new record for the mile was made known to R. D. Garden, he rubbed his hands and exclaimed, "Columbia!"

Captain Walter Bray of the Aeolus club left for Wisconsin on Tuesday to recuperate from a four weeks' attack of typhoid fever.

The Plzen Cycling Club runs for August are, 14, Irving Park; 21, Schutze Park; 28, Riverside. In September the club goes to St. Joe.

By Aug. 15 the Columbia Wheelmen will be in their new club house at 311 West Division street, built for them this summer at an expense of \$20,000.

W. C. Thorne returned last week from Oconomowoc, where he has been since the Washington meet, ridding himself of the effects of Washington water.

Sam Danziger, one of the famous Big Four party of g. o. o. days, seeks a partner for a two weeks' tour, beginning August 14. Mr. Danziger may be found at the Tribune office.

One hundred members of the Columbia Wheelmen attended the stag picnic at Franklin Park Sunday last, spending the day in athletic sports, boating, fishing, swimming, and at the well-laden tables of good things from the club house larder. Most of the party wheeled it out while others went out in the bus.

These annual stag affairs of the Columbia Wheelmen are enjoyable, and could be copied to advantage by other local clubs.

Wesley Reedy, of Ottawa, Ill., is in Chicago, probably to stay. Reedy was a prominent worker at the division meet held at Ottawa, but has been on the road constantly ever since.

The Lake View Cycling Club gives a party on the pretty lawn of its club property Aug. 19. A platform will be erected for dancing, and refreshments will be served throughout the evening.

E. J. Righter, of Lincoln, Neb., one of that state's most prominent wheelmen, stopped over in Chicago last Thursday. Mr. Righter spent two months in San Francisco, and was on his way to New York for a six months' visit.

In the absence of Chief Consul Gerould, Secretary-Treasurer White gave instructions to C. R. Francois, of this city, to take the case of Joe D. Guinea and C. W. Platt, and to sue the Cicero policemen who clubbed Guinea and arrested Platt.

W. H. McCormick, of the Buffalo Press Club, was a visitor of G. W. Cusman last week. Mr. McCormick states that his club is the great Buffalo club. They may ask for the L. A. W. meet of 1894, but he can not say. Baltimore is their opponent.

P. W. Yoos, of this city, returned from Denver and Pike's Peak on Saturday. He saw Mrs. Candy start on her perilous trip down the peak, and declares it a suicidal attempt. She bound her M. & W. tire with felt a quarter of an inch thick, and wound tire tape around that.

The north side has another cycling club, the North Chicago Wheelmen. This organization was formed July 1, with twenty-seven charter members, and now has eighty odd enrolled. The club has in prospect a house at 1717 Belmont avenue. The officers for the ensuing year are as follows: President, A.

G. King; vice-president, George Davis; secretary, Zilach; treasurer, Leyden; captain, J. Ulrich; first lieutenant, J. Schoenberg; second lieutenant, L. Strausser. The dues are \$1.50, or \$1 when paid by the first of the month.

Illinois club runs for August are: Aug. 7, Wheeling; 21, St. Joe, and 28, Ottawa. On the latter run the party leaves the club house at 2:30 Saturday afternoon, stopping over night at Joliet and reaching Ottawa Sunday in time for a trip to Starved Rock, Deer Park and the many beautiful canons of this region.

Chicago has seven cycling clubs in the Y. M. C. A. These the South Chicago Y. M. C. A. Cycling Club entertained at a banquet this week, Thursday evening, and later escorted through the rolling mills. The seven organizations are the Madison Street, Medical, German, Ravenswood, California Avenue, and Englewood.

The Lincoln Cycling Club's run card for the months of August, September and October indicates the long distance nature of the club's riders. Over a dozen long runs are scheduled, most of them centuries. The runs are to every available point around the city. Aug. 7, century, Fox Lake; Aug. 14, century, Lake Zurich and fifteen miles on boulevard; Aug. 21, century, open; Aug. 27 and 28, Waukesha; Sept. 4, century, fourth annual souvenir; Sept. 11, Fort Sheridan; Sept. 18, century, Joliet; Sept. 25, ladies' run; Oct. 2, century, Milwaukee to Chicago, train up Saturday night; Oct. 9, century, Elgin course; Oct. 16, century, Wheeling and Waukegan; Oct. 23, century, open; Oct. 30, finale, century, Elgin course. The Lincoln's annual road race occurs Aug. 20, entries closing Aug. 13. The annual track championships will probably occur Aug. 27.

The Detroit Wheelmen held a lantern parade Monday night. On the same evening the Wheeling (W. Va.) Cyclers had a big parade.

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Outlook for Next Season.

The frightful heat has taken the place of the June rains, and the bicyclist feels the one as much as the other and will not ride. Furthermore, he will not buy, and so 1892 is evidently going to rank with 1891 as a disastrous year for the trade. The failure of a big Philadelphia house will be widely felt, and many small houses may go down in the crash, while one or two English manufacturers may find it difficult to keep above water. I also understand that a Chicago manufacturer of some note has closed his doors, and there are rumors that another is in a bad way. All this trouble is the perfectly legitimate outcome of the foolish business policy that seems to be the style in the cycle trade. Credits, discounts, prices and integrity have none of them been respected, but every man has built and sold to suit himself, and always with the idea that his profits were going to be so large that loss was not to be taken into account.

The bicycle business is in a bad way, a very bad way; there is ruin in the air. The market is glutted with machines of all grades; public confidence is impaired, and the World's Fair takes place next year! I fear that this very simple sentence means a good deal more than appears on the surface. The World's Fair may be a good thing for the country; in my humble opinion, however, the reverse will be true. The amount of money that will be drained from the small cities and the country, and deposited in Chicago in the hands of railroads, hotel people, amusement establishments and saloons will play particular whack with the bicycle business, and many another business, too, I am afraid. That the concentration of vast crowds, and enormous sums of money in one place, is not conducive to general prosperity I think can be easily proved by reference to the

financial reports after the fair in London, Philadelphia, New Orleans and Paris, and we all know that special lines of trade always suffer first and greatest. It is therefore with very great forebodings that I at least look forward to '93.

There has never been a time in the history of the trade when, at this season of the year, there was such stagnation as is exhibited just now. Business is absolutely at a stand-still. Right in the midst of what should and what always has been the busy season, dealers are overstocked and buyers are absolutely nil. Some are living on hope and trusting that the fall will bring trade, which hope, it seems to me, is misplaced. Some are living on the leniency of their creditors and may close at any moment, while the makers, poor devils, are quaking in their boots and wondering how they shall weather through the "cool and cruel winter."

LA COTE MAL TAILE.

The New Howe Coming.

It more than probable that Stephen Golder and a sample New Howe machine will be in America by the first day of next month, for he is to sail on the 20th inst. from Liverpool. The New Howe has probably become better known than any wheel on the market in the length of time it has been out. It is, unquestionably, a splendid wheel, and it has been advertised in a very thorough manner. The New Howe is very like the Humber; at any rate it takes awfully well. It scores everywhere. Arthur Du Cros lowered the Irish half-mile to 1:09 4-5 on a New Howe, and the Manchester Center N. C. U. championship for fifty miles also went to a New Howe rider. It has recently won races at the Isle of Man, Clyde, Leeds and other places in Scotland and northern England.

Broke the Elgin-Aurora Record.

Charlie Cutting claims to have broken the Elgin-Aurora record Sunday, doing the distance in 7:56, seventeen minutes inside Ulbrecht's record of 8:15 made last year. Cutting started on the Cook County Wheelmen's century run, left the parties early and reached Aurora at 8:35 and Chicago at 11:56. The roads were horrible, and Cutting says almost unrideable in places. Sixty started the ride and owing to accidents but thirty finished, most of them by 6 o'clock. Preident Graham fell at Naperville and was forced to ride in, using but one pedal, but finishing. The finishers were, C. D. Cutting, W. F. Pieronnet, W. M. Shumway, P. H. Green, H. Misbach, F. W. Osmun, W. A. Thompson, Boxley, A. G. Moore, Foster, J. Hrach, R. C. Craigie, J. E. Dickinson, Salvage, R. F. Clark, Reinhardt, C. Grundseth, Holdthaefer, Ed Grundseth, Verhoeven, Ed. Furner, W. E. Skinner, W. L. Whitson, Frankenthal, R. Renter, Fred Howard, W. Montross, C. E. Graham, G. E. Moshier, James Levy.

Cycle Races at Summer Resorts.

One would think that the popular seaside summer resorts with their vast fun-seeking population would be able to offer the best of inducements for the holding of successful race meetings, yet with poor tracks, notwithstanding an abundance of material close at hand with which to build cheaply the finest in the land, and with seemingly no competent management to take charge of a tournament, the seaside visitors are left to while away their idle moments with wild west shows, base ball matches and occasional athletic tournaments. Asbury Park is a notable exception in this matter, and with a fine track and a wide-awake club has held and will on Friday and Saturday of this week again give

first-class sport, with valuable prizes to attract the fast men. Long Branch is too much addicted to horse racing to take much interest in such matters, but at some of the other resorts a cycle meet would be a profitable venture if properly managed. A venturesome young man at Atlantic City, one of the largest resorts on the coast, recently made an attempt to run a series of race meetings but apparently having not the slightest idea how to conduct the same secured an audience of only 200 people at his first venture, and having scarcely any entries was compelled to ask several wheelmen spending their vacation there to ride in order to help him out. This ended the series.

Another fellow, at Cape May, had a laudable scheme of which he gave one week's notice, that of having races, a parade, drill, etc., with cash prizes to the clubs taking the largest number of men down. As he failed to offer any prizes whatever for the races, no notice was taken of his proposal by anyone, and the great event was called off with less notice than it was announced.

It is seldom the case that there is a strong club at any seaside town, but there is a splendid opportunity for some first-class hustler to step in and furnish good amusement and make a neat profit at one and the same time.

Room for Work.

B. F. White, secretary-treasurer of the Illinois division, has been taking a list of cyclists who do not belong to the league in Illinois. He has a list completed as far as possible outside of Chicago, and has between 5,000 and 6,000 names enrolled. Verily a great chance for missionary work among the heathen in this locality.

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Eastern Race Notes.

Manager Bowden, of the Raleigh company, left New York Saturday night in company with Zimmerman for Hamilton, Ont., where the latter raced Monday. Mr. Bowden will visit his two sisters in Buffalo while in that region.

Zimmerman looked tired and completely run out after the finishes at Asbury Park races last Saturday, being completely exhausted after one finish with Taylor, which makes many think that he is getting stale. Zimmerman is a glutton for work and would do well to leave many of the handicaps alone.

C. Fred Coope, of the Common Sense Bicycle Company, of Philadelphia, is undoubtedly as fine a safety trick rider as there is in America. His performances at Philadelphia and Asbury Park races on the Common Sense Hickory wheel surprised even Dan Canary. In his travels for the company Coope frequently gives exhibitions in public places free.

Tyler is resting at his home, Highlandville, Mass., and Berlo, Hoyland Smith and others are keeping out of Jimmy's way. Windle is training, and we might see all of them together at Springfield. One thing seems certain, and that it will remain for either Tyler or Windle to lower Zimmerman's colors. If neither of the former can do it, why, then the Jersey "skeeter" will be boss of the world.

Taxis looked completely off at Asbury Park, and he stated to a REFEREE man that he had been dancing and swimming more than training. George (or "River-side") Smith, Elliott Mason's protege, rode well, and is a wonderfully plucky and well-built young man. Carl Hess, of the M. A. C.—he of the breechlet—rode with a dash that surprised everybody, and the young man from Ger-

many is pretty speedy. George Taylor gave Jimmy a terrible race in the quarter, and Asa Windle's push came in handy in giving George a decided lead at the start. Of course Taylor was favored with the inside position, but Zimmy rode lopped on his side, not losing a bit more ground than he could help, and what a jump he made on the straight! It was a great finish; Taylor sat up about five yards from the finish, stating he thought he had crossed. Taylor, as a rule, don't make excuses for defeat, but if he had hustled a bit more he would have beaten Zimmerman, who was completely exhausted at the finish, and it was only run by a foot.

The writer likes to hear from George Lacy Hillier at all times, and when Hillier speaks he generally says something worth listening to; but when "Jurge" pretends that he knows nothing of the festive "bookey" on English racing paths, he is and has been shutting his eyes at nearly every important cycle race meeting in England for years. Why, at the Alexandria Park jubilee tournament at London in 1887, the writer, who was present, counted fourteen book makers who were yelling their "odds" and doing a fair business. It was right at the club house entrance, too, and George Lacy Hillier was a judge at that meeting. I'm afraid our friend across the water is pretending blindness in his devotion to the pure amateurism and the lively corpse, maker's amateur-

ism. I would recommend the editorial of Priol of three columns in length in this week's *Wheel* as an antidote for blindness to G. L. H. If there ever was a pure amateur and true sportsman, Hillier is the man; but you commenced when the game was young. Mr. Hillier, and manufacturers few. Times change, speed commands price, and lack of speed at critical times receives reward from an

English book-maker. The chances of corruption, when men race outright for "the stiff," will be less than they are at present. They will try the cash system last of all in England, like all other, or nearly all other great things first tried and approved of on this side. Australia says cash is a success, and the charge that it has produced roping is unfounded and contradicted by both Australian press and public. MORGAN.

A Meet for St. Johns, Mich.

ST. JOHNS, Mich., Aug. 8.—Preparations are being made for the meet of the St. Johns Wheelmen, Thursday, Sept. 8. The programme and prize list will be out in a few days, and it is the intention of the boys to far surpass all previous efforts. Those who attended our meets in 1888 and 1890 know what that means. We have splendid athletic grounds and the best quarter-mile bicycle track in the state. Work on the track is progressing finely and it will be kept in the best of condition. The prizes offered will attract the flyers, and some good time is confidently looked for. Marshall, that "St. Johns farmer," is in training and is beginning to show up some of his old-time form, which carried him to the front two or three years ago. His record in the Ann Arbor-Ypsilanti-Saline road race of 1889 still holds for the course. His jolly good-nature has won for him many friends who rejoice to again see him on the path.

Coming Events at Rochester.

ROCHESTER, August 9.—On Labor Day the Ramblers' Bicycle Club will hold a tournament at the Driving Park. There will be a large list of elegant prizes to be awarded in the following events: One-mile, novice, club members only (safety); one-mile, safety, open; two-mile, handicap, safety, club members; half-mile,

safety, open; one-mile, club-championship, safety; one-mile, safety, city championship; three-mile team race, open to Rochester clubs; one-mile lap race, open to all men on grounds.

Sometime in September the Genesee Bicycle Club will conduct a road race from Buffalo to Rochester. Many attempts have been made to hold a race over this course, made memorable by the big race of October 22, 1889, when the local riders almost exterminated the Buffalo boys. Prizes tempting enough for the best riders in the state will be offered, and every effort will be made to make the contest even greater than the one in the snow storm of '89.

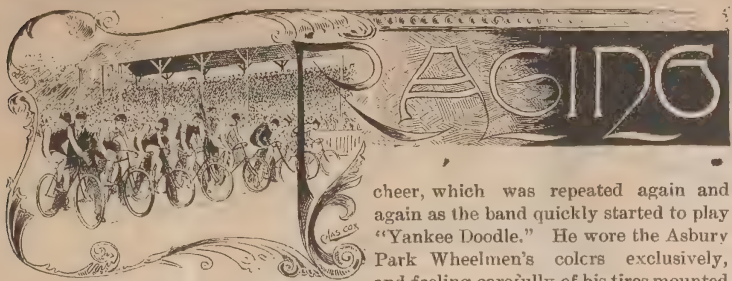
There is a probability that the Lake Views and Genesees will run a joint tournament here some time in September. If the project is carried through it will mean one of the best meetings of the year. PANHANDLE.

Holbein's Big Road Record.

On Wednesday the Coventry Machinists' Company received a cablegram from Coventry, stating that Holbein had ridden 359 miles in twenty-four hours on the road, breaking the previous record by twenty-three miles. He rode a Swift.

Hunter and Ullery Won All.

Piedmont, Ind., had a small sized tournament last week Thursday. F. E. Hunter won the mile race in 2:43 2-5, closely followed by Ullery and E. P. Roll, of Indianapolis. In the two-mile race Ullery won with ease in 5:59 2-5, his closest contestant being Frank Hornidy of Anderson. The four mile race was won by Hunter, with C. A. Kirkle, of Richmond, second. Lester McFaugh of Pendleton won the Madison County half-mile race in 1:22 1-5.



Zimmerman Wins Everything.

Asbury Park, one of the best-known New Jersey summer resorts, is a great place. The drinking water is bad, the beach is dangerous, no one is permitted to bathe on Sunday after 9 a. m., and the sale of liquor is prohibited at all times. Still, thousands of people live there during the heated term and are presumably happy. The place is popularly supposed to belong to a gentleman by the name of Bradley, familiarly known as "Founder" Bradley, who, having at one time owned nearly the entire town, sold such portions as he felt disposed to different parties, with the restriction that they should never do anything which he considered objectionable. Fortunately, bicycle riding and racing were not included in this class; but even if they had been it would have made but little difference this week, as Proprietor Bradley stepped down and out, and the whole place—hotels, boardwalks, beach and ocean—belonged by general consent to Arthur A. Zimmerman. Ever since he was landed last week from the deck of the Silver Stream he has been the observed of all observers; nothing has been too good for him; no one else has been mentioned. Ladies stop talking fashions to turn and look at him on the street; every wagon, every cart, every horse-car, every fence has "Zimmer" plastered on its side, and those who are not up in cycling are at a loss to know—as Mayor Stuart of Philadelphia said at the Coleman house banquet—"whether it is a tooth wash, a cough syrup, or something new in the wild west show business." Not only is Zimmer here, but Zimmer's father, his mother and his trainer, Joe McDermott, also—and Mr. Bradley is forgotten by everyone.

The Asbury Park wheelmen are a hustling crowd and know well the effect that the presence of their favorite rider would have. A fine three-lap track, commodious grand stand and good prizes drew forth both audience and talent, although the familiar faces of Tyler and Berlo were absent. A goodly number of prominent wheelmen were present to witness the "American speed merchant's" first reappearance, amongst whom were Joe and Harry Goodman of Hartford; Bunnell, Crowther, Frank Egan, G. Carleton Brown (referee second day), F. Z. C. Martin, Dr. T. N. Gray, Samuel Clark, Kluzer, George Atwater, George D. Gideon, S. Wallis Merrihew, D. E. Miller, F. P. Prial, J. J. Prial and "Senator" Morgan.

FRIDAY'S RACES.

Zimmerman made his first appearance in the fourth event of the day, the second heat of the one-mile, handicap, starting from scratch with G. W. Coffin, 120 yards; H. Hawthorn, 160 yards; J. Blake, 165 yards; W. J. Mooney, 180 yards; N. H. Mooney, 180 yards; W. J. Blake, 180 yards; Paul Grosch, 120 yards; H. B. Martin, 170 yards; L. D. Dexter, 160 yards, and F. C. Doup, 180 yards. Before starting for the track he evidently had no desire to ride, and said that he was going to do it as a favor to the club. The audience was waiting for him 4,000 strong and when he came out in the same off-hand, careless way, regardless of everyone, as of old, there went up a mighty

cheer, which was repeated again and again as the band quickly started to play "Yankee Doodle." He wore the Asbury Park Wheelmen's colors exclusively, and feeling carefully of his tires mounted in his old lumbering position. At the crack of the pistol he got off well, although, apparently, a bit nervous and evidently anxious to win. On the first lap he had made some headway, but not enough to arouse any great enthusiasm. But on the backstretch he began to pick up his men slowly. On the second lap he was half way through the field, and entering the straight on the finish sped away from them all, although Grosh made an effort to keep first position. Then, while audience, press, track officials and police went wild with enthusiasm, he dismounted and disappeared once more into the dressing room. He did not start in the final, as it came directly after the finish of the mile, open.

His next appearance was in the team race, where he had an easy thing in winning first on each lap; but his presence was not sufficient to make the home team a winner. The event of the day was the one-mile, scratch, with prizes for the laps and Zimmerman, Hess, G. C. Smith, Taylor, Munger and Mulliken for starters. "Riverside" Smith set out for the first lap prize, which he took without opposition, Carl Hess coming up and capturing the second, Zimmerman and Taylor riding together twenty yards back. Then up came the Jerseyman with a rush, passing all and making his own pace, Taylor following at fifteen yards. Around they went, faster and faster, into the stretch, Zimmer constantly increasing his lead and evidently running Taylor clear off his legs, won with thirty yards to spare and not looking back until he crossed the tape. This spurt was nearly one-third of a mile in length.

His fourth race was a two-mile, handicap, for New Jersey riders only, in which Paul Grosh and Coffin made a fight for place, but in which the champion once more distinguished himself. Munger has added a doll's bonnet to his already outlandish rig, and was greeted by the band with "Where did You Get that Hat?" He met with no success, being evidently again out of shape.

Following is the summary:

One-mile, novice—F. Stone, W. W., 1; E. Montgomery, Windsor Locks, 2; time, 2:44 2-5.
One-mile, handicap, first heat—A. B. Rich, 70 yards, 1; Carl Hess, 60 yards, 2; H. C. Wheeler, 65 yards, 3; time, 2:22 1-5. No scratch men rode.
Second heat—A. A. Zimmerman, A. P. W., scratch, 1; Paul Grosh, 2; George W. Coffin, 3; time, 2:26 1-5.
Third heat—J. R. Hazleton, 70 yards, 1; H. Watson, 120 yards, 2; J. H. Draper, 70 yards, 3. Munger, scratch.
Final heat—Hess, 60 yards, 1; Grosh, 2; Rich, 70 yards, 3; time, 2:29 3-5.
Two-mile, handicap—H. C. Wheeler, 100 yards, 1; Carl Hess, 100 yards, 2; A. T. Himrichs, 280 yards, 3; time, 5:08. No scratch men, Munger 30 yards.
One-mile, team—Orange Athletic Club, eighty-six points, 1; Asbury Park Wheelmen, eighty-four points, 2.
One-mile, 2:50 class—G. C. Smith, R. W., 1; A. B. Waters, Brooklyn, 2; H. Bonum, K. C. W., 3; time, 2:45 2-5.
One-mile, scratch—A. A. Zimmerman, 1; George F. Taylor, 2; Carl Hess, 3; time, 2:31 1-5. Ten starters.
One-mile, 2:40 class—Paul Grosh, O. W., 1; A. H. Rogers, M. C. W., 2; G. B. Walters, Brooklyn, 3; time, 3:01. Seven starters.
Two-mile, handicap—A. A. Zimmerman, 1; G. W. Coffin, 2; time, 5:06 2-5.

SECOND DAY.

On the second day the crowd was

equally large, but the suspense was over. There seemed to be no doubt on the part of anyone that Zimmer would continue to win, and in one instance some carried the enthusiasm to the extension of cheering Zimmerman and hissing Taylor; but it was promptly sat upon by the balance. In the one-mile, safety handicap, there were twenty two starters, with Zimmerman, Munger and Taylor on scratch. Munger set out for the field at the start, and on the second lap gave way to Zimmer. On the last quarter the struggle began. The three had worked their way half through the field, and Zimmerman let out with a terrible spurt, passing man after man, but was unable to get better place than third.

The quarter-mile dash was an exciting event, with Munger, Mullikin, Martin, Zimmerman and Taylor starting. Taylor took the lead, but Zimmer soon got after him, and they fought it out on the stretch, Taylor making a game fight and finishing a good second.

The *pace de resistance* of the meet was the five-mile scratch, in which Wheeler, Hawley, Hess, Zimmerman, Coffin, Taxis, Mullikin, Rich, Taylor, Campbell and Hazleton started. The bunch hung well together, Hess, Wheeler and Hazleton doing most of the pacing. On the last lap all let out at a terrific pace, Mullikin leading for a short distance. Zimmer took the lead on the back stretch, closely followed by the bunch. As they rounded into the stretch it looked as if any of the leaders might claim first place, but the champion held his own, although Taxis, who had not ridden previously, finished a good second, with Taylor third.

After this event a number of enthusiasts made an attempt to carry their hero around on their shoulders, but he, divining their intention, showed his sprinting capacities by running down the track and losing himself in the crowd.

Following is the summary:

One-mile, three minute class, first heat—C. S. Thompson, New Haven, 1; L. Z. Coyt, B. C. W., 2; H. B. Martin, A. P. W., 3; time, 2:51 1-5. Six starters.
Second heat—A. C. Watson, 1; H. Bonum, K. C. W., 2; H. Hawthorn, O. A. C., 3; time, 2:44 3-5. Seven starters.
Third heat—F. Stone, O. W., 1; H. E. Himrichs, P. B. C., 2; L. D. Dexter, Chadwick Mills, N. Y., 3; time, 2:41 2-5. Ten starters.
Final heat—L. C. Coyt, 1; F. C. Hawley, 2; C. S. Thompson, 3; time, 2:45 1-5.
One-mile, handicap—H. C. Wheeler, M. A. C., 65 yards, 1; J. R. Hazleton, R. A. C., 70 yards, 2; A. A. Zimmerman, scratch, 3; time, 2:24. Twenty-three starters.
One-mile, 2:35 class—H. C. Wheeler, M. A. C., 1; G. W. Coffin, O. A. C., 2; J. R. Hazleton, R. A. C., 3; time, 3:00 2-5. Six starters.
Two-mile, handicap—Carl Hess, M. A. C., 100 yards, 1; F. Hawley, K. C. W., 2; J. R. Parlor, F. C., 3; time, 5:13 2-5. Munger thirty yards; no scratch men.
Quarter-mile, open—A. A. Zimmerman, A. P. W., 1; George F. Taylor, M. A. C., 2; W. H. Mullikin, Baltimore, 3; time, 3:41 1-5. Five starters.
One-mile, 2:45 class—G. B. Waters, Brooklyn, 1; A. H. Rogers, M. C. W., 2; C. L. Conklin, B. C. W., 3; time, 2:46. Ten starters.
Five-mile, scratch—A. A. Zimmerman, 1; W. W. Taxis, 2; G. F. Taylor, 3; time, 15:05. Time—mile, 2:58 4-5; two, 5:57 4-5; three, 9:15 4-5; four, 12:17; five, 15:05.
One-mile, consolation—A. C. Watson, W. C. R. 1; H. B. Martin, A. P. W., 2; time, 2:46 1-5.

England's Twenty-Four Hour Race.

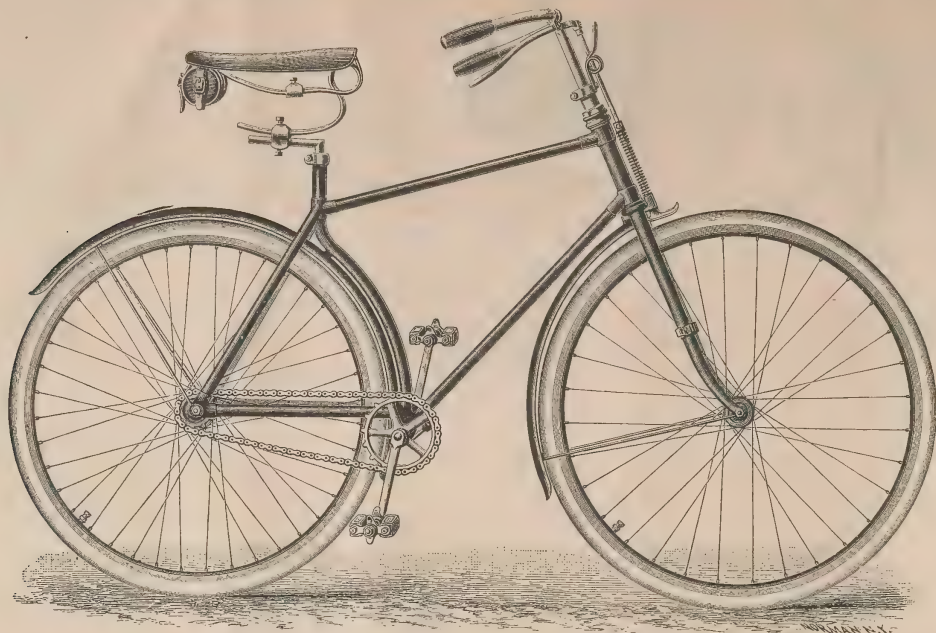
LONDON, July 27.—Zimmerman has left us. His departure was made very quickly, and scarcely had he gone when men found a new topic in the grand performance done by Frank Shorland in the twenty-four hour path race at Herne Hill, for which the enterprising proprietors of the Caca Cocoa had given a challenge cup, valued at a hundred guineas. It was anticipated by many that should the weather be favorable, 400 miles would be done, but no one was prepared for such a big total as 413 miles 1,615 yards. Yet this is what Frank Shorland did on his little front-driven Crypto-

geared machine, which, although it has a front wheel of thirty inches only, some people will persist in calling a geared ordinary. More than this, in twelve hours Shorland covered 220 miles 140 yards, and beat the record from ninety miles right away to the finish. In the last hour he covered eighteen and a half miles. The race was a grand one in many respects, and this, in spite of the absence of T. A. Edge and the early retirement of Holbein, S. F. Edge and Bates.

Holbein, who, like Shorland, had been training in the fresh sea air at Brighton, had been riding very fast during the last few days of his preparation, and his friends were very confident of his success. But, strangely enough, the man who has overcome all sorts of inconveniences on the road, who has ridden miles and miles on a so-called spring frame safety with a cushion tire gradually cutting itself to pieces and flapping on the rim, failed to stick it out on the perfect smoothness of the Herne Hill track, and retired after going 167 miles, the victim of saddle soreness, which was attributed to a badly fitting saddle. After this J. M. James, another member of the North Road Club, a mercurial, flippertygibbet sort of youth with a cracked voice and a merry smile, whom his friends delight to dub "Jimmie James," to distinguish him from other Jameses in the club, headed the safety riders proper, and in the end finished up some six miles only behind Shorland, with a total of 407 miles 285 yards. He was mounted on a New Howe safety, for which he had paid, and his success was received with much satisfaction by those who still believe in the virtues of true amateurism and think that all men attached to the trade should be classed as professionals.

Only two tricyclists started, both of them being amateurs of the best sort. Both of them regarded the race as a good opportunity for making records under favorable conditions, and neither had any great intention of going right through. At any rate their desire for records was satisfied. They began cutting the old records made by Dr. Turner and A. L. Bower on solid tired machines, at twenty-six miles. At forty-four miles Moorhouse retired, but Bidlake, who was on a Marlboro Club tricycle, kept at his work and cut all records up to 200 miles, which he accomplished in 14 hrs. 10 min. 14 2-5 sec, and then he also gave up. Besides Shorland and James, two other men completed the twenty-four hour, one of them, J. F. Walsh, the old ordinary rider, who was now mounted on a Premier safety, doing 384 miles, and the other, a Yorkshireman named Brundrett, who came with a big local reputation, doing 379 miles.

The weather throughout was simply perfect, and the track was in first-class order. The whole of the conditions were most favorable, and the general arrangements, which were in the hands of Lacy Hillier, were simply perfect. It might have been supposed that on the first occasion of running a big race like this on the path, there would be many little hitches, but there was not a single one. Everything was as it should be—a striking testimonial to the organizing capacity of the man who practically ran the whole show. It is worthy of note that altogether about 8,000 spectators paid gate. About four hundred of these remained throughout the race, which began at 8:05 on Friday evening and ended at the same hour on Saturday. As early as 3 o'clock on Saturday morning spectators were arriving at the grounds, and between that hour and 5 o'clock no fewer than seventy people passed the turnstiles.



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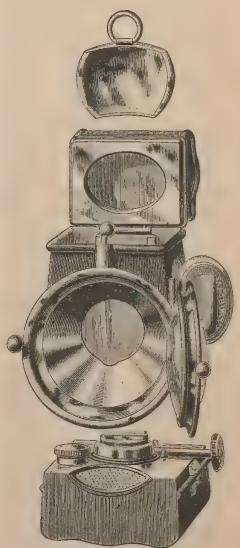
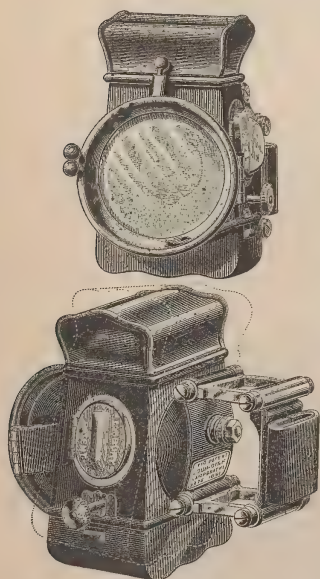
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BIDWELL-THOMAS

★ RACING TIRES ★

A FEW OF THE RACES WON ON THIS TIRE.

May 30,	Worcester, Mass.,	1st 4 times.
" 30,	Manhattan Field,	1st 2 "
June 6,	New Haven,	1 Mile Safety.
" 6,	" "	1/2 Mile H'dcap.
" 4,	Cambridge,	1 Mile Scratch.
" 4,	Philadelphia, 1/2 and 1	" "
" 13,	Cortland, N. Y.,	1 " "
		2 " Lap.
		1/2 " Scratch.
		1 " H'dcap.
" 17,	Buffalo,	1st 3 times.
" 21-22,	Scranton,	1st 4 "

Also at Orange, June 25th; Cleveland, June 22nd; Vineland, June 28th; Asbury Park, June 30th; Patterson, July 2nd; Hartford, July 4th. They were first in each place several times.

Finally, Frank Waller at Oakland, Cal., rode 363 miles in 24 hours on a Bidwell-Thomas Pneumatic.

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Since the end of the race men have been endeavoring to prove that the result shows the front driven machine to be faster than the rear-driven, but I can not help thinking that a careful analysis leads to an almost exactly opposite deduction. Hitherto, when both have been mounted on a rear driver in road races, James has never been anything like so good as Shorland, and yet when the latter, after undergoing a special preparation and doing lots of path work, exploits the front driver to the best advantage, James finished within seven miles of him. Of course, on the other hand, it may be said that Shorland knew exactly what advantage he possessed, and did not trouble himself so long as he did a good performance and won decisively. At any rate, I fancy that further evidence will be required before the point can be finally settled. Men's thoughts are now of holidays and holiday making, and great preparations are being made for the southern and northern camps.

The leaders at each hour and the score for the twenty four hours was as follows:

Hrs.	Miles.	Yds.	Hrs.	Miles.	Yds.
1 Bates	20	910	13 Shorland	232	170
2 Shorland	40	270	14	248	160
3 " "	60	900	15	265	535
4 " "	78	1250	16	280	1715
5 " "	98	450	17	296	1360
6 " "	114	100	18	313	709
7 " "	131	250	19	330	323
8 " "	149	40	20	346	250
9 " "	166	170	21	361	1650
10 " "	183	1440	22	379	1300
11 " "	202	1240	23	395	740
12 " "	220	140	23	413	1615

Miles. Hrs. Min. Sec.

200	10	49	32	2-5
225	12	31	39	3-5
250	14	6	42	4-5
275	15	38	37	4-5
300	17	10	18	
350	20	18	7	1-5
400	23	14	7	1-5

A Meet at Toledo Sept. 10.

The Toledo Bicycle Club has made arrangements with the Toledo Exposition Company to hold a large bicycle tournament at the Toledo driving park Saturday, Sept. 10, which will follow the Columbus meet, Sept. 5 and 6. Some thousand dollars' worth of prizes will be given. The programme has been arranged as follows: One-mile, safety, novice, open; one-quarter mile, safety, open; five-mile, safety, handicap, open; half-mile, safety, boys fourteen years or under, restricted to twenty-seven inch wheels; one-mile, safety, T. C. C. championship; one-mile, safety, open; half-mile, safety, open; one-mile, safety, 2:50 class, open; three-mile, safety, lap race, open.

Good Programme at Columbus, Ohio.

The Columbus Cycling Club boys, having met with such great success with their tournament last year, have decided to give a larger and better one this fall. It will be held at the new Gentlemen's Driving Park on Tuesday and Wednesday, Sept. 5 and 6. This (the 5th) being Labor day, and a general holiday, will naturally attract a large crowd. The track at the driving park has just been completed, and experienced men say that is the fastest in America. The various committees are hard at work, and intend to make this the most successful meet ever held in Ohio. Dr. G. G. Thomen is the greatest hustler on record, for it has been principally through his efforts that so many, and valuable, prizes have been donated. So far these have been donated: An elegant upright piano, a fine buggy, a valuable city lot, two fine gold watches, five high grade bicycles, an elegant silver cup by the Columbus Board of Trade, a full-dress suit made to order, \$75; two \$100 gold medals, two complete toilet sets, pair of trousers made to order, bicycle suits, and many other valuable articles. Several other

fine prizes have been promised, which at this writing have not been announced, but the aggregate value, when they are all in, will exceed \$3,000. The programme will consist of but of few local races, the majority of them being class, handicap and open. Since the date is at a time when there are but few meets over the country, there will probably be a great many entries from the crack riders from the east and from Chicago. George W. Smith, who handled the races so successfully last year, is again in charge of the races of the coming meet. Entry blanks can be had by addressing George W. Smith, 32 East Spring street, Columbus, Ohio.

ARION. West Gave Up.

"Professor" John West, of the Minnette Cycling Corps, a professional, started to establish a twenty-four hour record last Friday evening at the Elgin Driving Park. He failed after riding 13 hrs. 10 min. 14 sec., and having done but 189 1-2, 30 miles behind the record. For four months West has been steadily training under his own system, for he himself is a practical trainer of athletes and cyclists. Big and muscular, he gives one the impression, at first sight, that 400 miles in twenty-four hours would be an easy thing for him. It had been raining Friday and the track was heavy when the rider started. He looked weary at the end of the first hour and got "bull-headed," one of his pacers said, at midnight. A heavy fog made him groggy and he refused to mind the pace-makers. Rhodes, Buchanan and Slusser were with him during the night, but he would not mind them or Fox, his manager. When he had covered 189 miles at 7:41 in the morning, his eyes closed repeatedly, and he dismounted, admitting he was foolish for starting, and giving up then and there. It was currently reported that he would start at 3 o'clock next Saturday on Parkside track in another attempt. Track authorities say he will not be able to get the track. Another aspirant for twenty-four hour-record honors was made known this week. Horace Baine, of Goshen, Ind., formerly of Chicago, starts on the Warsaw track in Indianapolis Aug. 18. F. J. Wagner, of this city, was sent for to take charge of the track, and left this week. Baine is a good rider, but a mere boy, who will do himself much harm in such a contest. He would do better a year from now or even later. While Englishmen and Frenchmen are breaking his record, and Americans are trying to do so, Spooner smiles serenely, and declares on his oath that he'll never start again. On top for even so short a time, but there just the same, has settled his long-distance aspirations, and another season he will devote his entire time to short-distance contests.

Berwyn's Race Gossip.

It is not often that a crowd—that is, a crowd of self-respecting people who are supposed to know the difference between gentlemanly and ungentlemanly conduct—so far forgets itself as to treat ungraciously a man whose only fault is that he dared compete with their favorite, and took second in a number of good finishes. Yet this is exactly what a portion of the Asbury Park gathering did on Saturday last. So much were they "gone" on their hero, Jimmy, that they actually hissed George Taylor, the popular Manhattan man, for no other reason than that he made a most magnificent struggle in the quarter-mile dash, and lost by only a few inches in one of the most exciting contests of the two days' meeting. Taylor, who is undoubtedly

one of the most popular men on the path at the present time, had ridden a fair race upon its merits; he had neither fouled Zimmerman nor had he claimed ill treatment, yet as he returned to the dressing room he was greeted with a chorus of hisses instead of the applause he deserved for his brilliant showing. Fortunately the better class of the audience put an end to the disgraceful conduct by loud cries of "shut up" and threats of personal vengeance, but it was certainly a most unfortunate occurrence that there were even a few hundred present whose ideas of hero worshiping were carried to this extreme. Taylor was very much hurt and showed it plainly. After his second performance there were many who thought it possible for him to beat Zimmerman. To lose, after making a game struggle in race after race, and then be hissed for his best effort, was enough to disgust any man.

Should the racing board, during its present investigations, discover that any racing men of reputation have been breaking the rules, and suspend or expel any of the real cracks, thus practically breaking up the sport in its height, the Park Avenue Wheelmen of Philadelphia will change their programme to suit, and immediately offer cash prizes, so as to secure the attendance of the men.

George Smith, of the Riverside Wheelmen, riding in and winning the 2:50 class at Asbury Park after riding a quarter in :33 2-5 two weeks previously, is a queer interpretation of the class system.

W. W. Taxis, who has for years represented the A. C. S. N., states that the rumor is true that he proposes to leave it. If it does not give him his release he will resign from the club. Taxis says the navy has not been able to pay his expenses for some time, yet he has continued to represent it at his own expense, knowing its financial condition. Of late, however, his entrance fees have not been paid, and he has received letters from different sections of the country so frequently, complaining of the neglect, that he has become sick of the matter and decided not to be so good natured hereafter. He may ride unattached, but it is more than likely that he will join the fold of one of the big New York organizations.

"If I had had charge of Zimmerman in England," said Stillman G. Whittaker, recently, "I would have made him wear a spiked dog collar with the spikes on the inside. Then if he had tried to look around in a race he would have been reminded of his danger by one of the spikes and changed his mind."

PAUL BERWYN.

Jacksonville's Tournament.

The Lockwood club members are working hard to make their meet a success. It has already been advertised far and wide and entries are coming in, having been received from Chicago, St. Louis, Columbus, O., and a good many other places. The entry blanks are ready and will be mailed on application. They are getting up an illustrated forty-page pamphlet containing views of the principal buildings, streets, the fair grounds and club rooms, which will be ready in a few weeks. The piano given by Camp & Phillips has arrived and is a beauty.

On the first day there are \$1,585 worth of prizes offered, and \$1,015 on the second, making a total of \$3,500, among them being an \$800 piano, a \$300 surry, a dress suit, typewriter, desk, several wheels, medals, etc. Jacksonville is a very nice little city of 15,000 inhabitants and is sometimes called the "Athens of the West." It is noted for its education-

al advantages. It contains one of the best colleges for young men in the west, several seminaries for young ladies, Central Hospital for the Insane, state institutions for the blind and deaf and dumb, the latter being the largest institution of its kind in the world.

The Second Milwaukee Race.

A great deal of interest is being manifested in the road race which is to take place soon between Johnson, of Minneapolis, and Ulbrecht, of Chicago, to decide the tie for second time in the Milwaukee road race. It is now understood the race will occur immediately after the Chicago club's meet at Parkside the latter part of this month. A despatch from Milwaukee, dated Saturday last, says: "The racing board of the Milwaukee Wheelmen, which had charge of the last Waukesha road race, to-day announced that Hueffner, the Beloit college athlete, who finished first from the thirteen-minute mark, won his race by fraud, and would not be permitted to participate in any future races here. The board says that Hueffner had four pace-makers along the road; that friends secretly helped him up Stone Quarry hill, and that he told a deliberate falsehood when he gave his record to the handicappers. The first place, it is declared by the board, belongs to G. F. Kuenzel, of Milwaukee, second to G. F. Reitzner, of Milwaukee, and third place to Fred Nessel, of Chicago, who won time prize."

Canadians Easy for Jimmy.

Monday Zimmerman pounced down upon the Canucks at the meet of the Hamilton B. C. and secured a first in every event he entered, besides lowering some records. The day was perfect and there was a good attendance. Jimmy was the observed of all observers—it was Jimmy, Jimmy, Jimmy. He appeared in town in an awfully English rig, checked trousers and all. Hyslop was cheered to the echo and cries of "Palmer's day is past," "He ain't in it," while hurrahs for Zimmerman were heard frequently. W. S. Campbell, of New York, and C. H. Callahan, of Buffalo, were also present, besides the Canadian cracks, Wells, Carman and Hyslop. Zimmerman cut the quarter-mile record to 36 sec. from 39 1-5 sec., held by Wells. He also reduced the mile record from 2:43 4-5 to 2:42 2-5. The summary follows:

Two-mile, novice—W. Nichol, 1; A. McMahon, 2; time, 5:42.
Half-mile—Zimmerman, 1; Campbell, 2; time, 1:12 2-5.
One-mile, 2:45 Class—D. Nasmith, 1; J. G. Gauld, 2; time, 2:41 1-5.
One-mile—Zimmerman, 1; Callahan, 2; Wells, 3; time, 2:42 2-5.
Quarter-mile—Zimmerman, 1; Hyslop, 2; time, :36.—Record
One-mile, three-minute class—R. B. Griffith, 1; D. Nasmith, 2; time, 2:43 1-5.
Two-mile, lap—Zimmerman, 1; Hyslop, 2; time, 5:30. Time limit 5 min., consequently no race.
Three-mile—Campbell, 1; Callahan, 2; time, 8:51.
Ten-mile, invitation—G. M. Wells, 1; A. W. Palmer, 2; time, 33:11 3-5.

Chicago Race Notes.

Montgomery Ward & Company's employees will hold their road race August 20 over the north side course.

Frank Bodach claims he can defeat Ulbrecht despite his recent defeat at the hands of the Columbia Wheelmen.

This Saturday afternoon at the Parkside track the Cook County Wheelmen hold their second annual race meet. Two open events, one and five-mile handicaps, will be run, and six club events, one half, one and two-mile handicaps, one-mile, 3:10 class; one-mile, novice, and one-mile, ordinary, handicap. Handsome gold medals will be given to

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Is the finish on your wheel commencing to grow dull or show signs of wear? If so, it needs a coat of

Berry Brothers' Bicycle Enamel,

which will restore it to its original brilliancy, one bottle being sufficient to finish a bicycle. The only perfect article of its kind in the market. Prepared ready for use; easily applied, and dries quickly with a jet black and lustrous finish. Ask your dealer for **Berry Brothers' Bicycle Enamel.**

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All grades of Air Drying and Baking Japans for Bicycle Work. Send for our prices.

FACTORY

BIRMINGHAM, ENGLAND.

LONDON, 119 Newgate St., F. C.	Of course, we realize That you can buy “QUADRANTS” at any of the places mentioned on this page, and at scores of other places, but for the readers of this paper we recommend writing to	PARIS, Pxis Avenue de la Gde, Armee.
LIVERPOOL, 69 Bold St.		PHILADELPHIA, 815 Arch St.
MANCHESTER, 13 Victoria St.		BOSTON, 249 Columbus Ave.
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THE “QUADRANT” CYCLE COMPANY,
297 WABASH AVENUE.
CHICAGO.



first men, good prizes to second, and five prizes in the five-mile, open.

Aug. 20 the Ravenswood Cycling Club gives a number of races at Diamond's track, Sulzer road and the river. These will be half, one, two and five-mile handicaps.

The Minnette Cycling Corps is soon to receive a challenge from the lately organized Garden City Wheelmen to a team race, any number of men to a side, and any distance.

The Columbia Wheelmen hold their annual road race Aug. 28. They may decide to postpone the event, that the old course between Douglas and Humboldt Parks may be used.

A club trainer is being secured by the the Illinois club, and Captain Gray is selecting the men who are to go into active training for the fall races. The Illinois will bid lively to be in it.

W. A. Rhodes contemplates returning to the east. Losing his job through the Moffat failure, and ill luck on the road and path, have convinced the big fellow that luck is against him in the World's Fair City.

The Illinois Cycling Club has postponed its annual ten-mile handicap road race scheduled for August 13 to September 17, when the old course between Humboldt and Douglas Park, now in course of repairs and rebuilding, can be used. Forty entries are already secured.

W. A. Rhodes expects to start for the 100-mile world's record on Parkside track Aug. 28, immediately following the tournament. Rhodes has hardly been fit for short distance work this season, but is confident he can lower Shorland's record of 5:05 3-5.

Secretary Walpole, of the Ames & Frost Manufacturing Company, is in receipt of a letter from the chairman of the racing board, in which the latter says, that with the best interests of the league at heart, he would like to inquire whether the Ames & Frost Company has in its employ a racing man or racing men who devote their entire time to racing, drawing a salary meantime. Mr. Walpole answered Mr. Raymond, in substance stating that they had in their employ traveling men who were doing a very satisfactory business on the road, and showed that business was not being neglected; that these men might, and undoubtedly did have some degree of speed on the road and path, and that he did not doubt for an instant that when they arrived in a town where races were being held they competed, with what success he was not prepared to say.

Comrades B. C. Road Race.

The handicap road race of the Comrades B. C. of Buffalo took place Saturday afternoon. Fifteen men were entered, and good time was made. Sanger, Schler and Schultz met with accidents to their machines and dropped out. The finishers were as follows:

Posn.	Hdcp.	Time.
Nick Mader.....	scratch	1:26:30
George Englehardt.....	3 min.	1:33:50
Theodore Freitag.....	6 "	1:37:30
Henry Smith.....	4 "	1:38:30
Jul Schultz.....	3 "	1:39
John Schler.....	5 "	1:41
Albert Connors.....	9 "	1:43:20
F. J. Morelock.....	11 "	1:45:15
Charles Laas.....	14 "	1:46

Buse Won From Scratch.

The Buffalo Ramblers sealed handicap road race over the Martin course Saturday afternoon was a fairly successful event. Out of ten entries seven men started and six finished. Good time was made on the way out, but on the return there was a strong wind. Buse broke his saddle the first half, but finished the race, coming in first. Sugnet was taken ill. The start was made at 2:46 p. m.,

and Buse finished at 4:16:40. The following shows the order of finish:

Posn.	Hdcp.	Time.
Buse.....	scratch	1:30:40
Scully.....	8 min.	1:38:50
Vincent.....	7 "	1:39:42
Schuster.....	8 "	1:48:30
Wagner.....	7 "	1:54
Reister.....	7 "	2:17:40

Several Bicycle Events.

The South Side A. C., of Buffalo, held its annual games Saturday at Sheenwater, a good crowd being present. Great interest was taken in the bicycle races, which resulted as follows:

One-mile, closed John Eigenbrod, 1; T. J. Sayles, 2; time, 3:10 3-4.
One-mile, novice Tony Roeder, 1; F. E. Watters, 2; time, 2:58.
One-mile, 3:30 class—F. A. Callahan, 1; Dan Buse, 2; time, 2:54.
One-mile, 3:30 class—F. A. Callahan, 1; John Pensyres, 2; time, 3:30.
Half-mile, Erie County championship—F. A. Callahan, 1, 1; Dan Buse, 2; time, 1:35.

Montana's Meet To-morrow.

The Helena Wheelmen's tournament will be held to-morrow (and Sunday, according to announcement), the programme being as follows: Quarter-mile, novice; one-mile, open; quarter-mile, for boys; half-mile, novice; one-mile, Helena Wheelmen championship; half-mile, 1:50 class; half-mile, open; two-mile, lap; quarter-mile, open; one-mile, ordinary; half-mile, H. W. championship; one-mile, four-minute class; half-mile, handicap; quarter-mile, H. W. championship; two-mile, open; half-mile, consolation.

Won By Hewitt.

The third race of the Ramblers Bicycle Club of Rochester, to Charlotte and return, was held Thursdny evening. The riders started from the club house and the run to the lake and return was quickly made, the men keeping well in a bunch and finishing very close together, as is shown by their time. The time was, Hewitt, 7:58:00; Van Houten, 7:59:15; Grashof, 8:01:00; Dukelo, 8:10:00; Kelly, 8:01:45; Zimmerman, 8:01:42.

Coming Race Meets.

Canton, Ill., cyclists will soon give a big meet.

On Labor day Studley & Barclay of Grand Rapids, Mich., will give several track and road events, the prizes aggregate \$300 in value. The programme has not as yet been arranged.

The Harlem Wheelmen hold their fall races on Labor day, Sept. 5. The Manhattan B. C. will also hold races on that day, a one-mile, novice, and one, two and four-mile handicaps.

The Minnesota division races occur Sept. 6, 7 and 8 at Winona, on the new \$1,500 track. The prize list will surpass anything of the kind in the northwest. There will be twenty events, nearly all of them being open.

Nov 9 is the date set for the seventh Austral race at Melbourne, Australia. The prizes for this event amount to 250 sovereigns. In addition there will be a mile, ordinary, and one and three mile, safety, events. Only solid tired wheels will be permitted in the Austral.

The Englewood Cycling Club holds a road race from Normal Park to the club house, Seventy-first and Yale streets, next Saturday. Prizes will be given to first and second, and a time prize will also be given. The entries close to-morrow with J. I. Marsh or H. F. Pyle.

The Dodge County (Wis.) Fair Association will offer \$150 in prizes for bicycle races, as follows: Fifty dollars for the person equaling the mile record on half-mile track, with an additional \$35 if the record is broken; \$50 for an amateur race, to be divided \$20, \$15, \$10, \$5;

\$15 for a race of boys under fifteen; \$15 for a race of girls under fifteen.

Rainsville, Ky., is to have a tournament Sept 30 or Oct. 1, the Louisville C. C. being the instigator of the affair. It is the idea to include it in the western fall circuit and have Zimmerman, Tyler, Taylor, Taxis, Berlo, Munger and the other cracks there. The dealers have already subscribed liberally, and great interest is being taken in the affair.

Next Saturday the South Bend (Ind.) C. C. will give a tournament, the prize list for which aggregates \$2,000. The programme follows: One-mile, novice; quarter-mile, open; half-mile, handicap; one-mile, open; two-mile, handicap; boys' race, fifteen years and under, one-mile; one-mile, handicap; half-mile, open; one-mile, team race, open; five-mile, handicap; one-mile, club race, and consolation race.

The first annual tournament of the Crescent C. C. of Birmingham, Conn., will occur at the Derby Driving Park Friday, Sept. 2, at 2:30 o'clock. Over \$1,000 worth of prizes will be offered for the eight races, which are to be as follows: One-mile, handicap, for riders of Ansonia, Derby, Shelton, Seymour and Birmingham; half-mile, handicap, open; mile, 2:35 class; mile, open; mile, three-minute class; mile, handicap, open; quarter mile, open; consolation.

The Batavia Wheelmen will hold a field day at Agricultural Park, Batavia, N. Y., next Wednesday. The events will be: One-mile, novice; half-mile, ordinary, open; two-mile, Genesee County championship; half-mile, handicap; one-mile, open to Batavia wheelmen; half-mile, boys' race, under sixteen, open; three-mile, lap race, open; one-mile, open; one-mile, championship, Rochester vs. Buffalo; "plowboys' race," open only to rural cyclists who follow the plow; team race, Le Roy vs. Batavia.

Buffalo's tournament next Saturday, at the driving park, promises to be a successful affair, for besides the \$2,000 worth of prizes some of the best men in the country will compete. The programme is as follows: One-mile, novice, open; one-mile, handicap, open; two-mile, handicap, open; one-mile, 3:10 class, open; half-mile, closed; one-mile, flying start, fifty yards, open; one-mile, handicap, closed; half-mile, open; three-mile, lap race, open; two-mile, team, closed; one-mile, ordinary; half-mile, obstacle. A special prize, valued at \$100, will be given to any one breaking the mile competition record.

Race Chat.

La Salle, Ill., will have cycle races under the auspices of the Caledonia clans Sept. 5.

At the firemen's tournament at Elkhart, Ind., last Friday, A. Miles won the bicycle race in 6:15.

Alma, Mich., will have a bicycling tournament August 19-20. More than \$800 in prizes is offered.

Baltimore proposes to have another big tournament in September, and on Sept. 19 the Chesapeake club will give ten events.

An effort will soon be made by the Grand Forks (N. D.) Cycling Club to arrange for a big meet this fall, prizes to the amount of \$4,000 being offered.

Frank Rough, of South Bend, Ind., won the five-mile bicycle race at Elkhart Friday. Time, 17:50. Brown, of Goshen, second. Baine, of the same place, third.

The Peoria Y. M. C. A. C. C. holds its first annual ten-mile road race on the Knoxville course Sept. 1. The first prize is a gold medal presented by Rouse Hazard & Company.

The Canton (Ill.) fair is talking up a race meet at the fair this fall, while the cyclists themselves are heartily in favor

of holding a meet in the western circuit on their own hook.

An appropriation of \$1,200 has been by the park commissioners for the commissioners for the completion of the the bicycle track at the Genesee Valley Park in Rochester.

The Wheelmen of Waverly, Ill., are preparing to give a big tournament on Wednesday, August 31. They offer \$1,000 worth of prizes and expect to have some of the best racing men of the west present.

The Michigan State Fair Society has offered to set aside \$400 to be used by the bicycle club in carrying out a successful day's sport during fair week. The club wants \$500, but will no doubt accept the former amount.

The Tioga Athletic Association will hold a race meeting on Columbus day. The following committee will have charge: C. A. Dimon, chairman; Walt Gilbert, Oscar Liser, M. F. Statz and James Ottoman.

In a race at Marshalltown, Ia., last Friday evening, four miles into the country over very hilly roads, stop, register and return, Burt Sutton won in thirty-four minutes, D. Graveland second and M. M. Dudley third.

At a meeting of the Minnesota state fair board of managers, it was decided to have the bicycle races take place on Saturday, and \$400 were set aside for prizes. The races will be under the auspices of the two cities, and Collie Bell will have charge of them.

The Manhattan Athletic Club proposes to outdo the Riversides, and, in fact, all previous New York race meets, judging from the preparations it is making. The prize list is a whopper, including as it does two building lots, a house and piano and some bicycles. Now what more can the racing men want? They will win the lot (or house) place therein the piano, and in wet weather drive out in the Springfield horse and coach, and in fine weather use the wheel. Truly the racing men want little else here below.

St. Paul Cyclists Happy.

Last week the new bicycle ordinance for St. Paul was reported favorably by the committee on streets, but was amended to death. Ald. Zimmerman had several streets in his ward added to the district, in which no bicycles were allowed on the sidewalk. Ald. Warren had an amendment put on which prevented bicycles from being allowed on the sidewalk on the Sabbath day. Ald. Cullen, however, capped the climax by offering an amendment which allowed pedestrians no right on the sidewalks when bicyclists desired to use them. This was unanimously adopted, and, with several other provisions tacked on, the ordinance was passed.

The Moffat Sale.

The Moffat Cycle Company's plant was sold at auction Wednesday morning to Mark W. Hill, the only bidder, for \$6,000. The retail store on Wabash avenue was sold Thursday. The fixtures, etc., were bought by Frank T. Fowler for \$30. The store contents were sold separately, a Columbia cushion going for \$10. Moffat threatens to fight the case to a bitter end.

The Menotony Wheel Club, at Arlington Heights, Boston, was organized last week. The club started with a large membership, efficient, and experienced officers and lots of enthusiasm, and its emblem, a white shield with initials in blue, will soon become familiar in local cycling. Its officers are: President, Lemuel Pope, Jr.; vice-president, Clarence Brockway; secretary and treasurer, Hartford Beaumont; captain, Clarence Brockway; lieutenant, Edward Bailey; bugler, Lemuel Pope, Jr.

A Fair Field, No Favor,

And May the Best Man Win !

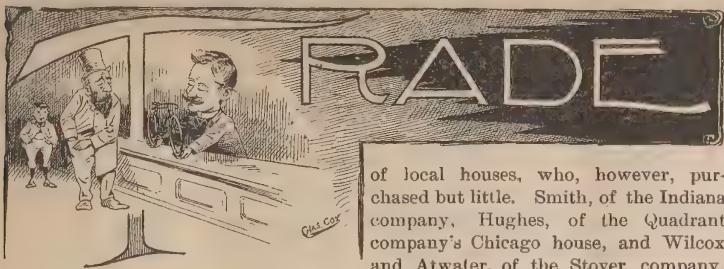
The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed. We add this week the record made in Milwaukee-Waukesha race, and others, and shall be glad to add to the list when our friends see fit to favor us.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
J. B. Woolas	Pullman Road Race	Greyhound	15 miles	53 40	
Bert Harding	De Soto course	Imperial	45 miles	3 hrs. 29 min.	Breaking Record 29 min.
W. C. Rands	Detroit Road Race	Monarch	25 miles	1 15	" " 2 "
L. D. Munger	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time.
L. D. Munger	do	Imperial	1 do do	2 22	" " now.
George K. Barrett	do	Humber	1-4 do do	33	" " equalled.
George K. Barrett	do	Humber	5 do do	13 19	" " equalled.
W. C. Rands	Pootman Race	Monarch	18 do	51 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger	Team race in New York	{ Imperial	2 do		Beating Manhattans and Kings County.
G. K. Barrett		{ Humber			
J. W. Thorne		{ Humber			
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record		
Roy Keator	Springfield, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	Springfield, Ill		2 miles	5 31 4-5	
G. K. Barrett					
J. W. Thorne					
John Johnson.	Winona, Minn	Freeport Elliptic	1, 2 and 5 miles	2 36½; 5 22; 14 37½	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League } { meet at Springfield, Mo., } { July 4th. }	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo.
Bert Harding		Imperial	1 do do		{ div. meet, Springfield July
C. R. Kindervatter		Imperial	2 do do		{ 4, 9 won on M & W. Tires
Fred Nessel	{ Waukesha to Milwaukee, } { Road Race }	Speedy	16½ miles	48 min. 11 sec.	M. & W. Racing Tires†
Emil Ulbrecht		March-Davis		49 do 22 do	do do do
John Johnson		Elliptic		49 do 22 do	M. & W. Road Tires
G. A. Thorne		Humber		49 do 51 do	M. & W. Racing Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		{ M. & W. Racing Tires †
Emil Ulbrecht	do do do	March-Davis	100 do		
A. D. T. Simmons	do do do	James Racer	100 do		

†Best time by 5 min. 9 sec. ever made over this course.
‡It is a hard test to drive Racing Tires over such a course. Spooner says, road worst he ever saw it.

MORGAN & WRIGHT,
MANUFACTURERS OF RUBBER GOODS,
331-339 West Lake Street,
CHICAGO.



The Recent Failures.

That "all is not gold that glitters" has been forcibly demonstrated in the cycle business lately. There have been failures on a large scale in the United States, Canada and England, and if report be true, these are likely to hasten the downfall of others whose fate has been hanging in the balance for some time.

The Sweeting failure, in Philadelphia, seems to be the most disastrous the trade has experienced for some time. People in a position to know state that Mr. Sweeting is absolutely ruined. The failure is due, in part, to overstocking, the house having been caught with an immense stock of solids when the pneumatic came in fashion. There has also been large deterioration in other channels. Added to this, Sweeting has suffered severely by the failures of others, one smash having cost him, we learn, in the neighborhood of \$15,000. The Gormully & Jeffery Company, which was reported to be among the creditors asks us to deny the report. Beside the houses named last week, we understand that the Manchester Cycle Company loses heavily, one report placing its claim at about \$20,000. Bayliss, Thomas & Company, for whose wheels Sweeting was given the United States agency about a year ago, are also said to be heavy losers, but from other sources we learn that all the business of this firm was conducted through a Philadelphia banking house, and that their loss, if anything, is comparatively small.

The trouble over the affairs of the Moffat Cycle Company can not be fairly called a failure. It is a squabble among the stockholders. Messrs. Hill and Fowler say that Moffat does not own a dollar's worth of stock in the company, that his personal account is considerably over drawn, and speak of the founder of the company, his dealings and his abilities in anything but a complimentary manner. Mr. Hill claims to have made an offer to Moffat to retire from the business for \$5,000 less than he had put into it. The reason the business had been closed up, he said, was that he didn't propose to lay out another dollar so long as Moffat was connected with the concern. He did not explain why Moffat could not have been removed by other means. Meanwhile Moffat has succeeded in having the Chicago Title and Trust Company appointed a receiver, and we understand that a large number of outstanding accounts have been unearthed, which will go a long way toward liquidating the claims of the creditors. Whether the factory will be operated by any of the parties connected with the company is uncertain. Hill says he has no desire to continue, but that should he be forced to purchase the place, he will probably continue to run it.

The Sweeting Failure.

PHILADELPHIA, Aug. 8.—The stock and fixtures of the Sweeting Cycle Company, at both the main store, 815 Arch street, and the branch, at 2135 North Broad, were sold at sheriff's sale this morning. There was a fair attendance of trade people, mostly representatives

of local houses, who, however, purchased but little. Smith, of the Indiana company, Hughes, of the Quadrant company's Chicago house, and Wilcox and Atwater, of the Stover company, were present looking after their respective interests. Howard A. Smith, of Newark, was also present, and a frequent bidder. Mr. Smith, however, was the largest purchaser, buying the greater portion of the stock and the fixtures. The goods went at pretty stiff prices, in many cases, fifty to seventy-five per cent of their actual value, and some sundries bid for by small speculators were bringing almost full cost prices. The Arch street store contained a large stock stored on the three floors of the building, a large proportion being second-hands and old solid and cushion tires. The up-town branch was sold out in a few minutes, the stock being small.

The Quadrant company claimed its goods, and these were not sold, the company, being permitted to make a deposit equal to the invoiced valuation, as a guarantee that it would pay for and remove the wheels. The general sentiment seems to be, however, that they will lose more by this deal than had they permitted the sale to take its regular course, as the stock consists principally of 1891 pattern solids and cushions. Nothing is known at this writing as to the future of Mr. Sweeting. It is generally believed that Mr. Smith intends to re-open the Arch street store to dispose of the goods purchased and to push the Indiana Bicycle Company's line.

PAUL BERWYN.

WARMAN & HAZELWOOD NOT AFFECTED.

In last week's account of the failure it was stated that a number of cheap wheels in the Sweeting stock were thought to have been supplied by Warman & Hazelwood, though no name was on them. Mr. Warman states that his house never furnished Sweeting with wheels that did not bear the stamp of his firm or that of Sweeting; in fact, he had furnished scarcely any but high grade wheels. The indebtedness of Sweeting had nothing to do with the present house, but was contracted before the firm of Warman & Hazelwood was incorporated, and would in no way affect the house. It was an old debt which they had never been able to collect.

Dull Trade in the East.

Trade is dull all over the east, so say many drummers of leading houses, and so say nearly all the trade people that have been seen. Many firms will carry over to next year a goodly stock of 1892 wheels if trade does not pick up, and here it can be said that the extreme hot weather of the past few weeks has had a good deal to do with the falling off in sales. But lack of supply in the early months of the season will be the cause of many having wheels on their hands, as there is not the slightest doubt that thousands of sales were lost in February, March, April and May, through the makers being unable to fill orders. In a trip through the west in March and April the writer saw agent after agent who was cancelling orders right and left, owing to their customers either giving up the idea of riding or having gone elsewhere to buy, and these orders had been sent in several months before. The big makers, especially the Columbia people, seemed to have anticipated the early season's demand, and sold a tremendous

number of wheels. I was told by Howard A. Smith, of Newark, the other day, that he could have sold at least a hundred more wheels early in the season, and the Ormonde company, of New York, says it could have sold hundreds if it had had them. It cannot be estimated how many sales were lost in March and April through lack of supply.

During a talk with George S. McDonald, the well-known secretary of the American Ormonde Company, last week, he said: "While our company was in a fair way as regards supplies, we could have done much more, and the fact that others were worse off than we were enabled us to introduce our goods in a thorough manner. The English manufacturers will suffer principally, as they counted on a brisk demand for their goods, notwithstanding the McKinley bill; and right here I will say that the protective tariff is not an unmixed evil, for it surely has prevented the flooding of the American market with a cheap and nasty grade of English wheels which would in a measure retard the progress of the first-class English makes, such as are well known and have been tried and not found wanting. We propose, however, to be very early in the field next year, and as soon as Christmas has come and gone we will be ready to supply for the 1893 season. By the way," continued Mr. McDonald, "there is no regular season now like there was in the past, but there is business now from January to January, with, of course, a natural rush in the spring; but there is a dripping trade nearly all the year around."

This statement, by a man who is pretty well posted through actual knowledge of the subject, finds an echo among others. A member of the George R. Bidwell staff said: "Yes, we have been run to death since April; yes, since March, for wheels, and orders for a wheel were booked in rotation, and it was weeks before we could satisfy orders, and we were ashamed to meet people who haunted our salesroom. Of course, we started in to make the "Tourist" rather late, and did not anticipate the tremendous rush for the wheel, and in other makes we handle the same thing occurred. We could not meet the demand, and in this, of course, the demand exceeded the supply. But we are now about caught up and Mr. Bidwell will be ready for the anticipated early rush next year."

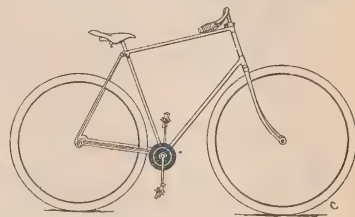
English manufacturers, according to the English *Cyclist*, complain of dullness and being overstocked with wheels, which to an extent is their own fault, as thousands of English wheels could have been sold if they had been this side in time; but to promise by February and then land them here in June will not suit the American trade, nor the English, for that matter. It would seem, now that the tire question is about settled, for a year at least, and frames have reached comparatively a definite style, the diamond, manufacturers would from now on push forward the building of next season's wheels, and endeavor to keep their promises to deliver on or as near time as possible.

Of course the extreme wet season in the west hurt the trade somewhat, but the lack of supply before the rain came did the most damage. Neither was the lack of supply confined to the wheel. Sundries, vital to the turning out of a complete wheel, were away behind. Saddles, pedals, bells and many important parts could not be had for love or money. There is no doubt that the tire question staggered a lot of people, and the non-arrival of tubing and parts upset the calculation of others, causing vexatious delays; but this should be remedied now with the extra competition in parts and

sundries; so it seems that the firm which will not be ready to market its 1893 wheels the first of February next will be likely to complain of "dull times" while the "early worm" maker will jingle his coin merrily—the result of "getting ready."

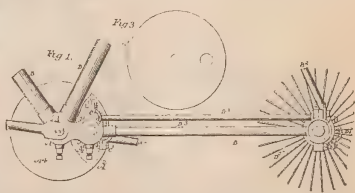
A New Chainless Wheel.

We have had the bicycle with the plain crank movement, the safety with a chain and gear wheels, the Star with its ratchet gear, the Broncho without chain, and the geared ordinary, and now comes another new gear for the safety, and chainless, at that. The invention is not exactly new, but in this country a patent was not granted until Aug. 2.



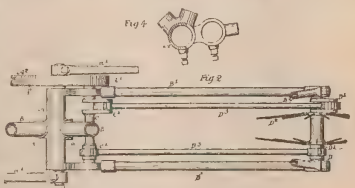
The inventor and maker is Arthur J. Battersby of Nottingham, Eng., and already he has a wheel upon the market which he calls the New Loco chainless safety. Whether this wheel will take the place of the chain wheel remains to be seen, but if it will do as the inventor claims, it will lead them all, for he says: "This machine is geared to eighty inches and is guaranteed to run much easier and faster than a chain machine at sixty inches." The cut of the wheel herewith gives a good idea of how it looks with this new gear, and the drawings, together with the inventor's specifications, will give an excellent idea of what the scheme consists of:

I employ a two-armed bracket (A) secured to the frame (B B) of each bicycle. The bracket forms bearings for the pedal axle (A 1), which is somewhat longer than usual and provided on one side of the bicycle with an interiorly-toothed wheel (A 2). The arms projecting from the back of the bracket carry bearings for a second axle (C), having two cranks (C 1) provided at one end with a toothed spur-wheel (A 3) gearing into the teeth of the wheel (A 2). The arms of the bracket



are secured to the front ends of the usual framing (B 1 B 1) of the bicycle. The back ends form bearings for the axle (D) of the back driving-wheel (D 2). Between the bearings and the driving-wheel the axle (D) forms two cranks (D 1), each revolving in a bearing at the back of a connecting rod (D 3). The front ends of the rods form bearings in which the crank (C 1) of the second axle revolve. The back-stays (B 2) of the bicycle have their lower ends bolted to the bearings at the back ends of the frame (B 1) in the usual way.

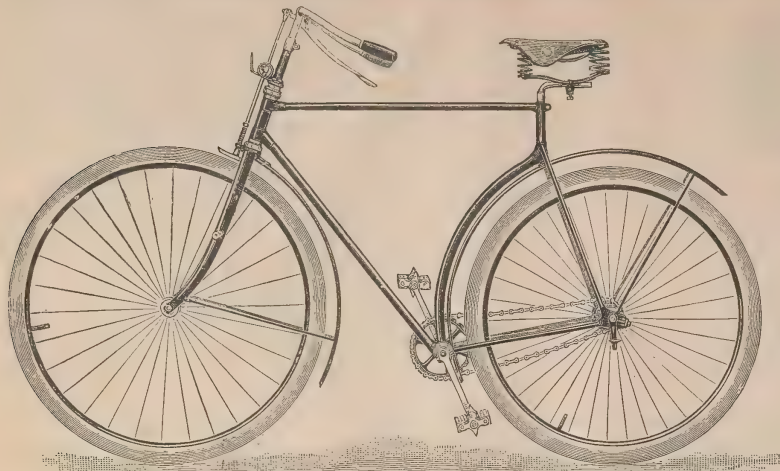
To prevent access of dust to the teeth of the wheels (A 2 A 3) I employ a cover-plate (A 4). A portion of the plate is broken away at figure 1 to show the wheels gearing into each other. The plate is provided with two holes (shown at figure



3), in which the axles (A 1 and C) revolve and keep in position.

The pedal-axle is provided with the usual pedal arms (A 1 A 1) (only part shown at figures 1 and 2). Each revolution of the pedal-axle carrying the wheel (A 2) causes the wheel (A 3) and the two cranked axles (C and D) and driving-wheel (D 2) to revolve thrice.

By the addition of the above-described parts to



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.



Send for Copy of List, at once.

TOWNEND BROS., Ltd.,

COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.

The James' Safety.

FIRST AND SECOND FROM SCRATCH.



MODEL NO. 1.

At the Parkside races June 18, H. A. Githens on a 24 lb. James and George A. Thorne on a 27 lb. James won first and second places, respectively (from scratch and 60 yards), in the 10 Mile Handicap event. Githens finished a lap ahead of everybody.

Good Wheels and Good Riders Tell.

THE JAMES CYCLE IMPORTING COMPANY,

SOLE AGENTS FOR U. S.

Room B, 113 Adams St., Opposite Postoffice, CHICAGO

West Side Branch, 1403 West 12th Street.



B. & A. ROAD RACER, 20 LBS.

TELEGRAM,
THRIFT,
BIRMINGHAM.

H. P. COOK
MANAGING
DIRECTOR

The New Buckingham & Adams Cycle Company, Limited.

Coventry Works, Birmingham, England.

THE JAMES CYCLE IMPORTING CO. control the sale of the B & A. wheels in all territory West of the Ohio River. General Office, Room B, 113 Adams Street.

SPECIFICATIONS.

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order.
FRAME—Finest Weldless steel tube and steel forgings, and adjustable seat pillar and handle bar, 6 1-2 in. adjustable cranks.
BEARINGS—Adjustable balls to both wheels, crank axle, ball head and pedals.
FINISH—Enameled black, with handle bar, seat pillar, cranks, pedals and nuts highly nickel plated on copper.

Same Model and Specifications as Above.

TRACK RACER, weight 26 lbs.,	\$160.00
ROAD " 30 lbs.,	150.00
FULL ROADSTER, " 34 lbs.,	150.00

THESE PRICES ARE WITH PNEUMATIC TIRES.

TESTIMONIAL from F. J. OSMOND, Esq.
Amateur Champion of the World.

Chillington Villa, Peuge Road,

S. Norwood.

MESSRS. BUCKINGHAM & ADAMS, LTD.

Gentlemen:

Having tried your new safety fitted with cushion tyres, I have much pleasure in saying that I consider it to be faster than any cushion tyred safety I have ridden, and, in fact, perfect in every detail.

Yours faithfully,

F. J. OSMOND.

The New Buckingham & Adams Cycle Co., Ltd.

BIRMINGHAM, ENG.

The James Cycle Importing Company,

CHICAGO, ILL.

A Few Good Agents Wanted.

a safety bicycle, I am enabled to dispense with the driving-chain and its adjustments heretofore employed, and attain a greater speed at each revolution of the pedal-axle.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

479,792, velocipede; William A. W. Eager, West Gardner, Mass.; filed September 18, 1891; serial No. 406,066.

479,835, monocycle; James D. Mattison, Saginaw, Mich.; filed September 25, 1891; serial No. 406,795.

479,839, velocipede; John Pfeiffer, Minneapolis, Minn.; filed November 17, 1891; serial No. 421,129.

479,845, seat for bicycles; James H. Sager, Rochester, N. Y., assignor to Rich & Sager, same place; filed October 19, 1891; serial No. 409,224.

479,846, luggage carrier for bicycles; James H. Sager, Rochester, N. Y., assignor to Rich & Sager, same place; filed October 10, 1891; serial No. 409,225.

479,851, spring tire; William C. Smith, Goshen, Ind.; filed September 4, 1891; serial No. 404,759.

479,946, vehicle wheel; Emmet C. Latta, Friendship, N. Y.; filed January 21, 1892; serial No. 418,802.

479,969, saddle for velocipedes; David D. Wright and William R. Berry, Peoria, Ill.; filed February 11, 1892; serial No. 421,105.

480,030, spring rim for velocipede wheels; William J. Pizzey, Bristol, England; filed March 17, 1892; serial No. 425,238. Patented in England May 14, 1891; No. 8,249.

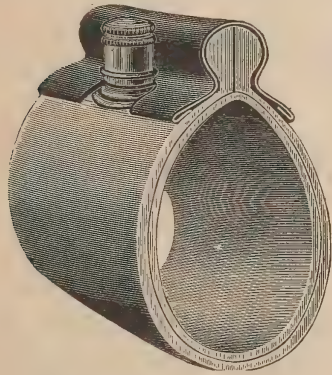
480,061, bicycle support; Franois H. Birchard, Milwaukee, Wis.; filed October 9, 1891; serial No. 408,370.

480,166, bicycle; Arthur J. Battersby, Nottingham, England; filed March 7, 1892; serial No. 424,033.

480,210, cycle lamp; Albert H. Overman, Springfield, Mass., assignor to the Overman Wheel Company, Hartford, Conn.; filed September 1, 1890; serial No. 363,616.

The New Swift Tire.

The Coventry Machinists' Company has just received a pair of wheels fitted with the company's own pneumatic tire, a cut of which is shown herewith. The tire is on the clincher order, being pushed well up into the rim, where it is



held when inflated. It is the work of but a moment to make a repair. The rubber used is good, and the valve seems to be a splendid one.

For Riders of the James.

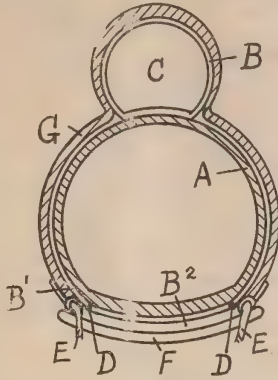
Those who ride the James and are prize winners will have a chance at a very nice prize toward the end of the season. The agents of the James have sent out a circular letter which sets forth that a racing wheel is to be drawn for by these prize winners. When a man wins a first, second or third place, he notifies the agent, and in proportion to the number of wins he has, draws for the bicycle. It is a good plan to keep posted on the winnings made on the wheel, as well as being an encouragement to the riders.

New English Inventions.

These abstracts are prepared immediately after the patents are applied for, by G. Douglas Leechman, consulting engineer, Coventry, England:

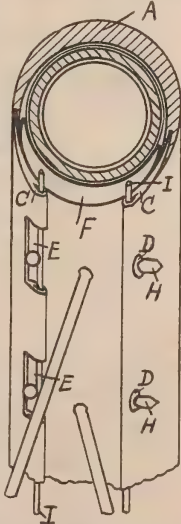
All persons interested in opposing the grant of a patent of any one of the undermentioned applications, may at any time within two months from July 6, give notice in the prescribed form of such opposition.

No. 13240, [J. A. Wilson's improvements in and relating to the tires of cycles or other road vehicles; Aug. 5, 1891.—The object of this invention is to prevent pneumatic tires from being punctured, and when punctured to render them still rideable. One arrangement consists in filling the air tube (b) with powdered cork or a compound of this with other ground light, elastic material, such as vulcanized india rubber, and with compressed air. The air tube is contained within a canvas cover (a) and an outer cover (c). Another arrangement is to fill an ordinary cushion tire



with compressed ground cork, the tire thus filled being secured to the rim in a usual manner; but the principal method consists in securing a canvas tube (B) filled with compressed cork (c) on the face of the air tube (a), the outer rubber (g) covering in both. The tire in this case is secured to the rim by circumferential wires (d) threaded through loops in the edges of the restraining canvas (b), the ends of the wires being brought out through holes in the rim (f), and having screws and nuts for tightening them up. The cords (e, e) are inserted in loops of the lower covering (b2), to assist in holding on the edges of (sic ? sr) the rim.

14679, R. M. Woodhead & P. Angois' improvements in and connected with pneumatic tires for wheels; Aug. 31, 1891.—This invention consists of an improved method of fixing the outer covering (a) of a pneumatic tire to the rim (f) of a wheel, and the device is to turn over the edges of the outer covering and strengthening them with canvas so as to form the loops (c, c), through which wire cord or other suitable material (i, i) may be passed and their ends joined; holes (d, d) or gaps (e, e) are made at intervals round the edges, and engage with studs (h, h) which are fixed upon or into the sides of the rim (f) at intervals corresponding with the holes. Another arrangement is to attach hooks or loops to the wires through small holes in the outer covering, and to fasten them into holes in the rim or flanges, or to studs thereon, or into the spokes in such a way that when the tire is inflated the cover becomes taut and is thereby held securely in position upon the rim. The principal motive of this invention is that the inner tube may be expeditiously removed for repairs; and as it is not necessary for that purpose to apply the method of securing the outer cover to both sides of the wheel. As an alternative, one side of the cover may be secured to the side of the rim by solution or by canvas, or other suitable material, solutioned or vulcanized to the cover and then fastened in like manner to the rim, the other, or reversible side of the cover, being secured by any of the several devices already described. Various forms of rims or studs or hooks, or the equivalents for studs or hooks, may be used in combination with any kind of inner tube, binding hoops or section of outer cover, the essential points of the device being that the said cover and the means for securing it are arranged entirely outside and upon the side of the rim.



Eastern Trade Notes.

Elliott Mason, manager of the Pope Manufacturing Company's Warren street house, has done a wonderful business this season, and, unlike many others, could get a fair supply at all times.

William Le Messurier, of Rochester, N. Y., the winner of the following road races, rode a Rochester bicycle, manu-

factured by the Rochester Cycle Manufacturing Company: First prize in Genesee B. C. road race, Churchville to Rochester, twelve and one-half miles, time, 37 min. 10 sec.; first prize, Genesee B. C. road race, Batavia to Rochester, thirty-five miles, time, 1 hr. 50 min. 45 sec.; first prize at Richfield Springs, N. Y., twenty-five mile road race; time, 1 hr. 24 min. 45 sec. Twenty miles of this was in the rain, and Le Messurier secured also second time prize, being twenty-two seconds slower than Hazel ton, the scratch man. Le Messurier's machine weighs less than twenty-nine pounds, and stood the roads beautifully.

Charlie Schwalbach, of Brooklyn, is himself once more, and now has two large stores and a riding school in the City of Churches. Phoenix-like, the pioneer Brooklyn dealer arose from his trouble, and steadfast friends flocked around him. Charlie is "one of the boys," and is shaping his course toward Albany, being quite a politician with some "influence" among the bosses of Brooklyn. Schwalbach made a clever move early in the season by issuing 30,000 one-lesson complimentary riding tickets through a leading dry goods house, and the scheme resulted in his school being crowded all day with people who, once started, came again, and not infrequently bought wheels as the result of becoming proficient. Alex. Schwalbach, the elder brother, is very successful as the manager of the Gendron Wheel Company's New York house, and reports business booming.

Making Pneumatic Sulky Wheels.

The wheels on all the bicycle sulkies thus far used have been those made by Sterling Elliott. They have wooden spokes, and are the same as those used on the Hickory bicycle. To-day Charles S. Green, the well-known driver and part owner of Sprague Golddust, Illinois Egber, Lucille's Baby, Wilkes Golddust and The Raven, will try the bicycle wheel with wire spokes. He has obtained from the Buffalo Cycle Works two regular wheels such as they use on their well-known light roadster, fitted with the Thomas pneumatic tires, and will use them this afternoon on a sulky. Much interest is attached to the trial, as it will be the first time a regular bicycle wheel has been used on a sulky.—Buffalo Courier.

Milwaukee Trade Notes.

The weather, although exceedingly warm in Milwaukee for some time past, has produced no visible impression on the trade. A visit among the dealers found them all in jolly spirits, and there was no exception to the report of doing a good business. Milwaukee is undoubtedly one of the foremost cycling centres in the country, and with a little more spirit displayed by her local wheelmen, dealers and manufacturers will soon place her in the van guard, at the head of the "push."

P. H. Sercombe, secretary of the Sercombe-Bolte Manufacturing Company, was the heaviest rider in the Milwaukee road race. He rode one of the company's twenty-seven pound racers and finished in forty-fourth place. The company had seventeen of its racers in the race, and every one finished without accident. This is a good showing, and a flattering testimonial for the merit of the wheel.

P. H. Sercombe is a hustler. He has just incorporated a company with a capital stock of \$20,000 for the manufacture of the Bolte automatic time-keeper. The incorporators are James K. Hilsley, Parker H. Sercombe and Harry J. Paine. The organization will be known as the National Time Recorder Company. The

machine which the company will manufacture is a patent of F. H. Bolte, and is one of great merit. It is designed to keep a daily record of the employees' time, and is to be used in factories, mills, stores, etc.

Andrae & Company have received from the Pope Manufacturing Company a sample of the new Relay Columbia, actual weight twenty-seven and three-quarters pounds. The wheel is a beauty and has already attracted many favorable comments from wheelmen.

Peoria Trade.

The midsummer bicycle trade in Peoria is what might be called good. Wheels are being sold in fairly large numbers by all the houses in the city. During the latter part of July the retail trade was booming. Of course it is falling off a little, but not so much as in former years.

J. W. Steinfield, representing the St. Louis Refrigerator and Wooden Gutter Company, was in Peoria last week with a line of cheap bicycles manufactured by this concern. It is manufacturing a very nice line of juvenile wheels and has had them on the market all this season. It expects to go into the business on a larger scale next year.

H. G. Rouse sails for England in September. He expects to be away about one month, and will combine business with pleasure.

Arthur L. Atkins, who looks after the agents in the state of Illinois for Rouse, Hazard & Company, reports business in a very fair condition. Mr. Atkins covers the state very closely and is in a position to know. He has been connected with the bicycle business for a number of years and is one of the best posted men on the road. LAUREL.

Chicago Trade Gossip.

E. C. Bode returned home this week, until the Moffatt company's affairs are untangled.

C. D. Rice, assistant superintendent of the Pope Manufacturing Company's factory, Hartford, was in Chicago last week.

The Ames & Frost company found it necessary last week to order 10,000 more catalogues of the Imperials, a total of 50,000 catalogues this season.

The Humber-Rover Cycle Company may add another story to the building now occupied this season, to accommodate the rapidly increasing business.

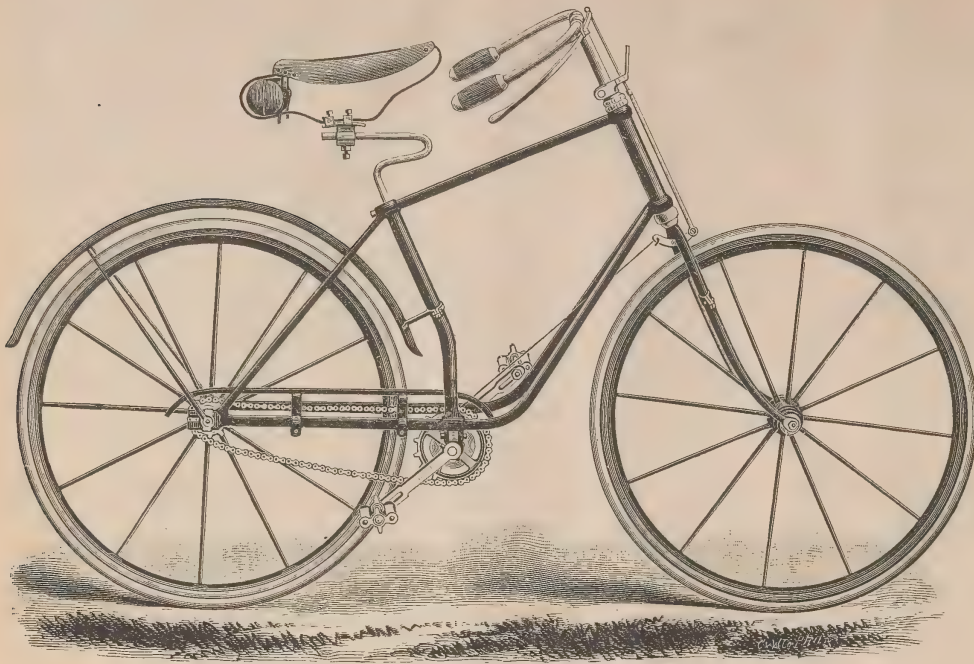
The Sercombe-Bolte Manufacturing Company, Milwaukee, contemplates manufacturing for itself and the bicycle trade another season, bicycle hubs and axles.

A Mueller, representing Hulbert Brothers and Company, of New York, manufacturers of wrenches and trousers guards, was along Cycle Row Monday. He reported business in sundries very dull.

Since the Liberty safety was given up by the Spooner-Peterson Company, the Rockaway Manufacturing Company has opened negotiations with several large local firms with a view to next year's business.

J. D. Adams, of the Fulton Machine Works Company, has taken charge at the factory in the absence of his partner, Mr. Leith. Mr. Adams formerly had charge of the Spooner-Peterson Company's repair shops.

The two top floors of 261 Wabash avenue have been rented by the George E. Bidwell Cycle Company, of New York, for the manufacture and repair of Bidwell (Thomas) tires. Two hundred tires a day will be turned out here and prompt service guaranteed. Ed. Barrett,



A Pronounced Success, Boys.

WHAT?

The Common Sense Bicycle.

BEST STEEL DIAMOND FRAME, SUPERIOR HICKORY WHEELS, PNEUMATIC AND CUSHION TIRES.

The Best Hill Climber and Easiest Runner.

Our Improved Roller Bearings are the thing.

Price, Pneumatics, \$110. Cushions, \$100

Send for Catalogue. Agents Wanted Everywhere. Liberal Discount.

THE COMMON SENSE
BICYCLE MFG. CO.,
1219 Callowhill St., Phila., Pa.

The Referee

WILL be sent to any address
at the low rate of . . .

\$2.00 per Annum.



An Honest Wheel, the Best that Brains Can Devise or Money Can Buy.

THE "BUFFALO"

Light Weight - - - Full Roadster.

THE PROOF OF THE PUDDING IS THE DIGESTING THEREOF.

BUFFALO CYCLE WORKS,
Buffalo, N. Y.

Jamestown, N. Y., April 20, 1892.

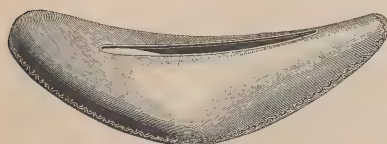
GENTLEMEN:—It affords me great pleasure at all times to speak of the Buffalo Light Roadster, that you built for me last year. I have been riding ten years now and have owned and ridden a number of different kinds and styles of bicycles. I have tried about all the different wheels on the market, and ought to know what the best wheel should be like. I know which wheel suits me best. I can conscientiously say that your wheel, or rather my wheel, is the strongest for the weight (37 lbs) of any wheel I have known. It is finely built on the most practical lines, and aside from being a specially handsome bicycle it is complete, durable, and simplicity itself. I want no better safety. I used to think in common with hundreds of others that the "grand old ordinary" was about as near the ideal as we could ever get, but the times demanded a low-down wheel that was safer than the "sky-sweeper" and yet as durable. Of all the hundreds of "rovers," whether chain or gear, ratchet or crank, long or short centres, long or short wheel base, two sizes of wheels and the hundred and one little details that make up the individualities of modern bicycles, I think you have embodied the essentials in the Buffalo Light Roadster in such a manner that it cannot be beaten. To me it is the sine quo non.

Fraternally yours, CHAS. E. GATES.

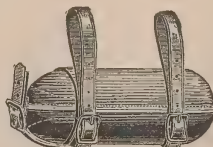
(Well known to readers of the cycling press by his non de plume, "SETAGEO.")

BUFFALO CYCLE WORKS, Buffalo, N. Y.

J. J. WARREN COMPANY,
WASHINGTON SQ., WORCESTER, MASS., U. S. A.

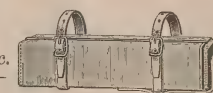
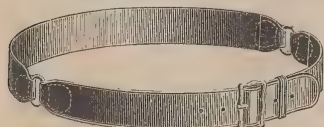


MANUFACTURERS
—OF—



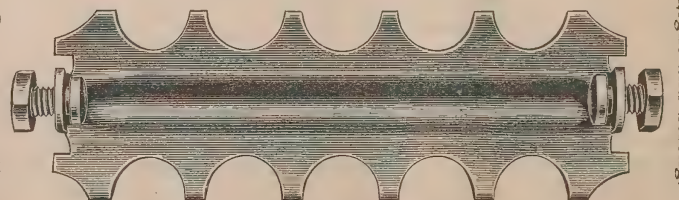
BICYCLE SADDLE LEATHERS AND TOOL BAGS,
LEATHER AND CANVAS | All Kinds of Extension Cases,
GOODS | Dress Suit Cases,
of EVERY DESCRIPTION | Sample Cases, Etc.

Send for Illustrated Catalogues and Price List.



RAT TRAP PLATES.

Price, \$2.00 per Set of Four, Postpaid.



3 5-8 inches Long.

We wish to call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that can be put into the same pedals as the rubbers are used in.

HAVE YOU SEEN THE

CURTIS COMBINATION PEDAL? Either Rubber or Rat Trap,

The best pedal in the market. Absolutely dust proof. Price, \$7.00.

REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

foreman, Fred Fehler and Harry Spellman have been sent on from the New York factory to take charge. A tire repair shop in the basement of the Taylor Cycle Company's store has been conducted temporarily, but now all work is done at the new establishment.

Ames & Frost sold a bill of goods last week, surprisingly large for this time of year, to W. D. Womack, of Kansas City. This included 500 Imperial A's. Mr. Womack will open a large cycle store at Kansas City, and branch houses in Wichita, Atchison and other towns.

The Taylor Cycle Company will greatly enlarge its business next season, and especially the jobbing business. The latter branch has proven a paying investment this season. A large and complete repair department, under charge of competent workmen, will also be a feature.

W. R. Walpole, secretary of the Ames & Frost Manufacturing Company, and Chas. H. Sieg of the Sieg & Clementi Company, left with their families on Saturday last for the Lakesides near Burlington, Wisconsin, where with rod and cycle they will spend a much needed summer's vacation.

The elliptical sprocket wheel is practical, say old and experienced riders, and many are the inquiries for sprocket wheels at the Marble Cycle Company's store. These sprocket wheels only come on Freepart wheels and will be fitted to no other. The dead center, with these wheels, is entirely done away with.

The Eclipse Factory to Move.

The Eclipse Bicycle Factory, located now at Indianapolis, will soon be moved to Beaver Falls, Pa. At a recent meeting of New Brighton business men and those interested in the Indianapolis wheel, it was decided to organize a new company and to move the machinery, stock and employees to the Pennsylvania town. All the arrangements have been made, and as soon as the new charter is received and the proper papers drawn up, the shop will be moved. All the stock subscribed has been paid up, and the new company will start out with a capital stock of \$200,000. At present the company is employing 150 men at Indianapolis, who will be taken east with their families. It is expected that a large number of additional men will be employed when the factory gets located. Sept. 1 it is expected the works will be running full blast in the new location.

New Bicycle Makers.

The New Britain Hardware Company of Hartford, Conn., is contemplating the manufacture of a high grade bicycle in connection with its present business. No definite plans have as yet been made, but the project is strongly talked of by the management.

A despatch from Beaver, Pa., says: "A committee, headed by J. S. Duss of the Economy Society, has gone to Indianapolis to negotiate for the purchase of a bicycle manufacturing concern there and its removal to this place. The stock has all been subscribed, a large block being taken by the Economites."

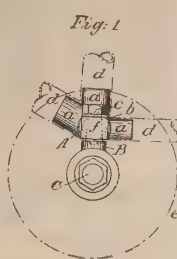
Predicts More Failures.

Said a prominent dealer: "I watch for many more failures in the cycling trade, and find that backers for small cycle businesses are in greater demand than the supply. Many of these small manufacturers will go under this winter, mark my words."

Lisle's New Bottom Bracket.

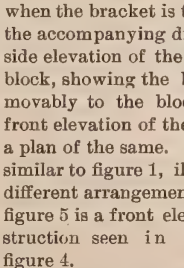
One of the most important patents, relating to cycles, is that recently grant-

ed Edward Lisle, of Sharratt & Lisle of Wolverhampton, Eng., being a new bottom bracket. The new style is now in use by Singer & Company as well as by Sharratt & Lisle, and is giving the best of satisfaction.



A bottom bracket, as ordinarily attached to the frame is brazed direct to the middle tube, and the bearings formed therein are liable to be injured by the heat employed in brazing. Moreover, a bracket so fixed cannot be removed for packing or repair. These inconveniences have been avoided by the use of what is known as a "swing bracket," which is connected with the framing by means of a transverse pin, which passes through ears on the bracket and through a block which is brazed to the middle of the tube, just as the ordinary bracket is usually brazed thereto. The swing bracket, however, being connected with the block is not found to be as rigid as is desirable, notwithstanding that an adjusting pin for use in tightening the chain is employed. This invention has for its object simple means by which the bottom bracket may be secured with perfect rigidity to the frame and be readily detached and replaced with the utmost facility.

This above purpose is effected by brazing the end of the middle tube and fixing the bracket independently to such block by means of a screw or cottor bolts or shanks formed with or rigidly fixed to the bracket and passing through holes formed to receive them in the block, such bolts or shanks being readily unscrewed



when the bracket is to be removed. In the accompanying drawings, figure 1 is side elevation of the bracket and fixed block, showing the bracket secured removably to the block. Figure 2 is a front elevation of the same. Figure 3 is a plan of the same. Figure 4 is a view similar to figure 1, illustrating a slightly different arrangement of the parts, and figure 5 is a front elevation of the construction seen in figure 4.

The block (A) is preferably stamped in steel and is formed with projections or plugs (a), as is usual with parts of like character, which are to be brazed to the tubes. These plugs enter within the ends of the respective tubes (d) by brazing the plugs (a) therein. The main length of the block is transverse to the longitudinal axis of the machine, and through the ends (b) thereof are formed taper holes (f), as indicated by dotted lines in figures 1, 2, and 4. The bottom bracket (B) has taper shanks (h) formed therewith, and to fix the bracket to the block (A) these taper shanks are pushed up into the taper holes through the respective eyes in the end (b) of the block (A), and the bracket is securely held to the block by nuts (c) screwed onto the end of the

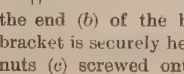
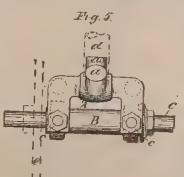


Fig. 1

Fig. 2

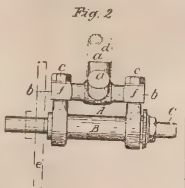


Fig. 4

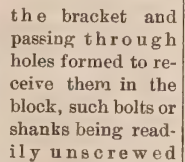


Fig. 5

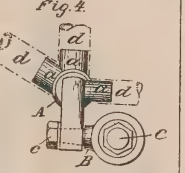
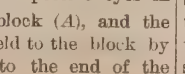


Fig. 6

Fig. 7



shanks, which project above the block for this purpose. A perfectly rigid connection is thus formed between the bracket (B) and block (A) and the bracket may be readily removed by simply unscrewing the nuts (c) and drawing the shanks out of the holes in the block. The block (A) is employed to unite the ends of the tubes (d) of the frame and to provide apertured branches or parts (b) to receive the shanks (h) on the bracket (B). Usually the arrangement will be such that the axes of the tapered apertures or holes (f) will be vertical.

Business is Quiet.

"I do not think a traveling man in the cycle business can earn his car fare and expenses on the road," said a prominent dealer in cycle row. "I have no men out, and shall send none until time for next winter's business."

A Successful Light Wheel.

The James is proving a very capable wheel in every respect, and even the path racers, weighing but twenty-three pounds, have been used on the road without mishap and with great success. In the Waukesha-Milwaukee road race one of these very light wheels went over the hilly and rocky course without a scratch, and it carried the rider into third place and ninth time. The fork crowns of the James look delicate, but in every instance of a smash-up they have not been even bent. It is really remarkable how these light wheels stand the racket. In the Waverly fifty-mile handicap road race, in Scotland, the James made the best time, and Russell, on a James tri-cycle, broke the Scottish road tri-cycle record doing 151 miles; previous record, 155 miles. A number of Milwaukee men are now mounted on James, and others say they shall select that for their next season's wheel.

Mr. Bridger has received some very flattering letters, among them these:

I made 132 miles Sunday on my twenty-seven pounds James. It went through without a scratch; didn't have to tighten a nut or adjust a bearing.

THEODORE W. SMITH.

LA CROSSE, WIS.

I am touring through the northern part of this state, and wish you to know how well the "Jimmy" stands these poor roads. Have made eighty miles to-day over almost impassable roads. Just think of it, a seventy-six gear on a track racer, up and down hills 600 feet high! Not a single part out of order. The James is all right. Every wheelman here is in love with it. Off to St. Paul, ninety two miles, tomorrow. A. E. POWELL.

Trade Jottings.

Horace Bell is in England seeking a situation.

William A. Rubey is a new repairer who has opened in Louisville, Ky.

Stokes & Leeming, bicycle and gun repairing, 253 Dearborn street, room 1. We solicit difficult repairs.—Adv.

The Common Sense Cycle Manufacturing Company is making preparations to place on the market a diamond frame machine, built on Humber lines.

Bettys & Smith, of Rochester, have one of their new B. & H. wheels nearly finished. It will be as light and graceful looking as any in the market. It resembles the Humber.

The New Departure Bell Company of Bristol, Conn., has had a good season with its products. The Gentlemen's Rotary, No. 1, Ladies' Rotary, No. 2, and the Little Giant, No. 4, have all proved excellent goods and have taken well with the trade.

In the twelve-mile road race at Lansing, Mich., last week, the Holbein Swift took first, second and third place, together with the time prize. The roads were bad, but the time, 36:30, is good considering. The Swift has proved as good

a road wheel as is on the market, and its many successes this season bear out this statement.

The Coventry Machinists' Company has received word that a crate containing some new Swift twenty-two-pound racers is on the water. There can be no doubt that these wheels will be extremely popular with the racing fraternity, for Swifts always take well.

If the young man who has from \$80 to \$135 to invest in a bicycle will put it into a first quality colt, and take care of it, he will have a machine that will constantly increase in value and can travel as well over sand and up grade as elsewhere. A wheel is soon worn out and becomes a dead loss.—N. Y. Farm Journal.

William J. Seadly, assignee of W. J. Percival & Company, Rochester, N. Y., dealers in bicycles, have filed an inventory of the value of the business in the clerk's office. The nominal value of the stock, contracts, etc., is \$5,863.22; actual value, \$2,992.75. The largest creditor is the Rockaway Manufacturing Company, New York, whose claim is \$3,482.63.

The advertising department of the Overman Wheel Company has recently hit upon a novel method of advertising, arrangements for which were lately completed with one of the largest wholesale selling dry goods agents in New York, whereby a cycle brand of bleached and unbleached cotton goods is to bear the Victor bicycle catch phrase, "Victors lead the world."

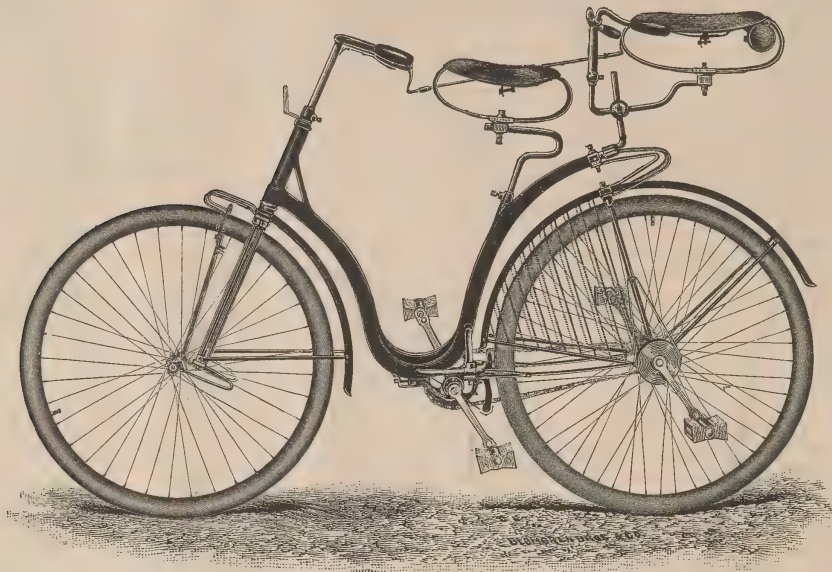
The sale of the Sylph cycles this season has so far been very gratifying to the Rouse-Duryea Cycle Company. Although a little late getting this year's wheel on the market they report a nice business, and the receipt of many flattering testimonials regarding the easy riding and running qualities of their machines. While they do not cater very much for foreign trade, they have, nevertheless, sold some of these wheels in Canada, Mexico and England, besides scattering them all over the United States.

Now that Jimmy has returned with his Raleigh, it looks as if he is going to carry off all the prizes, judging from his performances at Asbury Park on Friday and Saturday last. We also notice that on July 16 Bate won the St. Helen's championship, and on the same date, in the fifty kilometres (31 1/4 miles) road races of Italy, Melegnagno to Lodi, Secugno and back, Signorini Ballerio, Galbani and Ruscelli, riding Raleighs, were first, second and third. Again on the 18th, at Sheffield, thirteen more prizes were won on this wheel, including the N. C. U. local center championship.

The success of rubber tires on bicycles has frequently led to attempts to increase the comfort of buggy and carriage riding by fixing tires on the wheels, but in the majority of instances the attempt was not a success, as the tire either came off or wore out in a very short space of time. Since, however, pneumatic tires have displaced the solid ones on bicycles, the attempt is being renewed, and buggies and other vehicles are likely to be seen on the boulevards in large numbers before long, as noiseless and free from vibration as bicycles. Carriage builders think there is an immense amount of money to be made out of vehicles with rubber tires on the wheels, and they are likely to keep on experimenting until they finally succeed in producing the desired article.—N. Y. Journal. The feasibility of the scheme has been already demonstrated by Mr. Overman and others. That gentleman drives a cushion-tired, ball-bearing buggy regularly.

Subscribe for the REFEREE.

THE WORTH



CONVERTIBLE TO A PERFECT LIGHT SINGLE BICYCLE IN 30 SECONDS.

From C. A. Coleman, Kearney, Neb.

July 19, 1892.

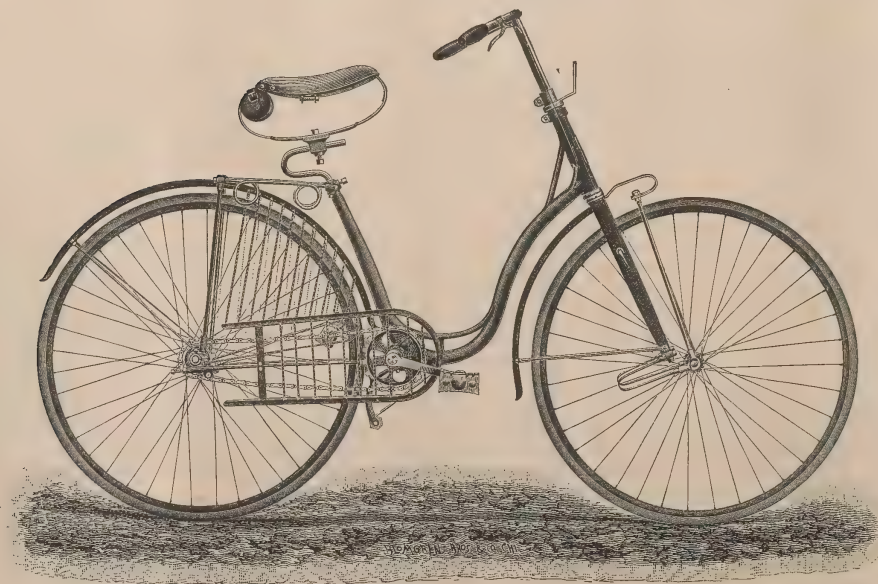
GENTLEMEN:—I have just received a Worth, and have tried it, and I find it one of the easiest riding and finest wheels that I have ever seen. You have the right thing in the right place.

From F. Huffman, President Winona Bicycle Company.

July 25, 1892.

GENTLEMEN:—Although I have other wheels in stock, I will say that I would far rather walk than to ride any other wheel but my Worth, which is certainly the most perfect wheel made. I do not say this with the experience of only a few wheels, as I have ridden almost every wheel made, and I am in a position to judge. I would not part with my Worth for its weight in gold if I could not get another.

“LADY WORTH.”



THE ONLY PERFECT WHEEL FOR LADIES' USE.

CHICAGO BICYCLE COMPANY,

Office and Factory, 250-260 Jackson Boulevard, S. E. Cor. Sangamon Street, CHICAGO.

ENGLISH TRADE DOINGS

THE GEARED ORDINARY AS COMPARED WITH THE CHAIN MACHINE.

Shorland Rode a Front Driver Safety—A New Premier Race—A New Dunlop Racing Tire—Southern Safeties Winning.

LONDON, July 30.—The association of the Crypto geared ordinary with Frank Shorland's magnificent path feat at Herne Hill last week, when the sturdy road flyer pedaled 413 mile, 1,615 yards in a natural day, will not only prove a splendid advertisement for the new type of cycle, but will come as a sound confirmation of the sanguine hopes of those who knew its merits. Attempts have been made in a few quarters to ignore the significance of the sign. "On a nice, light rear driver" we are told that Frank Shorland would have piled up a higher score. Of course this is not Mr. Boothroyd's opinion. He thinks that "on a nice, light front driver" J. M. James might have succeeded in hunting Shorland home and forced him to eclipse his performance, grand as it was. Among persons who have not taken the trouble to ascertain, there exists an erroneous impression that the machine ridden by Shorland was considerably heavier than those used by the safetyists. The New Howe safety ridden by James weighed twenty-eight pounds, while the Premiers used by Walsh and Brundrett certainly scaled as much. From Mr. Boothroyd himself I have learned that Shorland's mount (i. e., the machine upon which he rode the greater part of the distance) weighed twenty-nine pounds. Its racing Boothroyd tires scale four pounds. Every part is made as light as prudence and experience allow. The hubs are of steel, the tangent spokes of fifteen gauge, and the forks of twenty gauge steel. When the possibilities of the new arrival become generally known, and some of our short-distance path riders find leisure and inclination to experiment with it, there will be some havoc made among the everyday path times and distances.

Quite a number of makers whom I have recently visited or met have confessed their intention of making a front driver their 1893 novelty, and are now quietly experimenting with various gears. Cocks of Ealing, Rickard of Kensington (who builds the famous Westminster light safeties) and the great New Howe firm, are among these converts determined to take time by the forelock.

The Premier Cycle Company, whose coming light safety I alluded to in my last letter, have at last allowed the outside world to hear some particulars concerning the mystery. Not yet has a single machine reached London, but the news comes from Coventry. The novelty differs from other machines in being produced of an entirely new patent tube, made by the company in their works. Instead of being drawn in a straight length, the tube is made in the form of a scroll or spiral, a strip of thin steel being so wound that the lower edge is slightly overlapped by the upper, in which position it is brazed. It is stated that tubing so constructed is two or three times as strong as the weldless tube of the same weight, because the steel employed is of a much tougher quality than in the case of weldless tube after it is drawn. The difference in the appearance of the frame is scarcely noticeable and certainly does not detract from the machine's appearance. The full roadsters of the new pattern, complete with mud guards, brake, etc., will be under thirty two pounds in weight. The reputation of the Premier people for strong cycles is so well known that few will doubt the

stability of the novelty, which I hope to describe more fully in a future letter.

Messrs. Taylor, Cooper & Bednell have done well this season with the Raglans. Not merely hundreds, but thousands of the No. 12, a well stayed, semi-diamond safety, strong, smart and moderate in price, have been sold. The Raglan Leader, too, a high class thirty-pound roadster, has been in considerable request. Up to the present the Raglan firm has no intention of touching a front driver for next season's trade. They regard the new type as a passing eccentricity, doomed to sink into oblivion in the course of a season.

The other day I met Mr. Harry Travers, who controls Mr. Marston's Wolverhampton factory, whence the Sunbams issue. The twenty two pound Sunbeam safety naturally cropped up in conversation, and I heard that two French racing men had just been supplied with these machines. Mr. Travers has the fullest confidence in their durability, and informed me that the sixteen-pound, solid tire safety, upon which he used to race three or four years back, was still running about on the road. Coming on rapidly is the Sunbeam extra light tricycle, which will weigh thirty-four pounds for a gentleman's use and a trifle more when adapted for a woman's riding. Mr. Travers has experimented with aluminum, but thinks little of it, although he admitted that in certain parts of a cycle it might be introduced with advantage.

The Ormonde Cycle Company are highly satisfied with the immediate favor accorded to their Model D (Humber type) safety. The new pattern has sold well, and little wonder. Calling at their depot in Wells street, Oxford, this week, I had a chat with Mr. R. L. Ede, whose racing career received an unpleasant interruption this summer, the little wonder being prostrated with rheumatism, from which he has only recently recovered. If he can get fit he will pay some attention to the hour safety record. I was shown a tricycle weighing forty-four pounds, suitable for either road or path work, which looked a well-designed, strong mount. There was also a juvenileracing safety, with twenty-four inch and twenty-six inch wheels, scaling twenty-four pounds, built to the order of a fond father. The Ormonde firm keep an immense stock at all times and sell no end of cushions.

Another depot where cushioned mounts have been going very freely is that of Bayliss & Thomas, in Oxford street. A cycling club, division of the members of a west end formed of police, recently purchased thirty Excelsior safeties, and over 100 of these machines have been supplied this year to the London City Mission for the use of district visitors. Such purchasers as these are not usually fastidious and are content with sound, good machines at a reasonable price. The high grade models of the firm are conspicuous for their elegant finish, there being no stint in the nickel bestowed about their parts.

Have you heard of the latest form of Dunlop racing tire? Instead of the canvass tube, or pocket, being entirely covered by a jacket of rubber, it is left partially exposed, protection from weather being secured by a coat of varnish. A strip of rubber, little more than an inch in width, surrounds the tire and forms the running surface. At present very few are in use, and only on the best tracks. A well-known crack who is using a pair declares them fifty yards in a mile faster than ordinary racing Dunlops, while their weight is under three pounds the pair.

I recently dropped in at Gamage's, the cyclist's provider, in Holborn, and found

a host of novelties since my last visit. The enterprise of Gamage, and his alacrity in supplying the latest and best things that cyclists need, at bottom prices, are a constant wonder to me. Mr. Gamage has succeeded in gaining the confidence and patronage of nearly every road and path man of note, and the public follow as a natural result. Mr. Gamage knows how to advertise, and never conceals his latest good lines. The word trouble does not exist in his vocabulary, nor is its meaning known to his assistants. He sells everything—and more particularly shoes. Exquisite racing shoes of brown ooze calf, lined with chamois leather, made to fit perfectly, and fitted with blocks to order, are in great favor. The Shorland shoe is a new thing, fastened by a single strap instead of by lacing. It looks cool and comfortable, as also does the ventilated shoe, wherein the air circulates freely without risk of rain penetrating.

The Toy's Hill climb, promoted by the Catford Club last Saturday, resulted in a victory for the Southern safety, a capital machine for hill work, made by the Southern Cycle Company, Southampton. Wale, the Folkestone cycling gymnast who won the competition, had nine-inch cranks on his Southern, but the second man, Napier, used a Southern with ordinary cranks. This is the second year that the Southern have made a conspicuous show among other first class makes at Catford climbs. As the safety in question is quite equal in general merit, lightness and appearance to any other high class mount, those who desire to shine at hill riding should make a note of it.

STANLEY.

Pneumatic Sulkies.

Pneumatic-tired sulkies have scored a great success in the races in which they have been used this summer, and it is predicted that they will speedily supersede the present style of trotting machines. Budd Dobble is the principal promoter of the new sulky and is a stockholder in the Boston firm which makes them.

The wheels of the new sulky resemble those of a pneumatic bicycle. They are less than three feet in diameter, are fitted with large rubber tires, inflated with air, and the axles are placed on ball bearings. The advantages derived are a diminution of weight, and absence of friction and an added facility in rounding turns. Another advantage is a decrease of the shocks and jars the driver is subjected to on the ordinary sulky over the smoothest courses.

The inflated tire was first used in competition at the Detroit meeting, where Ed. Geers, the Village Farm trainer, won with Honest George in 2:16 before the queer looking vehicle, half a second below the record he had made the day before with the ordinary sulky. At the same meeting Doble hitched Jack to the small wheels in the free-for-all trot, and won in the best time made for four consecutive heats this season, winning the last three in 2:13 1-4, 2:15 3-4 and 2:15 1 4, the first heat going to Ryland T. in 2:15 3-4. The pneumatic tire was also used with success by Geers, Starr, Doble and other trainers at Cleveland and again at Buffalo this week.—Rochester Union and Advertiser.

A Century With Many Mishaps.

A century run over the Elgin-Aurora course is easy as compared with the trip to Fox Lake and return. Sunday twenty Lincoln men started, thirteen finished the 120 miles to the city, and two, Barwise and Stokes, finished at Lake Geneva. Five of the party rode across country to Waukegan, thence Chicagoward. Pollock, Heywood, Cay-

ler, King and Howard were in this party. Dr. Barker, Brown, Cox, Kinkead, Parker, Herrick, F. L. Chase and others returned via Libertyville and Wheeling. None finished until long after nightfall. Colonel Lippincott treated the cyclists royally, setting a special dinner. Newman broke his wheel, Berger punctured his tires, Vogt and Guinea gave up, and Spooner's right knee troubled him so much he returned by train. Heywood broke his wheel at Winnetka, and Wittstein, who was riding in from Fox Lake, loaned him his. A Winnetka boy loaned Jule Howard his wheel to finish on, when he had broken down at Winnetka. Newman punctured his tire near Libertyville but fixed it temporarily.

Peoria's One-Day Tournament.

PEORIA, Aug. 9.—The tournament which will be held here September 27 promises to be no small affair, considering the fact that it is only a one-day meet. All the Chicago fast riders and a number of the eastern flyers, the most prominent among them being Taylor and Zimmerman, have promised to be on hand. The prize list is being rapidly made up, and is already running into thousands of dollars. It is a well known fact that all the prizes given by the Peoria club at its tournaments were first-class in every respect, being both costly and useful. We do not intend to fall behind the times this year, and whatever prizes we put up will be well worth some hard riding. On the evening of the 27th the club will give a grand smoker to the visiting wheelmen and we can assure all visitors that the P. B. C.'s cup of hospitality will be full to overflowing during this meet, the same as in the past.

"Jimmy" can well afford to come to the tournament city, as it means success to him in every race he enters. He has carried away more prizes from Peoria than any other racing man in the world ever carried away from one city, and when he visits here in September he will certainly go away loaded (with prizes). There is also another attraction in this city for young men besides racing. One of Peoria's fairest ladies, and, by the way, a very wealthy one, thinks that the boy from New Jersey is "rather a nice sort of lad." This in a manner accounts for Jimmy's regular attendance at the Peoria meets.

LAUREL.

Nearly Ready.

After a good long wait, the Illinois division road book is at last in sight. The seventeen maps are completed and in the hands of the printers, and the reading matter, nearly ready, is in L. W. Conkling's desk. The job has proven a long and arduous one to "Conk" and Steen, who have upset many difficulties which would have discouraged most men. Conkling has just returned from a trip through "Egypt," in the southern portion of the state, where he was surprised to find many good roads. His discoveries will all be made known between the covers of this valuable book, which appears not later than September 1. "It will be the best road book by long odds that was ever issued," said its enthusiastic compiler and author.

Suspended for Sixty Days.

W. C. Thorne, of the racing board, announces the suspension for sixty days from July 23, of C. D. Cutting, M. Schmitt, C. Henry Larsen, G. W. Cooper, O. Olson and W. H. Bennett for competing in the unsanctioned races of the Y. M. C. A. at Parkside, July 23. "All amateurs are warned against competing with these persons in a cycle race of any kind during the period of suspension," adds Mr. Thorne.

HERE AND THERE.

Miscellaneous Notes and Paragraphs About Wheelmen.

Anderson, Ind., has 400 cyclists, eighty of them being females.

Penville, Minn., has a new bicycle club, with twelve members.

The city ordinances prevent the Grand Rapids wheelmen from coasting. Poor fellows! What next?

It is estimated that there are some 6,125 wheelmen and wheelwomen in Minneapolis, whose machines are worth \$646,700.

The Louisville C. C. wants to have 100 active members by September, and has dropped the initiation fee from \$16 to \$10 temporarily.

A Waukesha, Wis., cyclist ran into Dr. I. O. Summers on the sidewalk, and the gentleman of medicine flogged the youth with a walking-stick.

The Winona, Minn., council has just passed an ordinance regulating bicycle riding. In certain portions of the city, however, wheels will be permitted on the sidewalks at a rate of speed not exceeding six miles an hour.

Will Wynne and Will Caldwell, of Raleigh, N. C., and Columbia, S. C., respectively, have agreed to ride across the continent on bicycles. They are to commence at Charleston, S. C., battery and finish at San Francisco, Cal. They start August 25.

The Louisville C. C. has decided to hold a fall tournament, and Dr. H. B. Tileston, W. A. Watts and W. B. Earle have been named as a committee to arrange matters. Arrangements will be made to hold the meet on the Auditorium track, and already several valuable prizes have been secured, two bicycles and a piano being on the list.

Peoria's race track, on which so many records have been broken, would be put in condition for record breaking this fall, had H. G. Rouse the assurance that the Chicago men would go down. A few days given to record breaking would make an excellent drawing card, no doubt Peoria merchants would subscribe the prizes for such contests.

The Logansport, Ind., wheelmen, are complaining because they are brought to time for riding on the sidewalks of the place, and for scorching through the streets, while storekeepers are permitted to block the walks with boxes, barrels and the like, and horsemen are not hindered in their fast driving escapades. It would seem as if they really had some cause for complaint.

The Montana division of the L. A. W. holds a state meet and tournament tomorrow at Helena. Chief Consul Duerfeldt is very enthusiastic, and states that the track is in readiness and will give all lovers of the sport a chance to try their speed. The committees appointed are: Arrangements—F. W. Mettler, Dr. D. Wait and G. R. Fisher. Race track—W. L. Swendemann, J. A. Harb and C. H. Cooper. Advertising—A. E. Holmes, H. B. Gibson and Gus Ehrenberg.

A call at a certain cycling club house in Chicago recently revealed a state of filth in the lower regions which should put any cyclist interested at all in the club's welfare to shame, and yet a janitor was employed. Filthy and over-filled spittoons adorned the floor, and an old pool table of many summers was seen. It was in horrible trim, all up-hill and down. In the kitchen was found filth and disorder galore; the stove was flowing over with rubbish and the sink full of filth from past lemonade treats and watermelon deals, while on the floor reclined three or four empty beer bottles and a dirty glass. Look up your

surroundings, fellow-club men, and if the cap fits, why, put it on, and see that the janitor is fired or a different order of things exists, if you would have strangers carry away a good impression.

CHICAGO TO PORTLAND, ME.

Pullman Vestibuled Buffet Sleeping Car Service.

Commencing June 26, and continuing through the tourist season, the Chicago and Grand Trunk Railway will run a Pullman Vestibuled Buffet sleeping car of the most modern pattern through, without change, from Chicago to Portland, via Toronto and Montreal, leaving Chicago at 3:00 p. m. daily except Saturday, arriving at Portland for breakfast second morning. On this train there will be a Pullman car for Old Orchard Beach, and tourists for all north Atlantic seaside and mountain resorts will find this improved through service worthy of patronage. Secure sleeping car reservations and further information by applying to

E. H. HUGHES,
General Western Passenger Agent,
9-4 No. 103 South Clark St., Chicago.

A Prize Hen Party.

If three hundred hens lay three hundred eggs in three hundred days, how many hens will it take to lay one hundred eggs in one hundred days? To the first person answering the above problem correctly the publishers of the *Ladies' Pictorial Weekly* will give an elegant Upright Piano, valued at \$325, or its equivalent in cash, as preferred. To the second person will be given an elegant Safety Bicycle, valued at \$125, or its equivalent in cash. To the third person, a handsome Gold Watch, valued at \$75, or its equivalent in cash. The next fifty persons sending correct answers will each receive a prize, valued at from twenty-five dollars to five dollars. Prizes awarded in the U. S. will be sent free of duty. Contestants must enclose with their answer a U. S. postal note for thirty cents (or fifteen U. S. two-cent stamps) for one-month's trial subscription to the *Ladies' Pictorial Weekly*, which is one of the handsomest and best ladies' weekly publications on this continent; the object in offering this prize contest is to introduce it to new families and increase its permanent subscription list. We guarantee that prizes will be awarded strictly in order of merit. The date of postmark on letters is given precedence, so that persons living at a distance have just as good an opportunity of securing a valuable prize. Address, LADIES' PICTORIAL COMPANY, "E," Toronto, Canada.—14-2.

ARE YOU IN THE SWIM?

If you are a Bicycle Rider or Dealer we would advise you to look up the Sprinter Safety, manufactured by the Luburg Mfg. Co., of Philadelphia. It is one of the neatest designs, and best finished wheels that we have ever seen, and from what we can see and learn the material and workmanship is the best that money can produce. The Closure Self-Healing Tires are certainly a great success. We were shown a pair of tires that have been in use nearly six months, with about fifty punctures, made by pins, tacks, knives, nails, etc., no air has escaped and they seem to be very resilient. The Luburg Company are up to the times; they are soliciting good representatives all through the United States, and are allowing liberal discounts on these machines, also on sundries. A handsome 40 page catalogue has just been issued, which they will mail on application.

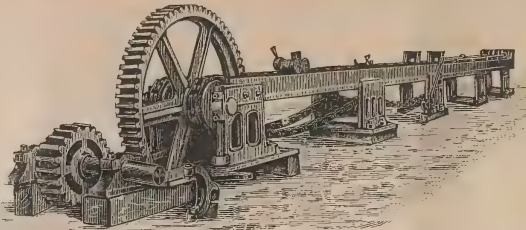
PURITAN

Cushion Tyres, - \$100.
Pneumatic Tyres, - \$115.

The PURITAN is the Best Built Bicycle in America today. We will be glad to send full information and circulars. It has Diamond Frame, Long Wheel Base, ALL BALL BEARINGS, and Best Seamless STEEL TUBING. We are fitting Cushion and Pneumatic Tyres to all makes of Safety Bicycles. Price, Cushions from \$10 to \$20; Pneumatics, \$18 to \$30. For a limited period we will deliver All Work Freight Prepaid to any address in America. Liberal discounts to dealers.

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Machinery of most Modern practice for

SEAMLESS COLD-DRAWN STEEL TUBE-MAKING,

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Best and Most Convenient device for carrying a Pneumatic Pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No over-crowded tool-bags. Pump is always convenient, and all vexatious delays are avoided.

Handsomely Nickel-plated.

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Price 15 Cents. Enamel Finish.

LIGHT, STRONG, NEAT.

Will more firmly hold the trousers, not nearly so conspicuous, do not take up so much space in the pocket, easily reshaped if bent, and are superior to all others on the market.

Send for sample pair. Living discount to the trade.

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Patent Applied For.

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- ✓ Joliet Pneumatic, never used — \$90.00
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- ✓ Ben - Hur Pneumatic, shop worn; List, \$160.00 — 75.00
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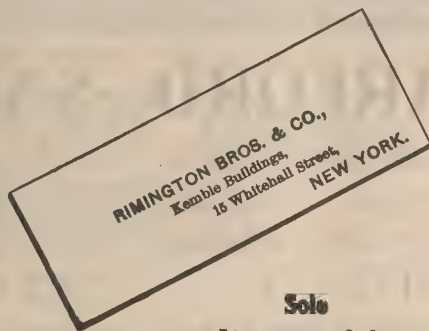
(Electros furnished.)

L. H. Bannister of Youngstown (O.) is credited with having ridden 118 miles in 10 hrs., 23 min. The course was to Payne's Corners, to Vienna, and back to Youngstown. It took five trips over this ground to make up the 118 miles.

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**IMPORTED— QUICK DELIVERY,
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BEST BRITISH MAKE.
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Sets of these popular fittings supplied with or without Bottom Brackets.



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Wheels only. Solid, Cushion and Pneumatic.
 Everyone using our wheels can tell you about them.
 Send to us for lists with prices and discounts.
 To those going to manufacture bicycles later
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 Newmatics of any make wanted.

NEVER MIND THIS!
JOHN SHAW & SONS, Coventry,
 THE OLDEST AND LARGEST
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 MAKERS OF ALL KINDS OF TUBE WORK.
 UP TO DATE....1892....UP TO DATE.



We are making these splendid machines for the trade, from 22 lbs. to 33 lbs., guaranteed, at low est possible prices.

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Extraordinary Value in Cycles!

THE MIDLAND WHEEL COMPANY,

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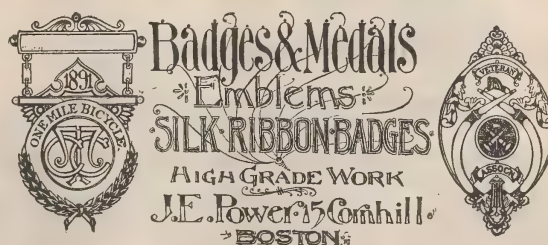
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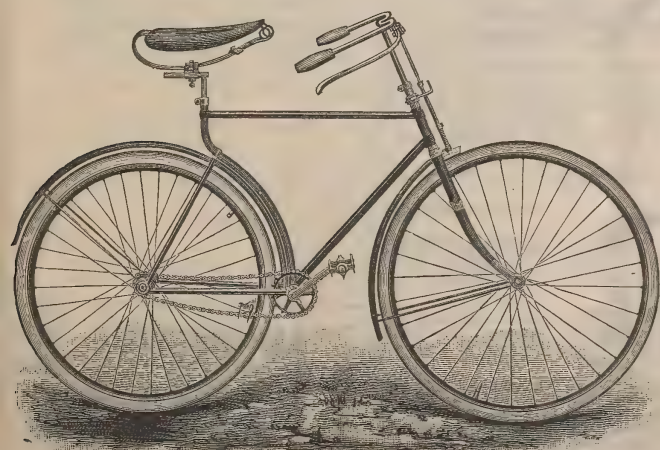
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HADN'T YOU BETTER TRY ONE YOURSELF?

Hollow Rims on all our Machines.



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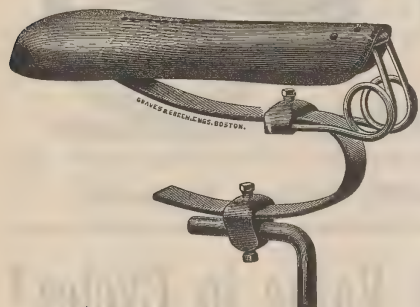
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EVERY : MACHINE : GUARANTEED.

This is not a new wheel, but one with a Big Reputation in the Old Country.

No better material can be bought. Best cold-drawn weldless steel Tube, butted Spokes, roller Chain.



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Patent Combination Spring and Hammock Saddle. Absorbs all rear wheel vibration.

Adjustment to rider's weight. No side motion. Saves rider and machine.

Most simple and effective canting arrangement. Simple, Graceful, Strong.

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Rouse, Hazard & Co., Peoria, Ill., Western Jobbing Agents.

THORSEN & CASSADY, Chicago, Agents.

SECURE.

...2:08...

SECURE, a free from danger, safe: *v.a.* to make safe.

Webster's Dictionary gives the above definition of Secure, but of course Daniel was not referring to cycles; but what more does a rider want in a wheel than lightness in weight, beauty in appearance, and freedom from breaking, which are all to be found in the

--SECURE--

WOODRUFF & LITTLE CYCLE CO.,

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Agents wanted everywhere. Write for Catalogue.

Does Advertising Pay? A glance over the pages of the REFEREE will show you that its patrons think it does Write for terms.

"Wheels and Wheeling"

AN INDISPENSABLE HANDBOOK FOR CYCLISTS,

By LUTHER H. POTTER, author of "Cycling for Health and Pleasure."

400 Pages. 216 Illustrations.

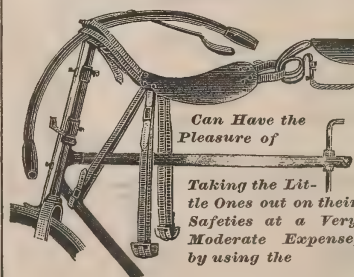
This book is a companion volume to "Cycling for Health and Pleasure," which met with great success, but contains nearly twice as much matter. It is crowded with interesting and curious information. Beside treating of Cycling in the United States, the L. A. W., Macadam Roads, and many other topics, it deals exhaustively with Pneumatic and Cushion Tires, giving illustrations of over sixty varieties, and describing in detail their construction and care.

This Information is Collected Nowhere Else.

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Fathers, Brothers, Uncles and Cousins



Can Have the Pleasure of Taking the Little Ones out on their Safeties at a Very Moderate Expense, by using the

JONES SUSPENSION BICYCLE SADDLE

Simplest, cheapest, neatest and best device for the purpose, and perfectly safe. Price, \$2.50. For sale by all dealers. Manufactured by

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The Only Reliable Cycle Umbrella Holder.

Will fit any safety made, on any umbrella. When not in use can be reversed top down and out of sight.

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The ONLY Stand made that will support at the center any Safety made.

Raise Front or Rear Wheel for

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Instantly adjustable. Always in order.

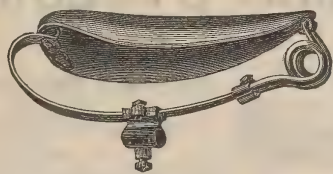
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SOLID COMFORT SADDLES.



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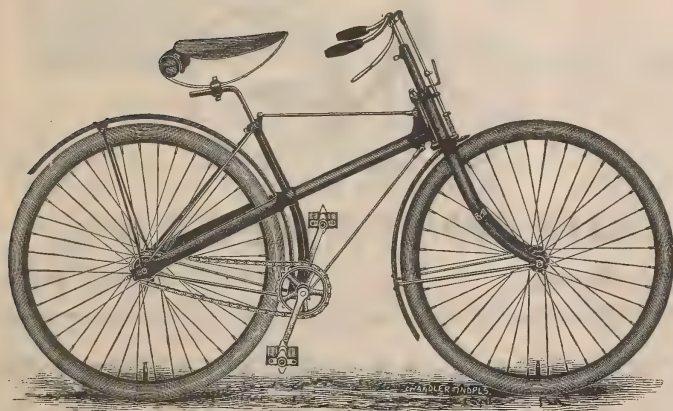
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PNEUMATIC.



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1 1-4 inch Cushion Tires, \$75.

BEST VALUE FOR THE MONEY.

Liberal Discounts to JOBBERS in Unoccu-
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The "Inflexible" Cycles.

GOOD Agents wanted to push these high class machines.

FOR lightness and strength combined with excellence of design, material and workmanship, they cannot be surpassed. They are moderate in price, and for finish they will compare favorably with the highest grade.

They are made of the best weldless steel tubing throughout, and are guaranteed, not for a season, but for all time.

We are not newly hatched, but makers and riders since 1868.

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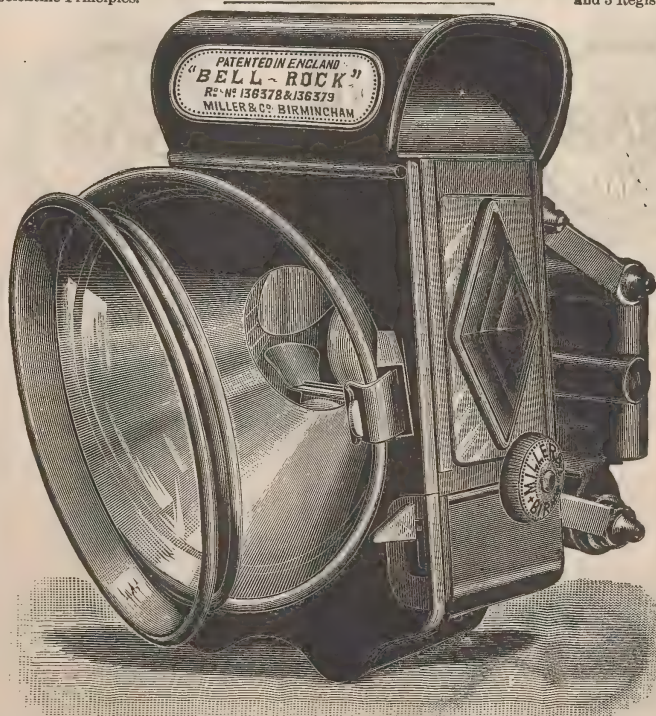
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BELL ROCK.

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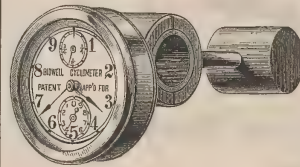
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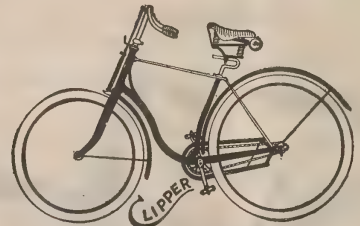
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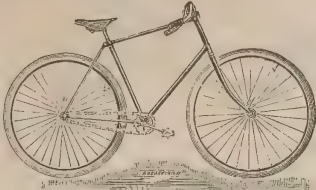
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Weight, Racer, about 27 lbs. Light Roadster about 32 lbs. Dunlop Tyred.

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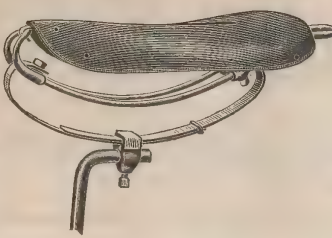
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They say:
It's a Beauty!
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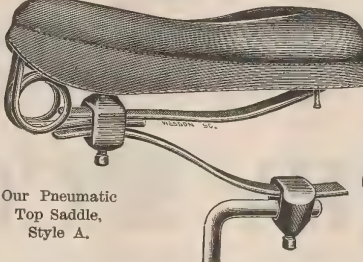
HE MAKES HIS MARK ON THE—

Pneumatic Saddle.

When you ride the other kinds they will make their mark on you every time.

Write for Prices of Saddles, Toe Clips, Pedals, Dust-proof Tool Bags, Balls, etc.

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We protect our customers.

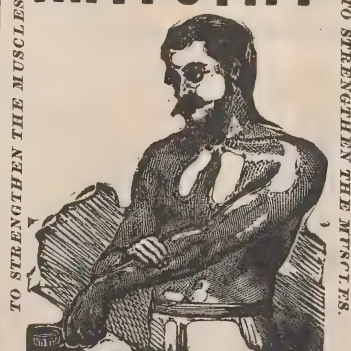



Our Improved Regular Leather Top Saddle Style B, or Scorcher. Very easy and light weight.

Solid Comfort. **THE AMERICAN ORMONDE COMPANY,**
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To Athletes, Cyclists, Baseball and Footballists, Horse-back Riders, Boxers and Oarsmen, when you want to ride, run, walk, row, skate or swim a long distance, USE

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It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting, and stimulating effect on all weak or stiff muscles and sinews. Quick in its action, cleanly and pleasant in use.

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Trainer's Size, \$1.00.

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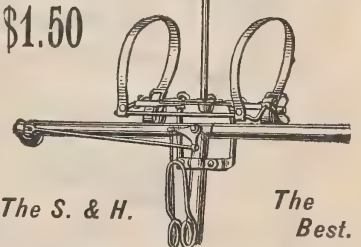
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CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. W. G. & Y. City Transfer Works, Washington St., and Gough St., Birmingham, England.
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Have your Bicycle Repaired and Thoroughly Overhauled by the Veteran Repairer.

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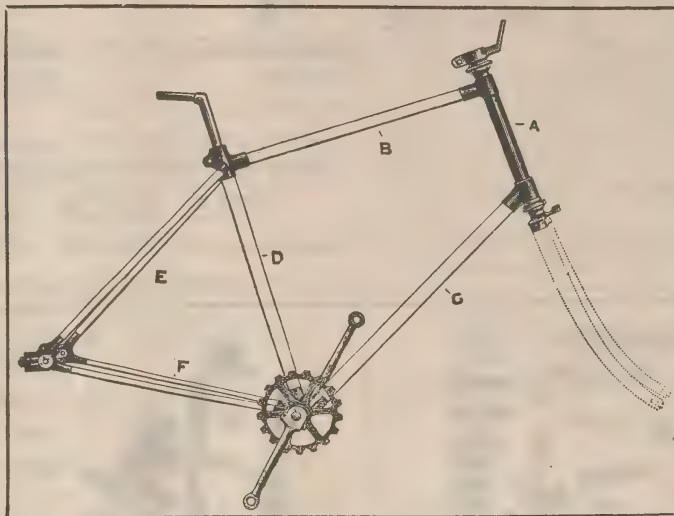
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Bet. Michigan and Wabash-aves., Chicago.

PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

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THE
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OF FINISH
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MECHANICAL
ACCURACY,
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AND
SPLENDID FINISH
HITHERTO
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A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

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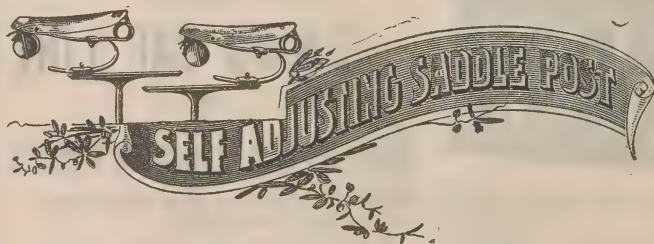
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Gives you the very greatest ease,
Slides your saddle ahead to climb a hill,
Then slide it back to suit your will.

Perry Bros. & George's



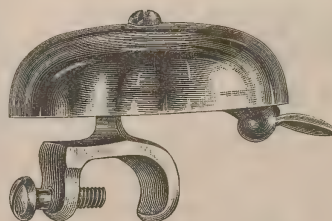
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... YOU can climb larger hills with greater ease
can vary your position on a long run and rest yourself.
can do as you please about it, but we
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Largest Cycle Manufacturers in Wolverhampton, England.

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Best and Cheapest Machines

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Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

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is the distance traveled by Mr. A. G. Powell with a

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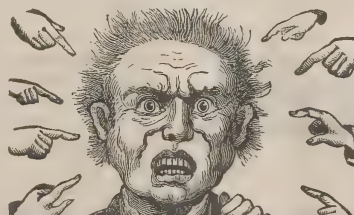
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Missed his Opportunity! DON'T Miss Yours, Reader. The majority neglect their opportunities, and from that cause live in poverty and die in obscurity! Harrowing despair is the lot of many, as they look back on lost, forever lost, opportunity. **Life is passing!** Reach out. Be up and doing. Improve your opportunity, and secure prosperity, prominence, peace. It was said by a philosopher, that "The Goddess of Fortune offers a golden opportunity to each person at some period of life; embrace the chance, and she pours out her riches; fail to do so and she departs, never to return." How shall you find the golden opportunity? Investigate every chance that appears worthy, and of fair promise; that is what all successful men do. Here is an opportunity, such as is not often within the reach of laboring people. Improved, it will give, at least, a grand start in life. The golden opportunity for many is here. Money to be made rapidly and honorably by any industrious person of either sex. All ages. You can do the work and live at home, wherever you are. Even beginners are easily earning from \$5 to \$10 per day. You can do as well if you will work, not too hard, but industriously; and you can increase your income as you go on. You can give spare time only, or all your time to the work. Easy to learn. Capital not required. We start you. All is comparatively new and really wonderful. We instruct and show you how free. Failure unknown among our workers. No room to explain here. Write and learn all free, by return mail. Unwise to delay. Address at once, H. Hallett & Co., Box 880, Portland, Maine.

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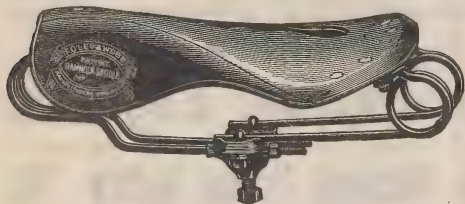
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THE material for digest of U. S. Patents of all characters for "Cycles with Attachments" from 1789 to 1892, is in course of preparation for publication in two vols., to be issued early in 1892. The 2,500 patents are to be arranged under 36 or more arbitrary sub-classes, with 40 or more cross-indices under Attachments, and from 10 to 20 cross-indices under Propulsion. EACH and every sheet and figure of the drawings of the patents will be given together with the claims, all chronologically arranged, whereby an examination of the art, can be made with ease and certainty. From what we know of the compiler and the digest issued by him, we feel confident he will sustain his good reputation, and produce a digest to be desired by all interested in the invention, manufacture and use of Cycles. Those desiring a Prospectus of the work, or wishing to subscribe, should address the compiler,

JAMES T. ALLEN,

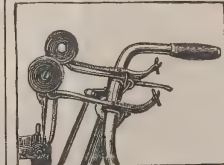
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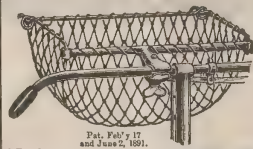
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Carries either in front or at the rear of the handle bar.

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You will have to Ride a Pneumatic Tired Wheel.

We are remodeling SOLID and CUSHION Tired Wheels for PNEUMATICS, And use only the most

Reliable Pneumatic Tires. Our prices for remodeling are the lowest.

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Successors to

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Gentlemen:—Received the Swift which you remodeled from solid tire to pneumatic this Friday p. m., and am exceedingly well pleased with your work, and wish to thank you for your promptness in forwarding the wheel. I now consider it equal to the best wheel on the market, and no less than \$63 has been added to its value. I will be "in it" the coming season, in fact I there now before many of the other fellows who are eagerly awaiting and expecting their pneumatics from the factory, but who will not see them for some time to come.

Yours very truly, J. E. MECHALEY.

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NORTH SIDE AGENT FOR THE

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ACME STEEL WRENCH

FOR POCKET AND BICYCLE USE.
The Strongest and Best. Made of Best Quality Steel.

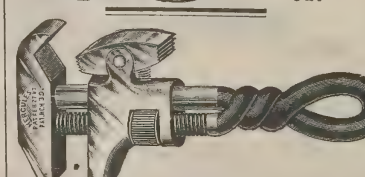


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Bright Finish. The Cheapest and Best
STEEL BICYCLE WRENCH
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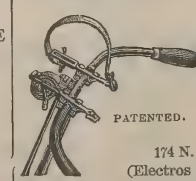


ALL CAST STEEL

Bicycle Screw Driver!

(Patent No. 466678.)

Length over all, 4 1/2 inches. — Warranted.
For sale by all cycle manufacturers and dealers
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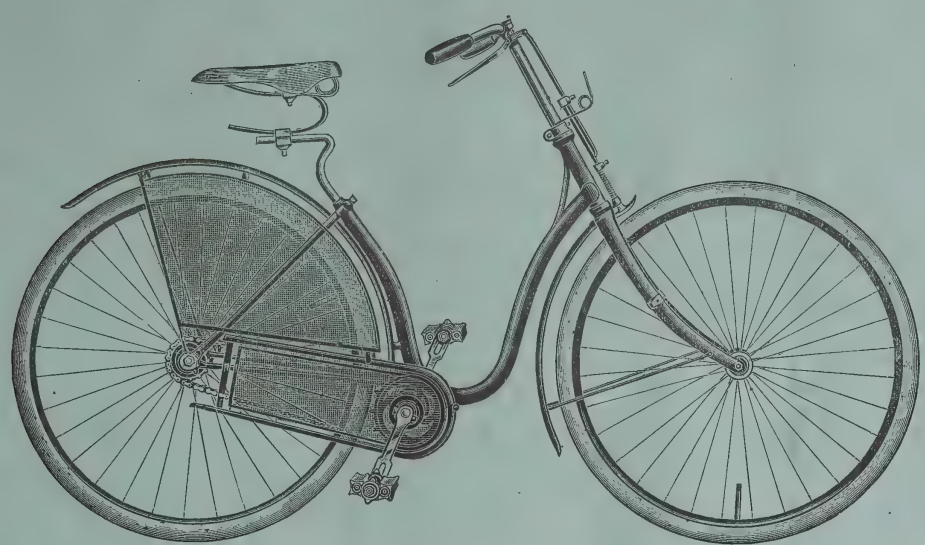
Will Fit Any Wheel.

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ARE THE THREE BEST MONTHS IN THE YEAR FOR BICYCLING.



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Don't be without a Western Wheel Works Pneumatic Tired Bicycle,
 As they are up to date in every particular.

Manufactured at
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Eastern Agents,
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WITH SOLID TIRES, 7-8 in., \$100.00. | WITH CUSHION TIRES, 1 1/4 in., \$105.00 |
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Want a Live Bicycle! The **HALLADAY-TEMPLE SCORCHERS** is full of Life,

STRENGTH AND SPEED!

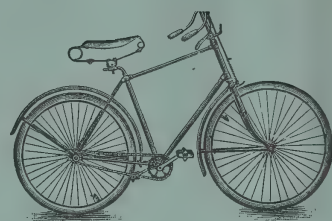
E. C. Meacham Arms Co., St. Louis, Mo., write that
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WITHOUT A BREAK!

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 Write—I will answer or call and see you.

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Road King, \$135.

*Road Kings and Road Queens are
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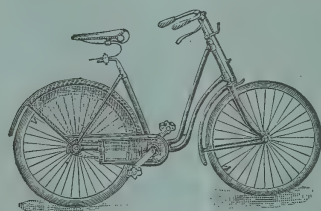
TO BUILD a good wheel, a truly high grade one, requires several things—experience, good workmanship, good tools, good material and from good designs. Without these points depend upon it a **good bicycle** cannot be constructed.

WE ARE not praising ourselves too much when we say we have all of these requisites, and, consequently, are able to build good wheels.

WE EMPLOY only the best mechanics, use only the best materials, have nothing but the best designs, and consequently we turn out a wheel equal to any made in this country or abroad; but the price is somewhat less with the **Road King** and **Road Queen** than with any other strictly **high grade wheel**.

IT WOULD be an easy matter to build these wheels cheaper. We might put them together with less care; we could use cheaper material, or we might put on a cheaper finish. But it would not pay. We would not get the many flattering testimonials we now receive and we would be under constant expense in keeping wheels in repair.

WE BELIEVE it pays to build a **good** wheel and receive our reward later. This we do, and if you desire proof of this statement call on some of these, our agents, for the information:



Road Queen, \$135.

Hibbard, Spencer, Bartlett & Co., Chicago, Agents for all territory west of and including Michigan and Indiana.

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Wright & Ditson, Boston and the New England States.

Peck & Snyder, New York City and Brooklyn.

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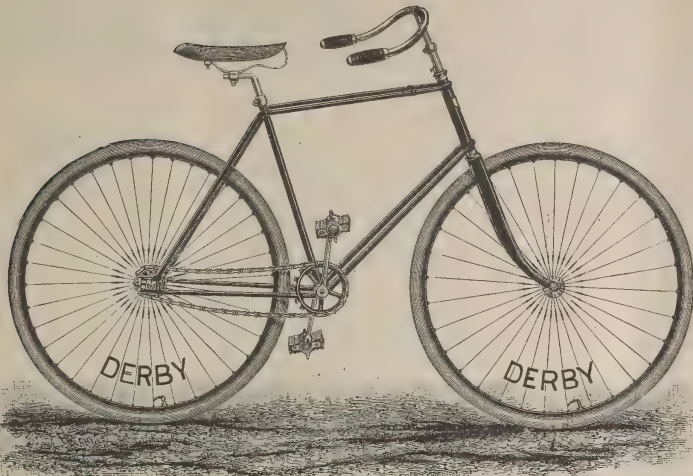
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Retail Store, 282 Wabash Avenue, Chicago.

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Morgan & Wright Pneumatic, 37 lbs., \$140.00

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Dunlop Pneumatic, 38 lbs., 150.00

DETAIL.—Frame, Derby pattern, double throughout, from continuous seamless steel tubing; 9 inch head; Wheel Base, 44 inches; Wheels, 30 inches; Warwick Hollow Rims; Gearing, 57 and 63 inches; Round Cranks, 6 1-2 and 7 inch throw; Humber Chain; Garford Saddle; Drop Forgings throughout. We have the best and most simple Spokes made; they can be replaced by the rider without removing the tire, and are fully explained and illustrated in our catalogue. For beauty and simplicity there is no equal. For service none can be made better.

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LOVELL DIAMOND CYCLES.

Strictly High Grade.

For Ladies or Gentlemen.



Pneumatic Tires
\$115.00.

Cushion Tires,
\$95.00.

Solid Tires,
\$85.00.

Boys' and
Youths
\$45.00. \$65.00.

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Cycle Catalogue free. Send for one.



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S. A. MILES, - - - - - Editor.
CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

IS HE THE CHAMPION?

Zimmerman bears the title of champion of England for three distances, one five and fifty miles, and every paper throughout the land calls him "the champion bicyclist" of the world. Though he may be such, he has not as yet earned the title. Since he has been in this country he has easily won every event he started in save one handicap, and he finished third in that. He has met Taylor of 2:11 fame; Munger, the great handicap rider; Taxis, all the Canadian cracks, and he has conquered them all. But he has not been matched against Tyler, Berlo and Windle, and without doubt these three men rank ahead of the others named, at least in competition. Zimmerman easily defeated the English cracks, save Osmond, whom he did not meet, but that is no evidence he can wipe up the earth with Tyler, et al., for the records in competition show the Americans to be far superior to our friends across the water. Tyler is regarded by many to be the best man in America today, not barring Zimmerman either. He is young in this racing business, but he is a flyer of the first order. Berlo has probably been more successful than any other American except Zimmerman this year, and Windle—well, he has always been a winner, and when he goes into a race he thinks he is going to win. Zimmerman has beaten him and may do so again, but unless the Milbury lad knows he can win he will not ride.

Until the Jerseyman has defeated these cracks in good style he cannot be called the champion. The chances, it must be admitted, are in his favor, and if he does not win against Berlo, Tyler and Windle he will make them ride as they never rode before. If he beats them he may well be called the champion of champions; but until then these men are entitled to as much consideration as Zimmerman.

TRY THE FLYING START.

For years the wheelman has been striving to equal the trotting record for one mile, and just as he had it in sight it takes a jump that puts it almost beyond reach. Nancy Hanks' mile in 2:07 1-4 is remarkable speed, but that time was made possible only by the advent of pneumatic tired wheels and a flying start. When a horse of Nancy's calibre crosses the tape it is pretty nearly at its full gait, and it certainly would be two and a half seconds ahead of a bicycle at fifty yards if the latter started just as the horse reached the tape. If it is a fact that Taylor rode a trial mile in 2:09 4-5, his time, allowing the difference in starting to be two and a half seconds,

would be just about the equal of that of the famous mare's. The subject of comparative speed of the trotter and the bicycle has become almost threadbare, but now it will likely be revived. As has been said hundreds of times before, it is not fair to give the horse a flying start and the bicycle a standing one. Tyler or Taylor or Windle could, with a flying start and good racing, equal Nancy Hanks' time or lower it a fraction. Taylor's time for the three-quarters was 1:36 1-5 and Nancy Hanks' 1:36 3-4, a very small fraction apart. With a flying start Taylor would have been well ahead of this. While Nancy Hanks trotted the last quarter in 30 3-4 sec., it took Taylor 34 1-5 sec. Bicycle riders are not trained as the horses are, or they might be capable of holding the pace for the last quarter. They do not seem to get down to business and train properly—they like good things and have them, little thinking that harm will result. If a bicycle rider could have the same care that is given the horse, the latter would never hold the trotting record.

LOOK OUT FOR SANGER.

Zimmerman has beaten all the country's best men except Tyler, Windle and Berlo; he is certainly pretty near their equal if not their superior; but the man that has pushed him the hardest this year is Sanger, of Milwaukee. No matter what this paper has said of the Badger state flyer, it had admitted that he is a good rider, and having covered a mile in 2:26 stamps him a rider of the first order. He had only twenty yards on Zimmerman at Samia and beat the champion for place, while his time was but one-fifth of a second better, from the twenty-yard mark. Look out for Sanger!

Denver's Lantern Parade.

The lantern parade in connection with the Knights Templar conclave at Denver was a brilliant affair—in two senses of the word. There were not less than a thousand wheels in line, and it took a half-hour for the procession to pass a given point. According to the *News* every rider who could buy, beg, borrow or ride a wheel was in line, the outside contingent almost doubled the number of club members. There was probably never a more unique procession of the kind witnessed before on top of earth. The grotesque and graceful out-vied each other, the latter class being almost entirely in the line of Masonic emblems, while the other stopped short of nothing in the created kingdom. All the things that fly, swim and creep were there. Hartman had a framework of a house with "Rooms to Let" on the side, while Louis Block rode a full-rigged brigantine. Al Blanche was caparisoned as a sir knight, and was astride of a horse-bicycle, while a "Pike's Peak or bust" oxen cart rigged up on a tricycle followed. Cassidy's design was a cross and crown, but, unfortunately, the light was extinguished before the parade was over.

Cycling Killing Base Ball.

Base ball managers of the east, says a Louisville paper, realizing that there is no longer any money in the national game, are seriously considering the advisability of building bicycle tracks on their ball grounds, and holding race tournaments. Bicycle races are the fad in the east now, and they will continue popular for a long time to come. The base ball men realize this, and they are now anxious to take advantage of it. Dr. Stucky of the Louisville club had an offer early this season to put a track on the Louisville grounds, but did not see the advantage of it.

A NEW IDEA FOR RACING.

Tom Eck Thinks an Association the Proper Thing.

EDITOR REFEREE:—A great many columns of matter have been written in regard to race meets, their management, makers' amateurs and the protection and maintenance of good racing. Still, the racing continues in the same old rut, and the cry goes up, "professional amateurism!" Now I agree with Mr. Prial, in his editorial in the *Wheel* of Aug. 5, that we must have makers' amateurs, in order to show cycle racing to its best speed. The public must see something for its money, and the makers' amateurs are the drawing cards; but at the same time the public wants a change, and it does not care to see two or three men take first, second and third in every race, and the only way to remedy this is to make class races and handicaps, the slowest being a three-minute class, up to 2:20, and free for all, while the handicaps would bring all the men together. As it is now, four or five men scoop all the prizes, and the racing is too much one-sided. Any person posted can pick the winner. We want races where there is a contest between equal men, and class racing produces this. How long would trotting races exist if the fastest horses could compete in each race? It would break up every track association in one year.

The racing board should be in charge of a national track association; it should appoint a man to act as secretary and treasurer of the association, and every track should join this association at a fee of \$10 or \$20 a year. This association is for the protection of racing and race-meet managers. The secretary of each track would send a copy of all heats in three minutes and better to the secretary of the board, who could keep a book with the records of all men who have beaten three minutes, and he would provide each track with a statement of the best record held by each racing man who has beaten three minutes, and handicappers could have such a list. There is no protection now to any association. For instance: Springfield announces a race meet; racing men from all over America send in their entries, and Springfield advertises the largest number of any meet in America. But on the day of the race only half the men who enter make their appearance. The club is disappointed and the public asks: "Where is so-and-so from New York?" His name is down but he is not here," and the public is disappointed. But the cute racing man had his name in the papers and on the programme, and the club is out half its entrance fees. That is one reason why the racing board should take charge of the track association. A rule should be made that any man sending in an entry, if not accompanied by the fee, should be liable for it and barred from competing on any other track belonging to the association until he pays his entrance fee, which amount should go, half to the club and half to the racing association, which pays for the secretary and treasurer.

One reason why race meets are not profitable to clubs which manage them is because they have too many events on the programme for one day's racing. At trotting or running meetings from four to six events each day is all that is on the score card.

I believe in heat racing. It always gives the man who could have won, if he had not lost his pedal or been pocketed, a second chance, and especially in the slower class races it is more satisfactory and interesting, and makes from two to five heats in each class race. Handicaps should always be dashes and

an inducement offered scratch men outside of the prizes, as these men must have something at stake to finish. Novice racing should be confined to the three-minute class. Why class racing is so essential is this: Philadelphia gives a tournament with the following events: One-mile, novice; quarter-mile, open; one mile, 2:40 class; half-mile, handicap; third-mile, open; one-mile, open; one-mile, handicap; one-mile, lap, open. Here are four open events, and the three fastest men romp off with the first three prizes in each race. They also have a chance in two handicaps, and all in one day. This does not give the new aspirant any courage to train or become a racing man, so the public has to look at the same crowd of flyers in each race. More class races, gentlemen, if you expect to bring out young blood and see races from start to finish. The same thing is tiresome, though fast. The Philadelphia meet will not include a hundred racing men; but if Springfield gives class races from three-minute to the 2:20 class, they will receive 300 or 400 entries. They would get all the racing talent from north, south, east and west. Men must have a chance to win a prize or they will not compete at any meet.

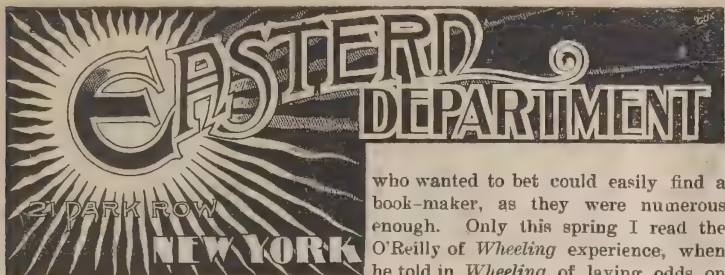
I am a strong believer in the flying start in all scratch races; it will add to the interest. Even a false start is exciting and causes interest. But it is all nonsense to compare the flying start on bicycles to horse racing. A man only has his wheel to govern; he has not a horse before him who has several different gaits. He must come up wheeling every time, while some horses come to the wire pacing, running, single-footing and hitching, and a good judge will not start a horse when he is off his gait, even if all the others are even when they pass under the wire. That is what often bothers those who are not up to horse racing, and that is what often causes so much scoring and time lost. There need be no bad actors in starting a bicycle race—a whole regiment of men can come up even; why not a few wheelmen? A time for jockeying at the score could be imposed, which would hurt a rider's pocket more than he could gain by fooling at the mark, and by having the flying start it would be an inducement for faster time. It would also do away with so many people being on a track during the starting of a race, and in records would put us on an even footing with the trotter. The day is close at hand when the trotter will come in third for speed, and the bicycle will be second to the running horse.

Taylor's quarter-mile (28 2-5 sec.), with flying start, is better than any trotter has ever made, while Taylor's mile (2:11), with standing start, is only two and a fraction seconds slower than Sunol's record, while the difference in standing and flying start would have placed him on even terms with the record. I look to see 2:09, with standing start, this year; twenty-four miles in the hour, 100 miles in less than five hours, and 425 miles in twenty-five hours. T. W. Eck.

Wagner's New Role.

F. J. Wagner, of Chicago, has been secured by the A. B. C. to train H. G. Baine for the twenty-four hour bicycle race. Mr. Wagner comes highly recommended as an expert in his profession. Mr. Baine is required to ride from one to one hundred and fifty miles per day, and has so far accomplished a wonderful record. He will ride in the bicycle race at Elkhart to-day.—Goshen (Ind.) Times.

The Washington club closes its regular card Sunday with a run to Joliet, leaving the club house at 7 a. m.



NEW YORK, Aug. 13.—My respects to George Lacy Hillier, and while it is unpleasant to disagree with such an authority on racing matters, I cannot pass over his statement in the REFEREE that betting is not prevalent at race meets in England now, or that the makers' amateur does not exist. As Mr. Hillier quoted a few of my statements and tried to refute some with apparent success to himself, I must have a short round with him on those two subjects. As regards makers' amateurism in England, I can refer Mr. Hillier to the editorial statement of the *Cycle Record* of Coventry (which is edited by a man who is in a position to know whereof he speaks) which says: "The entire English system is impregnated with makers' amateurism, and the amateur definitions of the N. C. U. and the L. A. W. are dead letters." I cross to Mr. Hillier's own ground and allow his own paper to tell him, which all English cyclists know, that nearly all the best of England's racing men and record breakers have been for years dependent on manufacturers for support. The manufacturer will not invite George Lacy Hillier to inspect their ledgers or gaze on the advertising accounts, for they know that Mr. Hillier is a N. C. U. young man who wears robes of amateur purity, and they mean to juggle a bit more with rules which are elastic, lax, and easily got around, so they cater to humbuggery and hypocritical sentiment. And supposing this state of things did not exist from where would England get her racing? Not from "gentlemen amateurs." Why, that creature is as scarce as hen's teeth. Look at the crowd that competed for the Cuca Cocoa cup, and see if you can spot any son of an earl, lord or baronet in the throng.

No, they bore the names of the plebeian and Jones and Price are better known on the British path than Fitz Hugh or Edgerton. Mind you, I have great respect for the amateur, be he a "gentleman amateur" or a common every-day "am-achoor," as Frank Egan calls him, and it is for the genuine amateur (and therefore ninety-nine per cent. of this country's cyclists), I am continually agitating for, as it is from the majority we must expect the best results. But would it not be unfair and unwise to put a fast roadster in a race against Sunol or Nancy Hanks? Of course it would, and that is what the L. A. W. and the N. C. U. are doing. These two bodies are giving the cream of racing to the one per cent. of racing men, and expect the ninety-nine per cent. of the fast stock of the path to compete with men who are supported by clubs and manufacturers.

Turning to Mr. Hillier's denial as to the speculating fraternity at English race meets, I can only give what came under my notice during a seventeen month's active experience with the American team on the paths of Great Britain. My first experience in England of this kind was at the Alexandria Palace Royal international three days' tournament in 1877, at which Mr. Hillier was judge, and I counted fourteen gentlemen with book and bag doing business right in front of the club house, and at various provincial meetings, anybody

who wanted to bet could easily find a book-maker, as they were numerous enough. Only this spring I read the O'Reilly of *Wheeling* experience, when he told in *Wheeling* of laying odds on Du Cros and the good gold "never came back." Ah, yes, the O'Reilly can tell Mr. Hillier where to find a "booky" at most London or Irish meets at least. My experience was in 1887, but here is what E. C. Carter, the official A. A. U. of America handicapper, says, and Carter ought to know. Writing from Bristol to the *New York Sporting Times*, he says:

Judging from some of the stories I have heard, athletics in England have not improved much of late. A good many of the London clubs make their races open only to hospital athletic clubs, universities, and few other athletic clubs like the Blackheath, South London and Finchley Harriers by invitation.

Betting is still quite a feature at some of the games, and has a good deal to do with the interest taken in athletics by the objectionable class.

It is not so bad in the Southern District, but it is carried on there on the quiet, even under the very noses of the Amateur Athletic Association. At its own championship meeting the first words I heard when I entered the grounds at Stamford Bridge were "six to one bar one." The bookies were good judges, too, for the one barred was Bradley, and he won the hundred all the way.

A good illustration of athletics in the north of England is the story told that in one of the many boys' races held in that district this season, a boy came running up to one of the contestants just as the pistol was about to be fired and said: "Father, thee'st got to win, for they got the money on thee."

So you see, Mr. Hillier, I have only to quote people on your own ground to bear out my statement that makers' amateurism and betting is a prominent feature of the sport in England, and that the same have brought the sport to a low ebb also is true. Makers' amateurism is a good thing; let's have more of it, but call it by its right name and give everybody a show to become a makers' amateur and speedy, and away with what Gladstone would call "a nebulous hypothesis."

WOMEN GOING IT ALONE.

Women are learning to cut loose from male escorts, although a young man in an "ad." in the *Herald* offers to escort "lady cyclists" anywhere they wish to go, and possibly this is the same young man Frank Egan perpetrated a cruel joke on the other day. Frank saw the "ad." and got his best girl to reply to it, "hoping that she would be the favored one," etc., and appointed a meeting place up town on one of those hot days. The bait took and a meeting arranged, and Frank, from the cool shade of an elevated station, saw the expectant and longing dupe waiting for the "favored one" who never came. But I was going to say that women cyclists are going it alone, and it looks as if Lou. Peck's occupation as the guide and philosopher of the sex, in Boston at least, would soon be gone.

Three Brooklyn young women, Miss Alice Mitchell, Miss Agnes Becker and Miss Mabel Stout, returned to Brooklyn yesterday from a bicycle trip to Albany. They started two weeks ago and each took a lunch basket, a water flask and a change of clothing. It took them just a week to reach the state capital. When they started they intended to cover thirty miles a day, but they found this impossible on account of the condition of the roads. They made thirty-five miles on the first day, but not much more than twenty during the rest of the time. At one point the road led through nine

miles of marsh and the fair bicyclists had to walk their wheels through the swamp. They met with a warm reception all along the line and were frequently invited into houses by the farmers and other people. At one town they were taken for the advance of a circus which was billed to appear the next day, and received a great ovation from the inhabitants. The young women all weighed more when they got home than when they started.

SCHWALBACH'S BAD BOY.

Alex. Schwalbach and Quinlan, of the Gendron company's force, told me a funny story Friday about their office boy, which illustrates the importance and age of the average American youth. Ben Bianchi is the lad's name, and he draws salary as office boy, his father being a member of the New York stock exchange. The father wished the Gendron people to give his son a six weeks' vacation, and Cashier Getz told the boy he could have it, providing he supplied a suitable substitute in his absence. The next morning when Schwalbach and Quinlan arrived at the office a row of boys, all ages, nationalities and color, extended from the sidewalk up stairs to the second story, where the office of the Gendron company is, and the crowd had overflowed into offices on the second floor where doors had to be barred to keep out sundry stray ones. They had overflowed the Gendron second floor and were experimenting with pneumatic tires, deflating some and blowing others up, and some of them learning to ride around the spare room. "Great Scott, what is this?" exclaimed Alex. Schwalbach, "I wonder if they have mistaken this place for the battery free baths!" "Possible they think we have the fresh-air fund tickets," suggested Quinlan. "What in the devil does this mean?" exclaimed infuriated Cashier Getz, who was overcome with the sight of his office boy calmly seated at the treasurer's desk and quietly investigating the careers and characters of the boys as they passed in review before him, while the office force looked on in amazement. At last a well-dressed, red-headed lad of sixteen caught the fancy of Mr. Bianchi, the office boy, and he mounted a chair and addressing the struggling mob, exclaimed: "I have engaged a boy who will suit our firm; you can now go. Sorry I can't give you all a job." Bianchi is fifteen. He had advertised in the *New York World* for a substitute without consulting his superior officers, and told applicants to apply to "Mr. Ben Bianchi, Gendron Wheel Company, before 8 o'clock in the morning," and that solved the mystery. Cashier Getz and Alex. Schwalbach now think that the selection by Bianchi, Jr., was a wise one, as the substitute is equal, if not superior to the boy who they think will have a running chance some day for the chair at the White House.

A NEW DRIVE WANTED.

The *Brooklyn Citizen* is stirring up a daily agitation for a cyclists' path or road which will, if made, extend from Prospect Park to Coney Island, five and a half miles, and be built by Brooklyn, just as the bridge paths for horsemen have been built. The *Citizen* prints an interview with some prominent cyclist daily, and among those who have given their testimony on the subject have been Dunn, Luscomb, Schwalbach, Whymp, Backman, Bates, and many others. The majority of Brooklyn cyclists favor the move, which they say will relieve the park drives and boulevards of the danger of collisions between cyclists and carriage drivers, and think if the horse men can have a special road they can. Luscomb, I hear, strongly disapproves of the idea, and Barney Whymp is my

authority, as Luscomb was out when I called on him in the Stewart building. His principal objection is, now that cyclists have fought for and have been placed and classed as ordinary vehicles, and have every right to the public roads they will injure their cause by demanding special rights and privileges. But it must be remembered that the cyclists are not demanding it; they are only seconding the efforts of the well-meaning citizens proper.

THE SCORCHER'S ATTITUDE

If I thought that it would be necessary and binding upon me to ride a bicycle on all-fours, and my eyes always fixed on the earth, I would prefer to walk and look up. What a spectacle the man cuts as he rides with nose on the tire as if he were trying to smell out a puncture.

BICYCLE TRACKS IN BALL GROUNDS.

I was told last week by a very responsible agent about a racing scheme, which if acted upon, will do wonders for American path racing. My informant said that he had got the news from an inside source, and that it was this: A. G. Spalding, seeing the decadence of base ball was going to build a first-class bicycle track in every ground that was operated by the National Association of base ball, and that Spalding was going to encourage racing for cash, and would probably form a racing association with iron clad rules to govern same. I had heard a rumor to this effect some time ago, and therefore called at Browne street to see if John Spalding, the brother, could authenticate the rumor. I missed Mr. Spalding, so collared A. B. Barkman, and he said: "I have not heard anything, but there might be something in it, as A. G. Spalding don't tell all his plans in advance, still I fancy that if there was much in it I would have heard. I hope it is true, for if A. G. Spalding goes into the cycle racing business you can safely wager he will make a big success of it." There is no doubt he will, and it wants just such a man to control professional cycling. Spalding has controlled thousands of professional base ball players, and it would be a picnic to control bicycle racing compared to professional ball.

MORGAN.

New York Trade Matters.

Hearing that J. F. Friedenstien of the Anglo-American Iron Metal Company of Platt street had returned from his European trip, a REFEREE correspondent waited on the Anglo-American hustler last Friday and found Secretary Friedenstien wallowing in a pile of correspondence, the result of Manager Jarvis Brown's two days' sickness, due to the extremely hot weather and hard work during his partner's absence. Mr. Friedenstien, in response to the interviewer's query as to the success and observations that had attended his trip abroad said: "My appearance must indicate that from a social and pleasure standpoint my trip was a success" (and the ruddy glow of the face was testimony enough), "and the most I can say for the Birmingham and Coventry people is that they try to make you forget all about the business which brought you there. I fell in with Thomas Saunders, W. Bown, W. D. Teal, and that jolly man "Billy" Loudon, of cement fame. I had a great time with these people, and toured North Wales in the company of Mr. Saunders and wife, and stopped at Rhyl, Flandudra, Abenestwyth and other famous watering places. In Birmingham I was the guest of William Bown, who has a magnificent residence and one of the finest art galleries in all Birmingham. An American cannot but leave such people with only the most grateful and pleasant memories, and really at times wish you lived there

NOTE TWO DAYS' RECORD OF...

"Imperial Wheels"

ECLIPSING EVERYTHING YET MADE in the way of FIRST PRIZES, taken in TWO DAYS, July 4th and 5th.
OUT OF ALL EVENTS IN WHICH "IMPERIALS" WERE ENTERED
2nd or 3rd PRIZES WERE IN ORDER WHEN 1sts WERE NOT TAKEN.

FIRST PRIZES.

1st Prize,	1 Mile,	Ill. Div. Championship.
1st "	2 Miles,	" " "
*1st "	1-2 Mile,	" " "

*BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	5 Miles,	Ill. Div.
1st "	1-2 Mile,	" "
1st "	1-4 Mile,	" " Championship.
*1st "	1 Mile,	" " "

BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	1 Mile,	Mo. Div. Championship.
1st "	2 Miles,	" " "
1st "	2 Miles,	" " "
1st "	1 Mile,	" " "
1st "	20 Miles, Road-Maine	" "
1st "	5 Miles,	Road-Janesville, Wis.
1st "	1-2 Mile,	Battle Creek, Mich.
1st "		Houston, Texas.
1st "		Wauseon, Ohio.
1st "		Alameda, Cal.
1st Prize,	1,760 feet, 1st class,	Van Couver, Wash.
1st "	1,760 feet, 2nd class	" " "
1st "		Belle Plaine, Iowa.

MORE TO FOLLOW.

SUMMARY

"Imperials" Entered in 28 Events. **TAKING 20 FIRST PRIZES. BREAKING**
TAKING 3 SECOND PRIZES. TAKING 5 THIRD PRIZES. TWO WORLD'S RECORDS.

ARE "IMPERIALS" POPULAR? ASK THE FAST RIDERS THAT USE THEM.

Sieg & Clementi Company, Chicago, sell hundreds of them.

CATALOGUE FREE.

AMES & FROST COMPANY,

302 Wabash Avenue, Chicago.



"THERE'S REASON IN ALL THINGS.."

THE REASON WHY

SYLPH CYCLES RUN EASY is because the bearings are of correct shape, made of Best Material obtainable; properly fitted and adjusted in forks set at proper angles.

THE REASON WHY

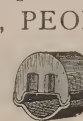
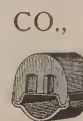
SYLPH CYCLES RIDE EASY and are a pleasure and comfort to their riders is because they have a properly constructed Spring Frame—one in which the load is directly over the Springs, and which is rigid in every direction except UP and DOWN. This makes the springs very sensitive, and the hinge joint in the frame permits each wheel separately to pass over both large and small obstructions smoothly, thus saving the wheel and bringing that pleasure and enjoyment which all riders of Sylph Cycles discover after a trial of the machine.

THE REASON WHY

OLD RIDERS TAKE TO THE SYLPH is because they find it a more satisfactory mount for road and general use, and that it combines more new features of merit than any other two or three makes.

Positively No Loss of Power, because the saddle and crank shaft are always the same distance from each other whether the load be 75 or 200 pounds. We can't tell you All About It here, but Our Catalogue will. Send for one. Agents wanted.

ROUSE-DUYEA CYCLE CO., 89 G. Street, PEORIA, ILL.



to be among such a jolly lot as Bown, Saunders, Teal and Loudon—a quartette hard to beat."

"What is my opinion of the trade? Well, the English manufacturer seems to be well satisfied with their American and other foreign trade; it is the home market they complain of, which this year showed a decided falling off, and to my mind and from what I could gather, the cause is entirely founded by the rapid multiplication of the small manufacturer, who is not strong enough to open up foreign connections, so he unloads at home and is helping himself to the old maker's trade in every way possible. Next year will see nearly all the best makers represented in America. The pattern of next year's wheel (safety) will be the true diamond, and the Humber company is already preparing for next season on the old lines. The tire which is most popular to-day in England is the Boothroyd, beyond a doubt, with a great deal of respect for the Dunlop improved, which has quite a hold. The Crypto geared ordinary is a grand success, so much so that we have arranged for a complete line of parts for America for that wonderful wheel. What do Englishmen think of the McKinley bill? Well, naturally, they don't like it, and would no doubt like to see Cleveland elected and a modification of the tariff result. The English makers are close students of the American market. I made some important deals over there for my company, and the result of one will be that the Anglo-American company will carry the largest stock of the best English tubing of any firm or combined firms in America. A complete line of stampings throughout, all the stock being new and of the very latest pattern as used over there. We can now supply large and small makers with complete frames, the tubing cut into exact lengths and specifications as used in next year's Humber.

Our rim business has increased wonderfully, and here's something new (showing a twenty-eight inch aluminum alloy cushion rim, which only weighed six ounces, and being almost white in color). We are experimenting with these, and expect to know shortly the result of our experiments. Our Hercules chain will be a feature in the chain business, but we will also carry foreign chains, and from what I could learn on the other side, the black chain will lead in popularity next season. Our purchases abroad will almost be a cargo for the steamer that brings them, but we have plenty of warehouse room."

THE S. P. PROTECTION TIRE.

The New York Belting & Packing Company is busy and "fired" these days, and its "tire" is likely to be of the enduring kind, from what Manager Strauss and his assistant, T. F. Stillwell, tell. This firm is going into the tire business next season for keeps, and Manager Strauss' frequent trips to the new factory which is building are for the purpose of seeing that the bricks are laid quickly. "We will give the public the choice of three tires for next season," said T. F. Stillwell, "and our new protection strip with thickened tread will be a candidate for first pneumatic honors of any tire on the market. We will have an inner tube tire for those who prefer the more complicated tire, and we will have a self-healer which will be shut up by looking at it. Oh, yes, Manager Strauss don't get left much on the tire question, and there is no end to his seeking for the best. What do you think of this?"—showing a pedal rubber of aluminum lightness, which is dark, slightly corrugated, quite pliable, and it takes ten of them to weigh a pound, and is a

new rubber solution of extreme toughness and lightness.

A GOOD SEASON'S TRADE.

George R. Bidwell could not be seen, but Secretary Loucks, the old Kings County Wheelmen man, was in a position to talk trade. "Yes, the past season was a great one, in wheels, tires and cyclometers; and, in fact, in all our several cycle departments. This quiet spell just now is quite acceptable. It will give us a breathing time before the fall trade commences next month. We sold all the wheels we turned out at our own factory and thousands of different makes. Our tire factory has been running night and day, and we now have commenced at our new factory in Chicago, and expect to keep both factories going without let-up. Why, we could have sold several thousand tires if we could have turned them out in time, but for next season we are going to be ready, and our western factory will lift the extreme pressure off our New York factory."

Mr. Bidwell had run down to his summer house at Travers Island, and if there is anybody who deserves his present prosperity it is George R. Bidwell. Said an old-timer to me the other day: "I thought of going into partnership once with Bidwell. He wanted a man with a thousand dollars. That was the time he left Horseman's store and started up on Fifty-eighth street in the little store," but, luckily for himself, the millionaire saw in him the success which has followed, and you mark me, in five years George R. Bidwell will be a millionaire and will retire at that time.

SCHWALBACH'S FINE STORE.

What a splendid place Charles Schwalbach, of Brooklyn, has. I was prepared to see something fine, but was not prepared to find the most complete retail cycle establishment in New York state, and this statement will be borne out by all who have or will see it. The place is on Flatbush avenue, right opposite an entrance to Prospect Park. The building, which was constructed for Schwalbach, covers a large area, and the salesroom, office and riding school are said to be the largest in the state. What makes the place peculiarly attractive is that everything is on the first or ground floor, and there are no steps to climb. The other Brooklyn dealers are doing nicely. Young Fred Coningsby, also on Flatbush avenue, is doing well, being recently joined by his father. William Schmacker, the Brooklyn dealer, contemplates selling out, while J. W. Bate & Company report business good. The Schwalbach Cycle Company is a standing advertisement for Charles Schwalbach & Company, and the old house which Charlie built up would do well to change its trading title, which is met by Charlie Schwalbach with his advertisement, "the only Schwalbach in the retail cycle trade." The advertisements of both firms can be seen side by side in nearly all the cars.

GENERAL EASTERN TRADE NOTES.

F. E. Marsland of West Broadway says that he is now arranging with Hobart, Biddle & Company, Washington, to handle the Hobart in America, and if success attends the present negotiations he will be ready to supply the American trade with a good, medium-priced wheel. He will have a well-known English racing man for salesman, as Mr. Marsland is practically a novice in the cycle trade, although an old rider of the ordinary.

Elliot Mason and his assistants, Richards, Smith & Company, of Columbia and 12 Warren street fame, draw crowds who compare one of Sterling Elliot's best efforts in hickory, steel and hose pipe to

a racing sulky the next door neighbor is shrewd enough to place as near the Newton product as possible, and the hickory wheel of Newton is always the center of attraction to the pedestrian, who asks all sorts of questions about the combination wheel.

A. B. Barkman is now quite settled in Spalding's wholesale department on Broome street. An enquiry at the Spalding retail house on Broadway, regarding the workings of the so-many-cents-a-day system of purchase, elicited the reply that the plan has not caught on as well as they expected it would.

Manager Frank Bowden and Paul Angois of the Raleigh company will sail in the City of Paris for home next Wednesday. Mr. Angois came to America to assist Manager Atty in running things this side, but his health has been poor in our record-breaking climate. Angois is a Frenchman by birth and a very clever engineer and mechanic, who, with Morris Woodhead (the present superintendent at Nottingham) founded the now famous Raleigh company. Manager Bowden told me recently that Mr. Woodhead was in the employ of the federal government during the war as engineer, and took part in the siege of Vicksburg, being one of seven engineers who left New York for the war, only himself and one other returning alive.

Person & Muller of this city have placed a light-weight racing saddle on the market, and which they think will be used by all scorchers. The firm expects to be able to supply the trade with a large number soon.

T. Henry Sweeting's failure is much regretted in trade and other circles here. It seems the Quaker City man has many friends in this section, who feel disposed to suspend judgment on the failure and its causes until Sweeting shall have made his promised statement.

Ex-Chairman George S. Atwater of the racing board has just returned from a trip in the interests of the Stover company, and reports trade as being fair considering the hot weather.

The Liberty has had quite a run in Brooklyn and New York. Schwalbach of Brooklyn making a record for Liberty sales.

Godfrey, of Warren street, is the special agent for William Read & Son's New Mails and the Lovell Diamond, and has done good business for some time.

The new oiler made by the Metal Turning Company, of New Haven, is taking well, so Salesman Kennedy reports, in this city. Representative Morgan of the New Haven Company called on the REFEREE recently.

A. T. Brooks, of Chambers street, New York, shows samples of steel tubing for cycle making turned out by the Hartford Manufacturing Company, of Ellwood, Pa., a city of mushroom growth, fostered by Mr. Hartman. The firm will put in plenty of plant to make tubing in quantities, and some English tubing makers have been secured.

MORGAN.

MEN WE ALL KNOW.

No. 2.—W. S. Bull.

A man whom you all know came to town last week.

Did I say all? Well, nearly all, for to confess a lack of acquaintance with William Sheldon Bull is to argue one's self unknown.

Billy Bull his friends call him. His good nature has even led men to speak of him as "Buffalo Bull."

But his good-nature stops short at a certain point—usually, for example, when the crowd overruns a race track when he is refereeing a race meet.

Bull is famous as a referee. He is the individual who put a time limit of 2:23 on the world's record race at Springfield

last year, and got roasted by the crowd for awarding the race to the winner, who finished on fifth of a second outside of that time.

But Billy Bull never weakens. When he tells a small boy to get off the track



the small boy usually gets. When he tells a competitor to clothe himself decently and in accordance with the rules, the competitor usually does it—or don't ride.

The REFEREE played a dirty trick on Bull once—and blamed it on the compositor, of course. It got him mixed up with some English celebrity, and among other things said: "He has a keen appreciation of pretty women and dinners, and dances find him in his element!"

The air turned blue in Buffalo. Bull went to the office and wrote this:

"Friend Sam:—For heaven's sake square me. I don't dare go home."

Somebody said that Bull "has blue eyes, open and ingenious, as if their owner had just stepped into the world and wanted to know what all the fuss was about." He tells us he is thirty-nine years old—and I believe it, every day of it.

He has been riding a dozen years, and eighteen months ago conceived the idea that "if those other fellows can build bicycles for \$40 and sell 'em for \$150, I can too."

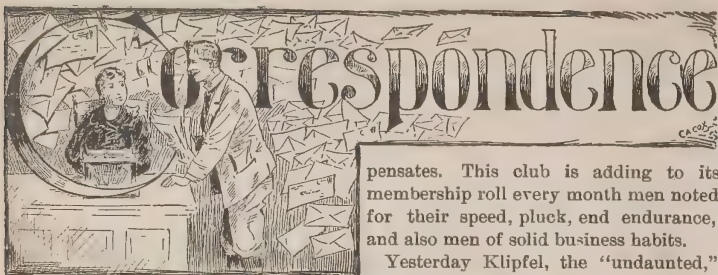
So he braced up to the colonel and talked about "we" manufacturers and "our" output for next season. And sure enough, "we" have not only turned out some good wheels, but have made some good records, "roasted" our competitors, and are getting along admirably, thank you.

Bull was once—yes, several times, chief consul of his state, and worked like a beaver. He has also been a V. P. of the league, and might even have been president if—ah, if—some people will add, the "colonel had so decreed." But then, that's all bosh; eh, Wilson? Eh, Robbins?

The possessor of the "ingenious blue eyes" finally saw that building wheels was more profitable than building the league membership. He was in the trade years ago, Bull & Bowen was the firm, but it wasn't profitable then, at least for Bull, and he put up his umbrella and his shutters.

As a road book compiler, tour promoter and general hard worker, Bull is well known. He shines as grand marshal of a lantern parade, and fears neither road hog nor the small boy nuisance on such occasions.

William is always popular, prosperous and happy. Long live Bull.



PHILADELPHIA, Aug. 15.—The long-looked-for souvenir medals of the Newark-Philadelphia century run, which have been longer in materializing than at the bars of the Century Road Club, at last are ready for distribution. The committee having the matter in charge did the best that was possible under the circumstances. The first work delivered was unsatisfactory and was refused. When a new design was submitted the die was broken before many impressions were struck off, thus causing further delay. Captain Schumacher announces that he can now obtain all that are required, and will give prompt attention to any request sent to 1,400 Oxford street. The medal is about the same size as those of former years, is made of coin silver and cost \$1. They will be furnished to survivors only.

The Captains' Association is making active preparations for the coming annual lantern parade. Owing to the improvement of Broad street with asphalt, the route will doubtless be changed so as to come further south on this magnificent street than has heretofore been the custom.

Al Allen, the well-known century man, who has clerked the course at all local race meetings this year, with one exception, and who has already been booked for several of the big fall meets, has gained a well-earned reputation with racing men, audience and the other track officials by the skillful manner in which he has filled this difficult position. At the South End meet, with an entry list of nearly 300, twenty-five trial heats and finals were run off in three hours and a quarter, old race meet goers saying that they never saw races run so quickly with such a field.

Last season at almost every race meeting held here H. Walter Schlichter, the sporting editor of the *Item*, officiated as announcer, but increased duties added to his interests as captain of a newly formed athletic club of phenomenal growth, have precluded his attendance this season. He was on deck again Saturday at the Mt. Vernon meet, and that clear, ringing voice that penetrates every nook and corner of the grand stand was once more used by its owner as of old. Probably no one regrets his enforced absence from things bicyclicular than the ever popular "Slick," and no one knows better the firm hold which cycling has taken on the general public over and above general athletics, than the versatile pen-pusher and all-around sportsman to whom is so largely due the success of the Philadelphia amateur swimming club.

PAUL BERWYN.

BUFFALO, Aug. 15.—The Ramblers B. C. is enjoying a well-earned season's prosperity, and all things considered, is in a most prosperous condition. Its ambitions have been such that, governed by its long line of experiences, there has been nothing but success to follow every venture. To-day the Ramblers stand alone, almost, among the clubs which are above all financial difficulties, and, although there have been times when the management has been called down for its seeming conservatism, yet the standing of the club to-day fully com-

pensates. This club is adding to its membership roll every month men noted for their speed, pluck, and endurance, and also men of solid business habits.

Yesterday Klipfel, the "undaunted," made his thirtieth century of the season. He was accompanied by a number of local wheelmen, among whom was a large delegation from his club, the Ramblers, and Foell of the Press. His superiority manifested itself when he arrived at the club house ahead of all his companions by several hours. This century was made over the Buffalo-Le Roy course, and this year its roads are generally in a very poor condition. The strong head wind prevailing prevented the riders from making anything like fair time, and also hindered some of them from finishing at all.

There is quite a bit of talk about a consolidation of all the east side wheel clubs into one grand organization. The present names of all to be dropped and the new union to be christened with a new name. Such a scheme looks quite feasible and would infuse new life into many of our wheelmen, could the change but be consummated under the best management. Should such a change take place, it would involve the Wanderers, who have at present a membership of about forty-five; the Columbias, with a membership of thirty-eight, and the Comrade C. C., with thirty-five men. There is considerable doubt in the minds of many as to the success of such a scheme. Many protest against large clubs and affirm that a better furtherance of the true sport of cycling, touring and pleasure-bent excursions is best maintained by a small club whose members are all thoroughly well acquainted, and from whose small numbers factions are unknown. Every one knows that factions are the natural enemies to the peaceful continuance of club sociability and to the promulgation of club life, and the small club is less liable to factions than the large.

The Wanderers are at work upon another scheme whereby they may add to their popularity and longevity, and also make a change of headquarters. It will be desirable to make this change before the first of the coming month, and a special meeting will be called at an early date to take action in it. At a recent meeting of its board of managers, C. F. Keyser was elected captain to fill the vacancy caused by the resignation of G. G. Buse; Frank Woelfel was made first lieutenant and Edward Young second lieutenant, offices made vacant by resignations.

C. H. Callahan, the popular fast man of the Press C. C., has been elected to the office of captain, vice Newell, who has resigned the office. This week Wednesday the club will have a moonlight run to the Bedell House, where a good time generally will be in order.

We are happy to state that F. W. Russer, of the Columbia club, will soon be able to mount his wheel, as he has recovered from his slight indisposition. The Columbias will have a moonlight ride down the river on the evening of the 25th, and from the increasing demand for wheels, the prospects are good for a large attendance.

G. C. Sweet will leave on Wednesday for St. Auburn, Conn., where he will remain a month. His family will accompany him. Before his return Mr. Sweet will visit Springfield in time for the meet, where he expects to meet the

makers and agents of the Victors, and a general good time will be the result.

The Comrade C. C. has entered Maeder, Sanger and Englehardt for the exposition races. This club is growing so fast that the new quarters in William street are too small, and a committee will soon be appointed to look for larger.

WILLIE DUNN.

GRAND RAPIDS, Aug. 15.—The warm weather seems to have its effect on the club runs lately, as they have not been as largely attended as usual.

The Grand Rapids Bicycle Club has selected Miss Daisy Thompson collector, and several new members have been admitted lately.

The Second Infantry has organized a cycle corps, which will consist of a detail of two men from each company to do duty at camp this week. The riders detailed from this city are Lieutenant J. H. Taylor, A. Souser, Harry Hydrom, Erve Kemp, Charles Letts and William Leffinwell.

Fred N. Hyman made his second century for this season Sunday; actual riding time, 8 hrs. 23 min.

Most of the fast men in the city are in training for the Labor day races to be given by Studley & Barclay.

Harry Hydrom returned from a month's outing at Battle Creek last week.

A large number of the local cyclists are at the summer resorts enjoying the cool breezes of Lake Michigan. HAL.

RICHMOND, Ind., Aug. 15.—A club has been formed with eighteen charter members. It is the intention to make it an L. A. W. club. The officers are: Fred H. Fox, president; Frank M. Whitesell, secretary and treasurer; William G. Swain, captain; Robert Canby, lieutenant. It is to be called the Wayne County Wheelmen.

The second annual century on Aug. 18 is under the auspices of the W. C. W. The run to Muncie, by way of Winchester and return by New Castle and Cambridge City is one of the most delightful in this part of the country. The start will be from the Union depot at 4 a. m. Thursday, with Townsend and McCoy as pacemakers to Muncie, fifty miles; breakfast at Winchester; start from Muncie at 12:30 after two hours' rest and dinner for Cambridge, thirty eight miles, with fifteen minutes rest at New Castle; supper at Cambridge and start for home, sixteen miles, at 6 o'clock. The pace is to be eight miles an hour all the way through. On the back of the invitation is a map of the run showing a table set for meals and bed at home ready for occupancy when the rider reaches there.

CLUB MASCOT.

MILWAUKEE, Aug. 5.—At the last regular meeting of the Milwaukee Wheelmen the race track project was resuscitated, and several propositions offered by different members were discussed. The most prominent, and the one which received the most attention, was that of building a half-mile track inside the mile track at the new state fair grounds. National Park and Athletic Park were also up for consideration, and a committee consisting of O. E. Binner, A. C. Morrison and W. L. Simonds was appointed to confer with the officers and owners of the several parks, and ascertain just what can be done. While Milwaukee is advancing very rapidly in all other things appertaining to cycling, it is a matter for regret that her hundreds of riders who have more or less racing talent have no place at their disposal for the proper developing of speed. With a suitable track, such as is enjoyed by riders in other cities of even less population

than Milwaukee, will come an interest in racing heretofore unthought of which will add new lustre and fame to the reputation of the Cream City in the cycling world.

W. M. Breckenridge, of the Milwaukee Wheelmen, who has been spending the summer in Pittsburg, is shaking hands with Milwaukee friends. Breck was employed by a large bicycle house in that city, and devoted his spare time to racing, in which he was very successful. He rode under the colors of the Pittsburg Athletic Club, winning one first, two seconds and three thirds, all from scratch.

It is very gratifying to note the number of additional lady riders one sees this season. If I were to express myself according to the highest female cycling authority, Elizabeth Robins Pennell, I should have said "woman cyclers," but as many I refer to can not be classed under that category at the present writing, I take my chances of being understood. I recently had a conversation with a lady friend of mine, an excellent rider, who has just returned from a three months' trip to England. As she is very enthusiastic over the sport, she expected to find ladies equally so on the other side, but she was greatly disappointed, as the fair devotees of the wheel are rather limited in number. The roads are so good in all parts of England that ladies in company with gentlemen friends take more to the tricycle. American women hold in their hands the future and permanent prosperity of the wheel; if they continue to ride it, and throw around it their patronage, the glory as the years go by will extend until it will be the leading sport.

Gustave Liebscher, of the Milwaukee Wheelmen, has removed to Brooklyn.

The time Nessel made on the Milwaukee road race, 48:11, has been decided by the official clocker, E. J. Meisenheimer, to be absolutely correct. He is supported in his decision by three competent assistants, who acted as official timers. It seems a "great roar" has been made about nothing. Mr. Garden, of Chicago, who enjoys something of a reputation as timer, made the assertion that Nessel's time should have been 49:11, a difference of one minute. A careful investigation of the subject will prove that Mr. Garden has made a mistake. Apropos of the undeserved criticism heaped upon the racing board of the Milwaukee Wheelmen for limiting the handicap of L. J. Berger to two minutes in the race, I am at a loss to comprehend how so methodical a person could have made such blunders in reporting his time on the entry blank—fifteen miles in forty-eight minutes. Mr. Berger's treatment at the hands of the racing board borders on unwarranted liberality; by his own admission he should have been placed with the scratch men. A retrospective glance at the work of the racing board can not but call for admiration on the part of every one for the honest manner in which they handicapped the race. To such an extent did they carry their desire to treat visitors fairly that they made it impossible for a Milwaukee rider to win a place.

The annual century run of the Milwaukee Wheelmen will take place this year on the last Sunday in September, and will be a leading event. Last year it was a great success and largely attended by riders from all sections of the northwest.

Out of 300 members of the Milwaukee Wheelmen only four attended the regular scheduled run to Cooney Sunday. The big four consisted of Lieutenants Schmitbauer and Prachthausen and Private Becker. Silver King Johnson punctured his tire on Fifth street, but he

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repaired it and followed later. This run cost the club \$6 for postage and printing, and the limited attendance should be a deep seated regret to the members.

JACK ROYAL

DES MOINES, Aug. 16.—Cycling hereabouts has been lulled by the extremely hot weather of the last three weeks, no regular club run having taken place. But as the cooler evenings approach, many interesting runs and rides have been planned, with a possibility of some kind of tournament.

The three firms here report business fair, while the Kenyon Bicycle Manufacturing Company is turning out some very fine specimens of cycles, two or three weighing only twenty-six, twenty-eight and thirty pounds, Edmonds, our crack rider, using a twenty-six pounder, geared to sixty-eight inches, fitted with Morgan & Wright's racing tire.

At the Iowa division meet held at Sioux City last week, A. B. Edmonds, of Des Moines, won four out of the five state championships, and can be rightly styled the Iowa champion. He is improving wonderfully and gave Johnson, of Minneapolis, and Merrill, of Chicago, a hard race in the open events. By the way, the meet in regard to visiting wheelmen was a failure; as to attendance of onlookers a success. As a state representative meet, a failure; as a local meet, a success. The boys hereabouts blame the officials for not advertising the affair until the very last moment. The league in Iowa is getting the strength of a man, and in the near future will be a power in its way in Iowa, and we hope the next state meet will be a grand rally of Iowa L. A. W.

JUDA.

FORT SCOTT, Kas., Aug. 13.—The cause of roads improvement received a great impetus here on the night of Aug.

12, when Henry E. Harris, the coming chief consul of the Kansas division, addressed a meeting of the editors of eastern Kansas on the subject of good roads.

The occasion was a banquet tendered to visiting editors who numbered about a hundred. Mr. Harris, who was down on the programme for a response to a toast, was permitted to choose his own subject, and he urged upon the newspaper men the importance of giving personal and professional aid to the cause. Full credit was claimed for the L. A. W. for the gallant fight it is making. There is no doubt that the speech did much good, as, after the banquet, a number of editors of the most important papers in the state came to Mr. Harris and promised him to keep up the agitation and to assist the Kansas division in lobbying a good roads bill through the next legislature.

SECK.

LONDON, Aug. 6.—I have just returned from the Harrogate meet and camp, one of the jolliest and most enjoyable functions of all the cycling year. As well as being the pleasantest, it is also one of the oldest-established events in the cyclist's calendar. Sixteen years ago the first cyclists' meet was held at Harrogate, a famous inland watering place in Yorkshire, where there is a spa famous for the curative properties of its waters. The place is situated high up on one of the cliff table-lands of England. The air is most bracing and invigorating, and within a few miles is some of the finest scenery in England. As years went on the north of England meet became of considerable importance. Men came not only from the surrounding district, but also from Scotland, the midlands and south. On one occasion, ten years ago, there was a row at one of the hotels, late in the evening, after the men began larking, as young men with plenty of health and spirits will do. The result was that the hotel proprietor sent in a bill for £40 for damage done, and it was intimated to the promoters of the meet that their patronage was not desired at that or any other hotel in the town. The

question then arose as to what should be done. The men were not going to give up the meet, and it was almost decided to hold it elsewhere when some one suggested a cyclist camp. The idea was at once taken up, and the field of the Harrogate Cricket Club, about a mile from the center of the town, was hired for the purpose of carrying it out.

The first camp was a great success, and since then it has been held every year, opening on the Friday before the August Bank holiday, and closing on the Wednesday after it, a period of five days. Of course at times it has suffered, owing to the weather, but however wet it may have been one year, the men have always turned up again with the greatest persistence twelve months later. Some of the old campers have come to regard it as a regular fixture, and they would not miss it for anything. They come from all parts—Scotland, London, Coventry, Manchester, Liverpool, Preston, Newcastle, Leeds and Bradford—and all regard it as a holiday where the cares of business are to be laid aside and one's whole energy devoted to the enjoyment of one's self and others.

The camp itself consists of some fifty bell tents, arranged in the shape of a double horse-shoe, at the top of which is a special tent reserved for the president. At the open end are the secretary's tent, the barber's tent, the social tent, the mess tent and the machine tent—all large, lofty marquees of varying shapes and sizes. Each of the smaller tents is occupied by four men. They are provided with wooden floors, and each man has allowed to him a rough mattress, a bolster of straw and a couple of army blankets. All the meals are served in the mess tent, the men taking coupons for them when they enter the camp, and the cost to each man is close on three dollars a day. In the early days of the affair the men were quite content to take their tents just as they were and make the best of them; but more recently a fashion has arisen for decorating them in the most elaborate manner. Flower beds are planted around the entrances; flags, lamps and curtains are used in profusion, and when the weather is fine the scene is a very gay one. This year the conditions were, on the whole, very favorable. It rained each night and the wind blew freshly each day, but neither

wind nor rain were heavy enough to cause any great discomfort. The president this year was Henry Sturme, the editor of the *Cyclist*, and it is worthy of note that this was the first occasion on which a press man has been so honored. It is said of Sturme that it was he who threw the bolster which began the row that ended in the starting of the camp. However that may be, he has only once missed being at the camp since the start, and that was in his racing days when he was in bed at home with a broken shoulder. His presidency this year has been a most popular and successful one. He brought with him as his *aide de camp* E. H. Godbold, the editor of *Bicycling News*, and while Sturme supported the dignity of the position in the public events Godbold assisted him admirably in the dispensation of the hospitality which rules within the more private precincts of the president's tent. Here each day they entertained a large number of visitors, and in the late hours of the evening they held receptions of the picked men of the camp. For my own part, I have seldom come across a more distinguished and talented set of men than gathered at Harrogate. There was scarcely one who had not gained honors in some line of life, or who was not possessed of some striking characteristic. And a more jolly and good-natured lot I never came across. Everybody seemed bent on making the best of everything, and the result was that everybody had a joyous, happy time. The meet has usually been noted for the presence of some cyclist from abroad. Years ago "Papa" Weston and his American touring party visited it; last year George Burston of Melbourne was the honored guest; this year one of the club visitors was R. M. Jaffray of the REFEREE, who was one of R. L. Philpott's party. He is not a man given to many words or great enthusiasm, but on this occasion he grew almost eloquent in his expressions of pleasure at the jollity and enjoyableness of the whole affair. Each day there was some special attraction on the programme. On Saturday there was racing, on Sunday there was a special church service followed by a sacred concert. On Monday there was more racing, and on Thursday there was a picnic to Studley Royal and Fountains Abbey, one of the most beautiful spots in England.

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Harry Beckham, of the Illinois club, is in New Foundland on a month's tour.

Sam Danziger left Saturday for a tour in southern Wisconsin and northern Illinois.

The Wicker Park League Club has changed its name to the Wicker Park Cycling Club.

K. F. Peterson and wife are at Nago-wicka Lake, touring through the surrounding country.

H. M. Gardiner, of the Lake View Cycling Club, is after the twenty-four-hour record honors.

The Bowmanville band, which lately accompanied the Lincoln club to St. Joe, is to be mounted on cycles.

Miss Ada Graves, of the west side, rode to Elgin and return in 6:05, an excellent performance even for a man.

Long Lake to Chicago, fifty miles, was ridden Sunday last by Captain Harry Rose, of the Washington Club, in 3:43.

Sunday the Illinois club goes to St. Joe and the following week to Ottawa, where the day will be spent among the campers.

The Messrs. Stahl, on Thursday, Aug. 9, rode to Fox Lake, a distance of fifty-five miles, in 6:03. They rode home on Thursday.

The Lake View Cycling Club runs to Waukegan, starting Saturday afternoon. The Oak Park club rides up and back Sunday.

Miss Lizzie Stahl and Sam T. White rode to Fox Lake and return Sunday, a

century, in less than sixteen hours. The fifty-five miles to Fox Lake were done in 6:35.

The Lake View Cycling Club gives a lawn party this (Friday) evening in the club's yard. A large dancing platform has been erected. Refreshments will be served throughout the evening.

C. Smith, of the Columbia Wheelmen, rode 200 miles on the Oak Park ten-mile course in seventeen hours. He had neither time-keepers nor officials, and was out just to see what he could do.

This Saturday evening the Columbia Wheelmen expect to occupy their \$15,000 home at 311 west Division street. There will be no grand blow-out, but all friends will be given a cordial welcome.

Greenburg, Erickson, Tagholm, Paulsen, Schubbe, Doyle, Hand, Brandt, Olsen and Bartholdy, of the Columbia Wheelmen, rode over the Elgin-Aurora course Sunday, the first seven in less than twelve hours.

Being just too late to rescue a drowning man Sunday, a mile off Chicago avenue, in twenty feet of water, Harvey Pound, of the Quadrant company, spent two and a half hours diving before succeeding in getting the body.

Several members of the Minnette Cycling Corps are sadder but wiser men, for on Saturday last they staked their all on Woolas to beat Stillwell in the Lake View Club's McConnell race. Some \$500 or more changed hands, it is said.

The South Chicago Y. M. C. A. Cycling Club entertained forty members of the six other Y. M. C. A. cycling clubs in this city, at a banquet, Thursday evening last, conducting them through the great rolling mills for an appetizer.

F. J. McElroy, of the Lake View club, rode down the sandy beach of Lake Michigan in Monday's broiling sun to St.

Joe. Several members of the Kenwood Road Club lately rode a century to Michigan City and return on the beach.

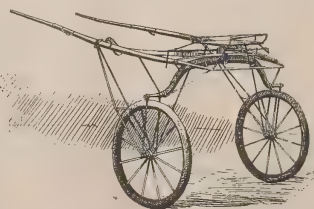
Jimmy Goes to Cleveland.

NEW YORK, Aug. 17—(Special.)—Zimmerman and Windle won't meet here on the 27th. The former positively appears at Cleveland and the latter at Manhattan Field. Tyler's movements are unknown.

MORGAN.

The Pneumatic Responsible.

Amid great excitement at Washington Park, Chicago, on Wednesday, Nancy Hanks, driven before a pneumatic sulky weighing sixty and a half pounds, by Budd Doble, trotted a mile in 2:07 1-4, the



quarter being 31 1-2; half, 1:03 3-4; three-quarters, 1:36 1-2; mile, 2:07 1-4—last quarter, 30 3-4. Doble thinks the mare will do even better than this before the season ends.

As with the bicycle, the pneumatic tire for use on the sulky has now become a permanent thing, and no first class races are held with the old style vehicle. C. C. Jerome of Chicago is now using one behind his horses, Road Master and Pat Leg, and hopes to break their records of 2:22 and 2:25, respectively. This sulky was on exhibition at Kimball's carriage repository during the week and created considerable interest among horse owners. The new style wheel is a surprise to old-time drivers of trotters. One said, the other day, at Grand rapids:

I came simply to look on; I came here to attend

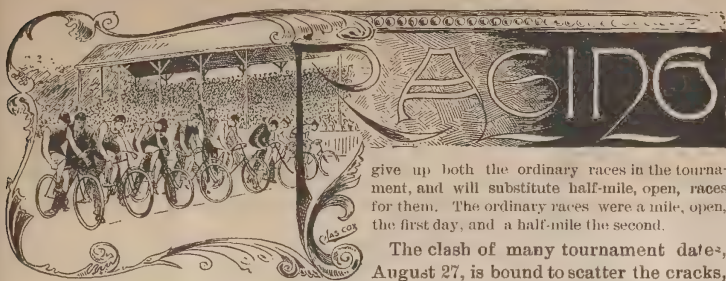
the races and to learn something. I have learned something to-day. You know the old saying, "never too old to learn." If any man had told me a year ago that I would have seen a horse lugging a bicycle around a race track I should have told him he was a lunatic; yet I saw that very thing to-day at the track.

In a recent race at Grand Rapids Bush was the only horse that appeared with a high wheel in the 2:19 trot, and she discarded it for the bicycle wheel after the first heat. In the free-for-all the four pacers were hitched to the fashionable rig, while Muggins was the only starter in the 2:27 trot with the ordinary, and she was distanced the first heat. This shows how well pneumatics work on sulkies.

C. J. Conolly, the Rochester bicycle agent, fitted three sulkies with pneumatic tires last week. The orders were from Dell Barker, owner of Nellie B, Emory Walter, owner of Kitty Bard, and E. H. Newcomb, owner of Chronos. The latter horse won a 2:20 pace in three straight heats with the new wheels.

The Toledo Cadets.

The first military cyclists in this country were the Toledo Cadets of the Ohio National Guard, though since their organization many similar bodies have been formed. While in camp last week about thirty of that company rode to Presque Isle on their wheels, and immediately after their arrival gave an exhibition drill on them. The drilling was done on the parade ground, which is a very rough stubble field, and one on which any whee man might hesitate to ride. There the company executed all the movements of a cavalry troop, wheeling and turning in both slow and fast time. They use wheels built especially for their use by the Gendron Iron Wheel Company, and notwithstanding some very severe use, the wheels have stood up wonderfully well; in fact, no trouble has been experienced by the soldier cyclists.



Eastern Race Matters.

The rumor that Windle would don racing clothes once more and at an early date has been generally discredited; but the following proves beyond a doubt that my statements weeks ago, that Windle would race this fall, and was training on his private track, were correct. The letter, fresh from a typewriter, was received from the little champion to-day:

WEST MILBURY, MASS., AUG. 13, 1892. W. J. MORGAN, NEW YORK.—Your letter of yesterday was duly received this morning. I shall probably race at all the meets of any account this fall. I intend to be down to the Manhattan Field the 27th, sure. Am not in very good form as yet, but trust that I will be so at that time. Call and see me when this time again. Thanking you for your kind enquiry, I am, very truly,

W. W. WINDLE.

Columbia vs. Raleigh of Great Britain, with the 2:10 for company; and warm company it will be, too. Whatever criticisms I may have launched at the fair lad of West Milbury in the past, have not been done because of any personal feeling, but was a fair statement of public opinion, and as such I stand by it, notwithstanding the shafts hurt a sensitive nature like Windle's. A champion must always expect criticism. But after the question I raised was satisfactorily explained, nothing else could be said, for Windle can never be accused of cowardice or unfair tactics on the path; and I am convinced that he is game. Why should he not be? Are not his parents Anglo-Saxon? His face reflects the pluck he possesses. Regarding his "not being in very good form," must be taken with a grain of salt, as the following, sent me by W. S. Warriner, of the Springfield Bicycle Club tournament committee, shows Windle to be racing tolerably fast—1:03 4/5, in a strong wind, is not bad. Mr. Warriner says:

W. W. Windle was in town yesterday, stopping off on his way home from Hartford, where he had been on business. He rode on Hampden Park both morning and evening, and made a half mile from a rolling start in 1:03 4/5. He was paced the first quarter by F. C. Graves and finished alone. He did not work very hard, and can undoubtedly go much faster, but this would be fast enough to beat Zimmerman's 1:05, which is the official record for the half mile. Moreover, Windle had a strong wind against him and is not yet in the best of condition. He had been in training only about a week, he said, though he had been riding more or less through the season. He is hankering after his lost mile record, and after riding a while longer on his Milbury track with his friend M. B. Arnold, he expects to come here about the middle of next month and spend two weeks. He admitted he would probably race in our tournament and wished to get used to our track before he raced here. If in suitable condition, he may also run in the Buffalo races this month. Windle is much pleased with our track and said it was so fast he had difficulty in gauging himself properly. Windle's friends are as confident as ever that he is the fastest man in America, and say he can easily beat 2:10 for the mile to-day, and his week yesterday would seem to justify the assertion.

Dan Canary and President Miller spend their spare moments breaking in the pair of 2:10 colts who go to the winners of the big race at Springfield; and from what I can learn the trotters are a great pair and brought Miller and Canary home in very fast time from Holyoke the other evening, where they had been to a picnic. A Springfield correspondent says:

George F. Taylor is expected to arrive in town to-day and will probably set to work reducing records again, and Harry Tyler is expected the last of the week. Thomas Relp is not been feeling well lately and has given up training for the present. The bicycle club has decided to

give up both the ordinary races in the tournament, and will substitute half-mile, open, races for them. The ordinary races were a mile, open, the first day, and a half-mile the second.

The clash of many tournament dates, August 27, is bound to scatter the cracks, and the pot hunter will have a picnic sure. What with Cleveland, Montreal, Chicago, Philadelphia, New York, the "blue rims" and other kind of rims will not go around for all places; but the present racing system is to blame. Tournament managers are at the mercy of a few cracks.

The M. A. C. people of this city are to issue 30,000 free invitations to their grand cycling blow-out, and with real estate, pianos and the suggestive names of Moneypenny and Betting as managers in charge, every blessed crack in these United States ought to be there. They say that the cracks of to-day want the earth, so the Moneypenny-Betting management will give them two sections of it on August 27.

NOTES.

Taxis and Zimmerman will go for tandem records this fall.

There is great hustling to secure the cracks for the various events Aug. 27.

The Union County Roadsters of Rahway give their races Sept. 5, writes Secretary Chamberlain.

Road racing in the main must be suppressed. *Wheeling's* suggestion that the united cycling press refuse to publish anything about them is worthy of consideration.

The appointment of a paid timer and referee by the L. A. W. is being discussed favorably.

A. B. Rich is evidently off training somewhere, as his desk in the Liberty Broadway store looks lonesome. They say "Quilly" is getting into his old form.

W. S. Campbell is a most generous fellow. He gives away a prize any friend might admire. His latest gift was a magnificent smoking set, to ex-Chairman Atwater of the racing board.

S. B. De Young, treasurer of the Manhattan Bicycle Club, is back from his European tour.

W. H. De Graff ("Pap"), J. B. Anderson and J. A. Atkinson are associate managers of the M. A. C. meet.

The M. A. C. has discontinued paying expenses for the Teuton, Carl Hess. Here's a chance for a club to get a very good man, for Hess is a clever handicap rider.

* * *

Coming Philadelphia Races.

The Quaker City Wheelmen, of Philadelphia hold their second annual race meet on the Tioga track Saturday, Aug. 27. The programme contains twelve events, as follows: One-mile, safety, novice, open; quarter mile, safety, scratch, open; one-mile, ordinary, handicap, open; one-mile, safety, 3:10 class, open; one-mile, safety, handicap, open; half-mile, safety, scratch, open; one-mile, safety, Q. C. W. championship, club; one-mile, safety, record (prize for each lap), open; one-mile, safety, 2:45 class, open; two-mile, safety, handicap, open; one-mile, safety, Q. C. W. handicap, club; one-mile, tandem, handicap, open. The prize list is an attractive one, containing a \$700 piano, numerous high grade wheels, gold watches and other articles of value. The Tioga track is being constantly improved and should be in record-breaking shape by the time of the Quakers' meet. Information or entry blanks can be obtained from Cap-

tain C. Z. Schumaker, 1400 Oxford street.

The committee in charge of the meet of the Associated Cycling Clubs, on Sept. 17, announces the following list of events for that occasion: One-mile, safety, novice; quarter-mile, safety, open; one-mile, safety, 2:40 class, open; half-mile, safety, handicap, open; one-third mile, safety, flying start, open; one-mile, safety, world's record, open; one-mile, tandem, handicap, open; one-mile, safety, handicap, open; one-mile, safety, lap race, open. The prize list will undoubtedly be the most valuable one yet offered this year, and in addition to the prizes for the winners a prize will be given to the leader on each lap in every race. Entries close Sept. 10 with F. H. Ganigues, 921 Chestnut street.

From the present outlook the meet of the season in Philadelphia will unquestionably be that of the Park Avenue Wheelmen, on Sept. 24. The committee in charge, headed by its indefatigable president, has been working for months on the coming event, and will leave no stone unturned to keep their position at the top of the heap. Its reputation was well established last season, and as a consequence, although their entry blanks are not yet out nor the prize list announced, they have received the positive promise of almost every crack rider to be present. Some startling novelties are promised for this meet, notice of which will shortly be made public.

The annual road race, which has been given for the past three years by the Wilmington Wheel Club, will be held this year on Saturday, Oct. 1, and will be held under the joint auspices of the Wilmington Wheel Club and the Warren Athletic Club. A specialty will be made of the track events, and the prize list will be sufficiently handsome to attract not only all the noted road riders of the country, but the path riders as well. On the Monday following the meet a trip will be taken to the new kite-shaped track at Kirkwood, Del., the proprietor of which has a standing offer of prizes for any records broken thereon.

The Tioga Athletic Association, at its last meeting decided to hold a tournament under its own auspices, on Columbus Day, Oct. 21, the proceeds of which are to be devoted to the further improvement of the track. Any information regarding the tournament can be obtained from C. A. Dimon, chairman committee, 1020 Walnut street, Philadelphia.

PAUL BERWYN.

* * *

Milwaukee Racing Gossip.

W. C. Sanger, of the Milwaukee Wheelmen, will attempt to lower the twenty-five-mile world's record. The latest bomb exploded in Milwaukee bicycle circles, and one that is causing no little excitement, is that Sanger, who has developed such remarkable form as a rider, will go against this record. Preparations are being made and all the essential details will be carefully looked after. The attempt will in all probability be made over the White Fish Bay road, which has a magnificent straightaway of three and one-third miles, and is as level as a floor. The only possible objection that can be argued is the numerous turns, but they would prove no serious objection. Twelve or fifteen of the fastest riders in the northwest will assist in the attempt to smash the record. The date for the event has not yet been decided, but will be in the near future.

The first annual century run of the North Side Cycling Club took place last Sunday over the Watertown course. The start was made from the club room at 5 o'clock, with twenty-three in line. The roads proved to be excellent and the

pace-making such as enabled all to finish, with the exception of one or two. Souvenirs were presented with handsome gold badges by the club.

Sanger, Nicel and Schmidtbauer will run off the Milwaukee championship race, which was postponed at the recent exposition races, at the Milwaukee Wheelmen's tournament, National Park, September 10. At the exposition races each rider won a heat, and the race is to determine who is the champion. The medal is of solid gold and valued at \$100.

Should Sanger be successful in defeating Lumsden in any of the races at Parkside on the 26th and 27th, he will loom up in all the greatness of a new silk tile, purchased at the expense of one of his friends, who is willing to lose the bet.

Among the Milwaukee riders who have signified their intention of competing at the races at Parkside, at Chicago, are Sanger, Andrae, Nicel, Price, Wegner and Schmitz.

W. C. Sanger, accompanied by his father, will attend the races at Cincinnati, and may have an opportunity to ride against Zimmy. From there he will attend race meets in Sarnia, Ont., and Buffalo, returning home for a few days' rest before starting for Chicago. Sanger is riding in wonderful form, and it is not idle talk to say that great things may be expected of him.

The racing board of the Milwaukee Wheelmen has decided to have a grand field day at National Park Saturday, Sept. 10. The half-mile track will be got into the best of condition and will be capable of fast time. The events will be twelve in number, embracing everything from a quarter to a ten-mile race. A good list of prizes will be offered, which it is expected will interest the fast men all over the country. The holding of the meet on the date selected is considered very opportune, as many of the leading men of the country will be in the west about that time, and it is hoped they can be induced to participate. This is the initial meet of the Milwaukee Wheelmen and every effort will be made to make it a grand success.

Notwithstanding the large expense contingent to the Milwaukee Wheelmen road race, F. J. Schroeder, chairman of the racing board, has turned over to the club's treasury \$100 as the profit of the race. This amount will be placed to the credit of the race track fund.

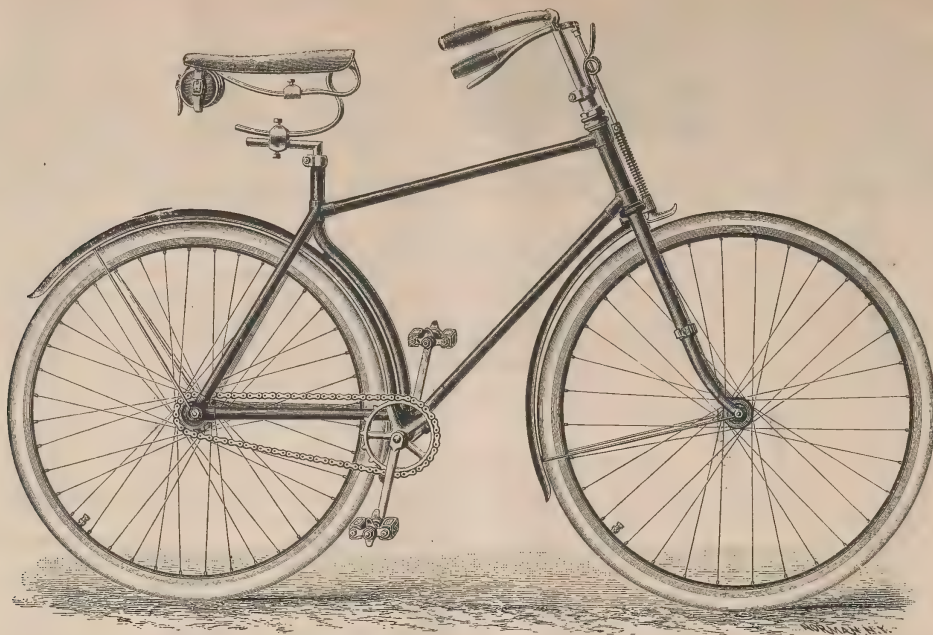
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Meet of the Mt. Vernon Wheelmen.

The Mt. Vernon Wheelmen made their first attempt at holding a race meet on Saturday last, the result being an extremely interesting afternoon's sport, which was, however, not so well patronized as it should have been, the audience not numbering more than 1,200. The event of the day was its one-mile open, or the "piano race." Taxis, Carl Hess, Wheeler, Rich, Mulliken, R. H. Smith, Hazelton, Hanley and Bilyeu lined up for this event. Smith went for and captured the prizes offered for both the first and second laps. Taxis was easily the favorite for first place; but through evident over-confidence, added to fear of Rich, allowed Hess too much headway, and the flying Dutchman came down the stretch with such a magnificent spurt that it was impossible to catch him. After the programme was finished Taxis, paced by Bilyeu, Smith and Wheeler, made an attempt for the track record made in competition by Taylor on June 25 of 2:30, and out the figures down to 2:26 1/5. Following is the summary:

One-mile safety, novice—first heat—Alexander R. Mudgett, T. W., 1; F. G. Brick, unattached, 2; G. N. Rucker, O. C., 3; time, 2:56 2/5.

Second heat—C. H. Thomas, P. A. W., 1; H. W.



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Made at Colt's West Armory, Hartford, Conn., under the same system and with the same attention to detail followed in the manufacture of Colt's fine fire arms. Gun steel forgings; all cones and bearing cups cut from the bar, not stamped.

WEIGHT: { Road Racer, 34 lbs., } PRICE, \$150
 { Roadster, 42 lbs., }

Fitted with BIDWELL (THOMAS) PNEUMATIC TIRES, guaranteed against puncture, bursting and leakage.

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WITH EQUIPOISE BRACKET.

THE MOST PERFECT LAMP MADE

WILLIAM BOWN, BIRMINGHAM, ENGLAND, Manufacturer.

A Few of its Strong Points

Ball-Bearing Bracket.

Ball-Bearing Equipoise Attachment, preventing the spilling of oil.

Double Convex Lens.

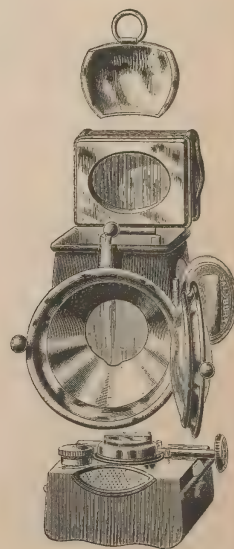
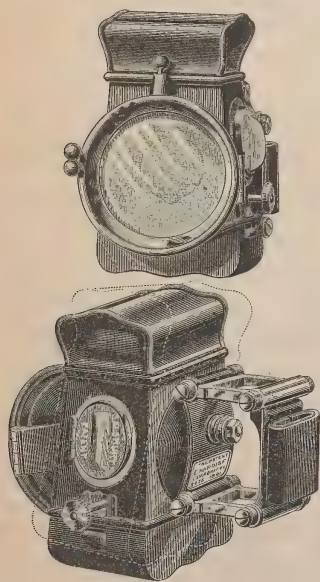
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A FEW CHOICE EVENTS.

May 30,	Worcester, Mass.,	1st 4 times.
" 30,	Manhattan Field,	1st 2 "
June 6,	New Haven,	1 Mile Safety.
" 6,	" "	1/2 Mile H'dcap.
" 4,	Cambridge,	1 Mile Scratch.
" 4,	Philadelphia, 1/2 and 1	" "
" 13,	Cortland, N. Y.,	1 " "
		2 " Lap.
		1/2 " Scratch.
		1 " H'dcap.
" 17,	Buffalo,	1st 3 times.
" 21-22,	Scranton,	1st 4 "

Three out of four New Jersey State Championships. At Washington, 4 firsts, 2 seconds, on the first day.

Also at Orange, June 25th; Cleveland, June 22nd; Vineland, June 28th; Asbury Park, June 30th; Patterson, July 2nd; Hartford, July 4th. They were first in each place several times.

Finally, Frank Waller at Oakland, Cal., rode 363 miles in 24 hours on a Bidwell-Thomas Pneumatic.

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NEW YORK.

Tire Factory, 49-51 West 66th Street, New York.

Bishop, P. A. W., 2; Samuel Noar, N. W. W., 3; time, 3:01.

Final—C. H. Thomas, 1; A. R. Mushett, 2; G. N. Rockett, 3; time, 2:58 2-5.

Half-mile, safety, handicap—first heat—J. L. Hanley, W. A. C., 60 yards, 1; A. B. Rich, R. W., 30 yards, 2; G. W. Coates, A. C. S. N., 70 yards, 3; time, 1:08 4-5.

Second heat—H. T. Wunder, T. A. A., 60 yards, 1; D. Z. Bahl, Q. C. W., 75 yards, 2; H. Boerum, K. C. W., 70 yards, 3; time, 1:07 4-5.

Final—A. B. Rich, 1; H. T. Wunder, 2; S. H. Bilyeu, P. A. W., 35 yards, 3; time, 1:07 3-5.

One-mile, safety, championship, Mt. Vernon Wheelmen—R. A. French, 1; D. Creighton, 2; M. F. Trevillo, 3; time, 3:03.

One-mile, safety, 2:50 class—first heat—W. N. Price, W. W., 1; C. J. Craft, N. W., 2; F. A. Demorest, P. W., 3; time, 2:42 2-5.

Second heat—J. A. Mead, Q. C. W., 1; H. N. Swank, P. A. W., 2; W. Flenard, 3; time, 2:48 1-5.

Final—W. N. Price, 1; J. A. Mead, 2; H. N. Swank, P. A. W., 3; time, 2:54 1-5.

One-mile, safety, open—Carl Hess, M. A. C., 1; W. W. Taxis, unattached, 2; A. B. Rich, 3; time, 2:30.

One-mile, safety, 2:40 class—G. B. Waters, Centaur C. C., 1; H. T. Wunder, 2; J. F. Cope, N. W., 3; time, 2:47 2-5.

One-mile, safety, championship, time wheelmen—C. M. Baily, 1; Morris Hunter, 2; time, 3:03 1-5.

One-mile, safety, handicap—first heat—A. B. Rich, 55 yards, 1; R. P. Rich, N. W. W., 110 yards, 2; J. W. Judge, R. W., 125 yards, 3; time, 2:26.

Second heat—H. C. Wheeler, M. A. C., 35 yards, 1; J. R. Hazelton, R. A. C., 45 yards, 2; G. W. Coates, A. C. S. N., 140 yards, 3; time, 2:30.

Final—H. C. Wheeler, 1; A. B. Rich, 2; J. W. Judge, R. W., 125 yards, 3; time, 2:22 4-5.

One mile, ordinary, handicap—C. L. Logen, un-

One mile, handicap, open—A. A. Zimmerman, N. Y. A. C., 1; W. Hyslop, Toronto B. C., 2; time, 2:28 2-5.

Club championship, two miles—W. Hyslop, 1; D. Nasmith, 2; F. W. Gullett, 3; time, 5:36 2-5.

Consolation race, one mile—C. A. Calahan, P. C. C., Buffalo, 1; G. S. Low, Montreal B. C., 2; time, 2:40 4-5.

SECOND DAY.

On the second day, Monday, fully 5,000 people were attracted to the Rosedale track, which was in excellent shape and the weather was grand. Zimmerman's handicaps were doubled, at his own request. The results were as follows:

Half-mile, handicap—G. M. Wells, 30 yards, 1; A. A. Zimmerman, scratch, 2; W. Hyslop, 30 yards, 3; time, 1:05 3-4.

One mile, handicap—W. S. Campbell, Manhattan Athletic Club, 30 yards, 1; W. Hyslop, 2; time, 2:26 3-5.

Quarter-mile, dash—G. M. Wells, 10 yards, 1; Zimmerman, scratch, 2; time, 33 3-5.

Five-mile, handicap—W. Hyslop, 150 yards, 1; W. S. Campbell, 130 yards, 2; time, 13:55 3-5.

One mile, open—Zimmerman, 1; S. M. Wells, 2; W. Hyslop, 3; time, 2:54.

Three miles, provincial championship—G. M. Wells, 1; W. Hyslop, 2; time, 8:47 3-5.

* * *

Iowa's State Meet.

The meet of the Iowa division at Sioux City last week resulted in some good racing and state record breaking. There were good crowds present on both

A. B. Edwards, 2; D. E. Halton, 3; time, 5:05 3-5.

One hundred yards slow race—A. B. Edwards, 1; George Lapps, 2; Thomas S. Morrison, 3; time, 2:08.

One-mile, state championship—A. B. Edwards, 1; N. McElvain, 2; H. A. F. Ford, 3; time, 3:02 1-5.

Quarter-mile, open, flying start—D. H. Halton, 1; H. L. Stacey, 2; William Schnell, 3; time, 34.

Half-mile, open, J. S. Johnson, 1; D. A. Halton, 2; Thomas Morrison, 3; time, 1:10 4-5.

Five-mile, state championship—A. B. Edmonds, 1; H. A. F. Ford, 2; N. McElvain, 3; time, 15:33 1-5.

* * *

Cutting's Chicago-Aurora Record.

There has been considerable discussion among century riders in Chicago over the record made by C. D. Cutting, of the Cook County Wheelmen, from Chicago to Aurora, via, Elgin, and return. According to report he started Sunday to beat his own record of 7 hrs. 56 min., made a short time since, and which was said to be some fifteen minutes better than Ulbrecht's record, made last fall. He started at Halsted and Washington streets at 5:10 o'clock, paced by A. R. March, and reached Aurora in 8 hrs. 50 min., notwithstanding a rest of thirty-six minutes at Elgin. This would make his riding time for the fifty-five miles just 3 hrs. 14 min., a performance Cutting is hardly capable of. Then Rogers of Aurora, Nelson of the Columbia Wheelmen, and Buchanan, of the Illinois club paced him back, reaching his

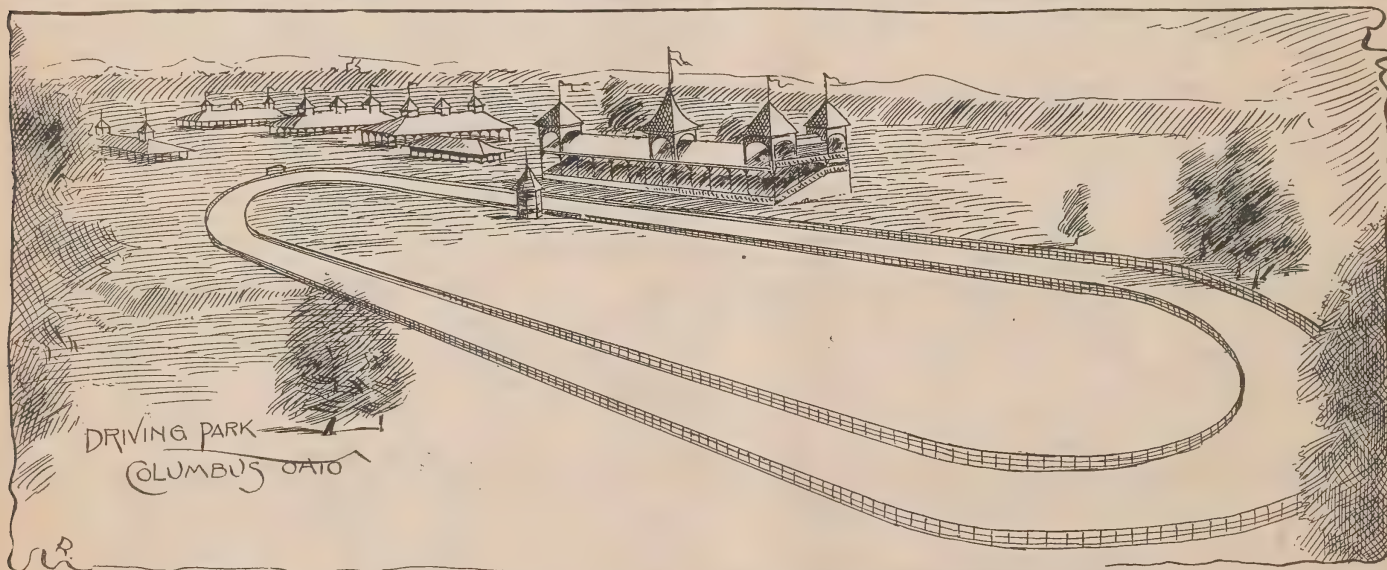
composed of various and good prizes, and Jacksonville's biggest prize is an \$800 piano. This promises to be a strong circuit, and from the way it is being boomed will surely be successful throughout.

* * *

The Chicago C. C. Tournament.

From all indications the two days' tournament of the Chicago Cycling Club at Parkside next Friday and Saturday will surpass anything of the kind given in Chicago. The arrangements are nearly all complete for the event, and with good weather the gate should be a large one. Already there is a big entry list, and to-morrow, when all entries must be in the hands of Charles P. Root, 334 Dearborn street, the list will include all the western and some of the eastern flyers. The track has been put in excellent shape, the turns having been re-built, so that there will be no longer danger from falls.

The prize committee has been diligent and very successful, and announces several bicycles, cyclers' clothing, gold and silver medals, silverware, sundries, e'c., a valuable and select lot of prizes for the sixteen events. The house committee of the club has been made one on entertainment and reception, and is making arrangements to receive outside riders and care



attached, 100 yards, 1; E. C. Bahl, Q. C. W., 155 yards, 2; J. L. Hanley, W. A. C., 115 yards, 3; time, 2:45.

Quarter mile, safety, open—first heat—W. W. Taxis, 1; F. A. Demorest, P. W., 2; H. C. Beebe, W. W. C., 3; time, 3:29 2-5.

Second heat—George C. Smith, R. W., 1; W. H. Mulliken, B. C. C., 2; time, 3:35 2-5.

Final—W. W. Taxis, 1; W. H. Mulliken, 2; time, 3:34 5. Smith finished second but was disqualified, as his trainer overstepped the mark.

One-mile, tandem, handicap—J. C. Donnelly and S. H. Bilyeu, 1; R. P. Rich and Frank Dampman, 2; time, 2:35 1-5.

PAUL BERWYN.

* * *

Zimmy at Toronto.

The first day of the Toronto, Ont., meet saw 4,000 in the grand stand to see Zimmerman and the Canadian cracks in the Toronto B. C.'s races last Saturday. There were threatening clouds hanging over all day, but the rain held off. Zimmerman was well received when he won his three firsts. The summary:

One-mile, novice—A. N. Budetan, Toronto B. C., 1; J. McKay, Kingston B. C., 2; time, 5:12 1-5.

Quarter-mile, flying start—A. A. Zimmerman, N. Y. A. C., 1; G. M. Wells, Toronto Wanderers B. C., 2; G. S. Law, Montreal B. C., 3; time, 3:23 3-5; previous Canadian record, 3:36.

One-mile, three-minute class—L. D. Roberts, Toronto Athenaeum Club, 1; W. G. McClelland, Toronto B. C., 2; time, 2:46.

Half-mile, handicap—A. A. Zimmerman, N. Y. A. C., 1; W. Hyslop, Toronto B. C., 2; time, 1:08 4-5; previous Canadian record, 1:12 1-5.

Club handicap, three miles—W. M. Cannon, 1; F. A. Bendelan, 2; time, 8:12 4-5.

days, Wednesday and Thursday, and much interest was taken in the events, which passed off smoothly. The summaries:

Half-mile, novice—H. A. Stacy, Chicago, 1; E. V. Friend, Brighton, Ia., 2; Charles Ashley, Sioux City, 3; time, 1:19 3-5.

Quarter-mile, state championship—A. B. Edmonds, Des Moines, 1; H. Clifford, Sioux City, 2; F. McElvain, Cedar Falls, 3; time, 37.

Half-mile, handicap—F. McElvain, Cedar Falls, 60 yds., 1; L. E. Halton, Omaha, 40 yds., 2; T. S. Morrison, Chicago, 60 yds., 3; time, 1:10. Johnson on scratch.

Quarter-mile, boys—Ralph Earl, 1; F. Schermerhorn, 2; James Jackson, 3; time, 39 1-4.

Quarter-mile, open—First heat—A. B. Edmonds, 1; W. Schnell, 2; H. J. Cassidy, 3; time, 36.

Second heat—J. S. Johnson, 1; Bird, 2; Merrill, 3; time, 34 4-5.

Final heat—Johnson, 1; Bird, 2; Halton, 3; time, 36.

Half-mile, Sioux City C. C. championship—Ford, 1; Kaump, 2; Harstad, 3; time not taken.

One-mile, handicap—Schnell, 100 yds., 1; Edmonds, 100 yds., 2; Morrison, 150 yds., 3; Johnson, scratch, 4; time, 2:23 2-5. Merrill quit on the first lap.

One-mile, three-minute class—Edmonds, 1; Ford, 2; Morrison, 3; time, 2:44 2-5. State record.

Half-mile, state championship—Edmonds, 1; Ford, 2; Hamiland, 3; time, 1:17 2-5. State record.

Two-mile, open—Johnson, 1; Halton, 2; Edmonds, 3; time, 5:56 2-5.

* * *

SECOND DAY.

One-mile, open—J. S. Johnson, 1; D. E. Halton, 2; William Schnell, 3; time, 3:38 3-5.

Two mile, handicap—J. S. Johnson, scratch, 1;

destination at 12:10, or exactly seven hours, and reducing the record by fifty-six minutes. The course is about 105 miles, and how Cutting can do fifteen miles an hour for seven hours is more than can be understood. The trip to Aurora would have to be done at a rate of about eighteen miles an hour. Somebody is terribly off, that's sure.

On the same day Fred Nessel rode to Milwaukee, ninety-six miles, in a little under seven hours, beating Munger's record of 7 hrs. 5 min.

* * *

The Western Circuit.

After considerable wrangling and changing of dates the western circuit has taken some definite form. The following cities will be in the circuit and will hold race meets: Peoria, Sept. 27; Louisville, Ky., Sept. 29 and 30; Jacksonville, Oct. 3 and 4; Evansville, Ind., Oct. 6 and 7. Chicago will probably follow Evansville with a second meet. All of these cities have arranged fine prize lists, varying from \$2,500 to \$3,500, and should draw the fastest men from all over the country; in fact, a number of the best men are already entered. Louisville will hold her races by electric light; Evansville's prize list will be bicycles and diamonds throughout. Jacksonville and Peoria will each have a list

for those who attend the races. Every member of the club has taken a bunch of tickets to sell, and all the cycle stores will have them on hand also, so that they may be procured before hand and avoid the rush at the gate. The programme will be as follows:

First day—One-mile, novice; half mile, handicap, first heat; half-mile, handicap, second heat; two-mile, team; one-mile, scratch; three-mile, handicap; half-mile, scratch; five-mile, handicap.

Second day—Quarter-mile, scratch; one-mile, three-minute class; two-mile, scratch; half-mile, handicap, final; one-mile, 2:30 class; three-mile, ordinary; one-mile, boys under fifteen; five mile, invitation, handicap.

Intending competitors should not forget the fact that entries must be made before midnight to-morrow, Saturday.

* * *

Races at Saco, Me.

The races under the auspices of the Saco Cycle Club occurred Saturday. The track was in splendid condition, having dried off quickly after the heavy rain. Between 500 and 600 people witnessed the events, which were very exciting. Interest centered in the very much discussed Lawrence-Gargan twenty-mile road race. It was the general opinion before the race that the bad condition of the roads was decidedly in Lawrence's favor. While he is not generally looked upon as fast on a spurt as

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THE REFEREE.

Gargan, he has the name of not minding muddy roads in the least. When the two men came upon the track they were greeted with cheers from the crowd, both appearing to have many friends among the gathering. The start was made at 2:24 o'clock exactly, and the two men went away together very fast. It was exactly 3:24 by the timers' watches when Lawrence came up on the track, one hour from the time of leaving, in which time he covered sixteen and a half miles of bad road. Gargan had no excuses to make; he said his legs gave out and he was fairly beaten. The time of the race, including the portion covered on the track, was 1 hr. 10 min. 30 sec. According to the agreement entered into, Lawrence mee's Gargan in Portland for the third and final race, and it goes without saying that this will be a race for blood.

The second event on the card was the mile, novice. This was won easily by Charles Albert, of Boston; Getchell, Portland, second; time, 3:15 1-2. The mile, open, was between E. G. Scully, Portland, and L. C. Gilson, Portland. This was a loaf, and much disgust was expressed by the crowd, but the finish was vey good, Scully passing Gilson about forty feet from the tape, when Gilson, by a wonderful spurt, again took

One-mile, handicap—C. Brittingham, scratch, 1; R. S. Gundelfinger, 2; Clint McDermont, 3; time, 2:55 1-2.

One-mile, boys' handicap—Harry Brittingham, 130 yards, 1; Ad Iph Ferra, Danville, 120 yards, 2; Bert Jones, Danville, 250 yards, 3; time, 2:50.

One-mile, three-minute class—McDermont, 1; Ross McKibben, 2; Karl Palmer, Danville, 3; time 3:05 1-2.

One-mile, open, C Brittingham, 1; R. S. Gundelfinger, 2; H. W. Cadwallader, West Lebanon, 3; time, 3:04.

Five-mile, handicap—C. Brittingham, scratch, 1; R. S. Gundelfinger, 125 yards, 2; A. J. Banta, Ridgefarm, 690 yards, 3; time, 16:26.

Zimmerman and Sanger at Sarnia.

With fine weather, a good track and a big crowd, the meet of the Sarnia (Ont.) B. C. Wednesday was a great success. Zimmerman lowered three Canadian records, and Sanger, the Milwaukee crack, did well. The summaries:

Half-mile dash, handicap—W. C. Sanger, Milwaukee, twenty yards, 1; Zimmerman, scratch, 2; time, 1:07 3-5, and 1:07 4-5 for Zimmerman, who lowered the Canadian record one second.

Two-mile—W. C. Rands, Detroit, 1; T. B. McCarthy, Stratford, 2; time, 5:43.

One-mile, open—Zimmerman, 1; Sanger, 2; time, 2:37.

One-mile, three-minute class—first heat—McCarthy, 1; C. Manville, London, 2; Jeffers, Flint, 3; time, 3:05.

Second heat—William Hurlburt, Detroit, 1; C. Bens, Hamilton, 2; H. A. Cossett, Owosso, 3; time, 2:51 1-5.

Final heat—McCarthy, 1; Hurlburt, 2; time, 2:51 1-2.

two races limited to Louisville or Kentucky riders each day.

* * *

Milwaukee and Return in 20 hrs. 15 sec.

G. Paulsen, of the Columbia Wheelmen, rode the round trip to Milwaukee in 20 hrs. 15 sec. Sunday, Aug. 7. Paulsen is a steady rider and never seems to tire. He started Saturday at midnight, some of his club men accompanying him out of town. He came into the club rooms at 8:15, looking well. This is the first double century made by a Chicago rider in twenty-four hours. Two weeks before Paulsen accompanied L. Tagholm in a ride to Lake Geneva and return in 18 hrs. 45 sec.

* * *

Racing in The South.

The first annual race of the Chattanooga C. C. was held at the driving park on Thursday of last week. Denegre captured the half and two-mile events, with Loyd and Beaufort, respectively, second. Loyd was first in the mile and McKee second. Mosedale defeated Nelson by twenty yards in a half-mile match race, and in the half-mile boys' race McQuade was first and Neeley second. The event of the afternoon was the twenty-five mile race for a prize of a gold medal valued at \$50 and a silver cup

open; two-mile, handicap; one-mile, boys' race; one-mile, handicap; half-mile, open; one-mile, team, open; five-mile, handicap; one-mile, S. B. C. C. members; consolation race.

* * *

Races at Monticello, Ill.

Tuesday was given up to bicycle racing at the fair at Monticello. There was a good attendance, and outside riders grabbed all. Keator, of Chicago, rode a mile on a unicycle in 3:37. The races resulted as follows:

One mile, novice—W. B. Kingman, Peoria, 1; C. A. Sattley, Taylorville, 2; W. A. Powell, Taylorville, 3; time, 3:12.

One mile, open—Bert Myers, Peoria, 1; Clarence Brittingham, Danville, 2; Roy Keator, Chicago, 3; time, 2:46 1-2.

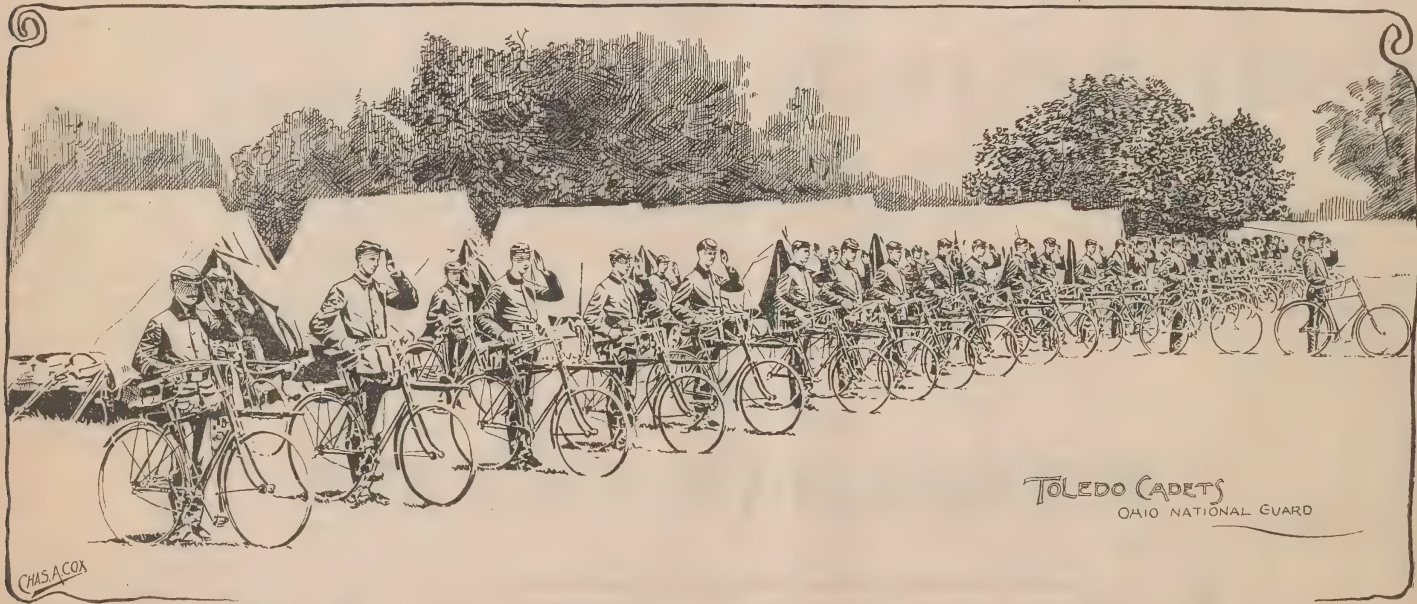
Two-mile, handicap—Bert Myers, scratch, 1; G. M. Booker, Champaign, 2; Clarence Brittingham, 3; time, 5:30.

One mile, Platt County championship Don Platt, 1; William Dighton, 2; Clyde Ryder, 3; time, 3:06.

* * *

The C. C. W. Races.

The second annual race meet of the Cook County Wheelmen, held Saturday at Parkside, was attended by less than 500 people. There was a good field of starters in each event and the contests were close and exciting at times. Cutting and Schmitt, having been suspended, could not ride, but Hart was looked



TOLEDO CADETS
OHIO NATIONAL GUARD

the lead and won by a wheel's length; time, 3:17. The fourth event was the mile, ordinary, and was won by M. F. Libby. The next race, half-mile, novice, was another picnic for Albert, he winning easily and Getchell coming in second; time, 1:33 1-2.

The half-mile, state championship, was between Gilson and Scully, and as there was kicking about the loafing in the mile there was a time limit of 1:25 put on this race. Gilson made pace until coming up the home stretch, when Scully passed him. Gilson made a hard effort to catch him, but his lead was too great to overcome, Scully winning by two wheels' lengths; time, 1:25 1-4, which was allowed, it being so near the limit.

* * *

Danville's "Little" Meet.

The "little" meet of the Danville (Ill.) C. C., held Thursday at the driving park, was well attended and some good sport was witnessed. Brittingham secured four firsts and showed himself to be a good man. The track was not in good shape, but good times were made. The summaries follow:

One-mile, novice—Clint McDermont, Attica, 1; Harry Barnes, Danville, Ill., 2; J. J. Bellon, Danville, 3; time, 3:12 1-2.

Quarter-mile, open—C. Brittingham, Danville, 1; Ross McKibben, Danville, 2; R. S. Gundelfinger, Terre Haute, 3; time, 36 sec

Quarter-mile, flying start—first heat—Sanger, 1; Wells, 2; time, :34 1-5.

Second heat—Sanger 1; Hyslop, 2; time, :52. Sanger thus lost the Canadian record by three-fifths of a second.

Two-mile, county championship—E. Ercrett, 1; time, 6:26 2-5.

Two-mile, handicap—Sanger, 1; Hyslop, 2; Wells, 3; Zimmerman, 4. A special prize of \$125 was offered for lowering the Canadian record and was won by Zimmerman in 2:26, lowering the record by 2 3-5 seconds. In the second mile he did not exert himself. Time of winner, 5:01 1-5. Zimmerman's time from scratch, 5:03 2-5, lowering the Canadian record nearly twenty seconds.

Three-mile, club team race, between Detroit and Hamilton—The Detroit team, Rands, Herrick and Hurlburt, won by 113 points, against Palmer, Skerrett and Griffith, 26 points.

* * *

Louisville's Tournament.

Sept. 29 and 30 Louisville, Ky., will have a tournament that will eclipse anything of the kind ever held in the south. Details have all been planned, and it now remains for the several committees having the affair in charge to carry out their part of the work. At least \$2,000 worth of prizes will be given, which will help to attract the best men. A piano, a lot and several wheels have already been donated. Mr. Quip has promised to put the Auditorium track in perfect condition. Racing by electric light will be a novelty to the fast men, and they will want to try it and do their best. There will be three open, two handicaps and

valued at \$35. The entries were Loyd, Beaufort, McKee and Denegre. They got away well and maintained a hot pace during the entire race. In the twenty-third mile Beaufort was seized with cramps and dropped out, and Denegre followed suit in the last quarter, being hopelessly in the rear. The race then narrowed down to McKee and Loyd, with Loyd leading, but McKee spurted over the tape just a few feet in advance of Loyd, amid great excitement. Time, 1 hr. 30 min.

* * *

Cleveland Offers Good Prizes.

The Cleveland Wheel Club's tournament Aug. 26 and 27 will undoubtedly attract a good many fast men, for a fine list of prizes is shown, including ten pneumatics, a piano, gold and silver medals, fire arms, etc. There are twenty events on the programme for the two days, and many entries have been received already.

* * *

At South Bend, Saturday.

Several of the Chicago men will attend the race meet Saturday of the South Bend C. C., for which some \$1,200 worth of prizes have been secured. The programme has been arranged as follows: One-mile, novice; quarter-mile, open; half-mile, handicap; one-mile,

upon as a sure winner. He did not get a first and Young secured only one. The summaries follow:

One-mile, novice—H. A. Klein, 1; W. M. Shumway, 2; W. Blair, 3; time, 3:05.

Half-mile, handicap—W. A. Thompson, 40 yds., 1; D. C. McLachlan, 30 yds., 2; Walter Scott, 40 yds., 3; time, 1:18 4-5.

Two-mile, handicap—W. F. Peironnet, 40 yds., 1; F. B. Hart, 40 yds., 2; E. Furner, 100 yds., 3; time, 5:45 4-5.

One-mile, 3:10 class—C. G. Sinsabaugh, 1; W. F. Pieronnet, 2; D. C. McLachlan, 3; time, 2:55 2-5.

Quarter-mile—C. G. Sinsabaugh, 1; W. B. Young, 2; P. H. Green, 3; time, :40 1-5.

One-mile, handicap—E. Furner, 60 yds., 1; W. A. Thompson, 50 yds., 2; D. C. McLachlan, 75 yds., 3; time, 2:47 4-5.

One-mile, handicap, ordinary—W. B. Young, scratch, 1; P. H. Green, 50 yds., 2; E. Furner, 40 yds., 3; time, 3:18 4-5.

Five-mile, handicap—W. F. Pieronnet, 60 yds., 1; W. A. Thompson, 175 yds., 2; F. B. Hart, 10 yds., 3; time, 14:58.

Gold medals were given as first prizes and sundries as seconds.

* * *

Postponed Again.

For the fourth time a change of date for the Zig-Zag's Indianapolis tournament is made necessary by reason of a multitude of uncontrollable complications. Money was paid early in May to secure the new mile track at the fair grounds, then incomplete, for the dates of July 4 and 5. Spring rains prevented the completion of the track, and

the date was advanced to the next holiday, Sept. 5 and 6. Then it transpired that the board of agriculture had leased the grounds to the labor organizations after the driving club had closed a contract with the cyclers. A compromise, with division of gate receipts, was refused by the Zig-Zag Club, which postponed the meet until Sept. 9 and 10. Just as advertising matter was about to be printed it transpired that the labor people had decided to celebrate elsewhere on account of internal dissensions. The dates will be decided positively tomorrow, and programmes and entry blanks will be out in a few days. Ten pneumatic safeties, including a Keating racer and a Victor, model B, have been secured as prizes. An \$800 piano will head the list in the mile, open, with diamonds for the quarters. The track has been at the disposal of the club from 4 to 8 p. m. for the past two weeks, and the fast men have been training steadily. The track records made in practice are as follows: Flying quarters, :30 1-4; standing, :33; half, 1:09; mile, 2:30.

Marmon will ride at Carthage, O., tomorrow; at either Cleveland or Chicago the 26th or 27th. Hunter has entered the Parkside tournament at Chicago.

YEO.

* * *

At Buffalo To-morrow.

This week will see the consummation of the united action of Buffalo's wheelmen, for on Saturday will be held the races at the exposition, to continue from the 17th to the 27th. That these races will draw well and an immense crowd will witness them, is an assured fact, as all the fast men are expected to be present. Zimmerman promises to be with us, and all the others have been secured. Everything is being done to secure the comfort and entertainment of all visitors, and the different committees have been diligent in their sections, so that, weather permitting, there will be a most gratified crowd and a full bill of interesting wheeling events. On Wednesday, the 17th, many of our prominent wheelmen will visit our sister city, Batavia, where a race meet will be held under the direction of the wheelmen of that place.

* * *

Harrisburg, Pa., Sept. 5.

The Harrisburg Wheel Club announces its first annual race meet at Island Park Sept. 5, Labor day. The club will use the fine half-mile track, which is in excellent shape. The grand stand seats 3,000 people, and all the accommodations are of the best. On Sunday several runs will be held, and on Monday morning, before the races, a parade will be seen. The following programme has been arranged: One-mile, safety, novice; half-mile, tandem, handicap; half-mile, ordinary, open; quarter-mile, open; two-mile, handicap; one-mile, H. W. C. championship; one-mile, safety, team; half-mile, open; half-mile, boys'; one-mile, handicap; one-mile, three-minute class; fifteen-mile road race—start with one lap on track and finish with four laps.

* * *

Harry Hull Wins Again.

The twelve-mile road race from Madison to Sun Prairie, Wis., on Monday was won by Harry Hull, of Oregon, who was the winner last year. There were eight of the starters who finished inside of last year's time: Harry Hull (time, 44:08), George Oakley, R. R. Stone, G. E. Geron, J. G. Noack, C. B. Chapman, A. M. Anderson, W. B. Park.

* * *

Twenty-four Hour Cranks.

The twenty-four hour cranks—and there are many of them just now—are as active as a lot of bees. Every day one hears of some one who is going for

that record. West is to make another attempt. Woolas, winner of the Pullman race, wants to kill himself; C. K. Smith of the Columbia Wheelmen will have a try inside of a month; Baine is training for a similar purpose at Indiana and two or three Chicago men are thinking about it. It is nearly time such nonsense was discouraged.

* * *

The Manhattan Carnival.

Arrangements are now about completed for the carnival to be held next Friday and Saturday, and an immense crowd is looked for, as 40,000 free tickets have been issued. The track has been rebanked and good times may be looked for. The fast men are all apt to be competitors. The prize list contains fine wheels, a lot in Sherman Park, silver ware, watches, etc. The five-mile eastern championship will be open only to riders from New York, New Jersey, Pennsylvania, Connecticut and Massachusetts.

* * *

Chicago Race Notes.

The Austin Wheelmen have a road race Saturday.

The Aëolus Cycling Club holds a road race next month.

Emil Ulbrecht rode the fastest mile of his life at Elgin, when he did 2:34.

Buffalo, N. Y., and South Bend, Ind., will be objective points for Chicago racing men this Saturday.

This Saturday afternoon the Minnette cycling corps holds a ten-mile road race over the west side course.

Githens, Van Sicken, Ballard, Young and Bliss, of the Chicago C. C., will be at South Bend, Ind., to-morrow.

The Turners give a cycle race at their picnic, Schultz Park, next Sunday. Several of the Plzen club are entered.

There are twenty-three entries for the Englewood club's road race, which will be run to-morrow. Ten prizes will be given.

The Ravenswood Cycling Club has postponed its tournament on Diamond's track from Aug. 20 to some time in September.

The Lake View Cycling Club wants a forfeit from the Kepwood Road Club for that team race, postponed from July 2 to September.

Montgomery Ward & Company's employees hold a ten-mile handicap road race this Saturday afternoon, over the Lake View club course.

Fred Nessel, of the Columbia Wheelmen, expects to try for the 100-mile world's record at Parkside in September. Nessel's time in the Waukesha race would indicate success.

The Englewood Cycling Club's annual road race occurs this Saturday. There are seven prizes. The course is from Morgan Park to the club house, at Seventieth and Yale streets.

At the Parkside track Sunday, Winship ran into Van Sicken and Bliss on the stretch, thinking they were on the other side of the track. He was badly cut up, particularly about the knees.

There are six club road races this Saturday afternoon. The non-riders of the Lake View Cycling Club contest a mile at Thorndale; the Lincoln Cycling Club's annual ten-mile handicap road race will be run from a point on North Halsted street, near Belmont avenue, ending at Grant's monument; Montgomery Ward & Co.'s employees hold their annual ten-mile handicap over the west side course; the Austin cyclists hold a handicap race; the Englewood Club gives its annual road race from Morgan Park to the club house at Seventieth and Yale streets, and on Sunday morning the Calumet

Bicycle Club gives its annual five-mile, handicap, road race over the Lake View course.

The date of the team road race between the Kenwood Road Club and the Lake View Cycling Club has been set for Sept. 21. Eight men will comprise each team. The distance will be five, and not ten miles, as had been decided on. The Lake Views have sixteen men who can ride the distance inside fifteen minutes.

The Illinois club has appointed a race committee, F. Morgan, E. Baumberger and A. D. F. Simmons. At a meeting of the above committee with the road officers and race committee, it was decided to at once send a team to Parkside to train. W. A. Rhodes, A. D. F. Simmons and Charlie Knisely will be in the team.

For Saturday a race has been arranged to be run by the members of the Lake View Cycling Club who do not own wheels and who have not ridden in a race this season. Any one caught training will be disqualified. The race will be one mile, to take place at the north end of the Lake View club's regular course.

Some time ago a team race was held on Washington boulevard. It was a ten mile handicap, with Buchanan, Fred Nessel, Ulbrecht and Freddie Wage on scratch, and C. H. Stephens, March and Trevis with four minutes' handicap. Buchanan won in 31 min., Nessel, Ulbrecht and Wage finishing two, three and four.

The Lake View C. C.'s five-mile road race for the McConnell medal, took place Saturday over the club's regular course. Stillwell, who won it the two previous years, was again the winner, doing the distance in 14:15. Woolas was second, a length behind, with Callan a length behind him. C. A. Fox, W. Goodenough, O. Bruhlman, F. L. Roach, C. Helle, and Rix finished in the order named. Steele and Helmich did not start, that Stillwell might win.

* * *

Race Notes.

Races are being held at Alma, Mich., to-day, and will continue to-morrow.

John M. Chase, of Janesville, Wis., covered the distance between that point and Beloit in fifty-three minutes, record.

It is said Windle has made a mile in 2:08 and Tyler 2:09 15; also that two novices at Springfield made the half in 1:05 and 1:06.

The Crescent Cycle Club will hold its annual field day at the half-mile track of Colonel E. Bloss Parsons in Brighton, N. Y., Tuesday p. m., Aug. 30.

The Southern Athletic Club Scorchers is the name of a New Orleans club which will hold a handicap road race shortly. The club was recently organized.

The twenty-five mile handicap road race of the Boston Athletic Club will be held on Sunday, Oct. 1, and entries close with A. D. Peck, 22 Columbus avenue, Sept. 24.

The York (Penn.) Cycle Club announces the following programme for its race meet on Saturday: Fifteen-mile road race, championship of York, Lancaster, Dauphin and Berks Counties; one-mile, novice, open; half-mile, novice; one mile, handicap; one-mile, safety; one-mile, ordinary; two-mile, handicap; quarter-mile; two-mile, lap; one-mile, three minute class; one-mile, 2:40 class; half-mile, scratch; one-mile, 2:25 class. This meet, following as it does between the two big meets at Philadelphia on Sept. 17 and 24, should attract a good proportion of the crack riders. Taylor,

Hoyland Smith, Berlo, Banker and Campbell have already promised to attend. The track is a half-mile and seventy feet wide.

The wheelmen of Grand Forks, N. D., are arranging for a two days' meet some time in September. There are some 150 wheelmen in the place and great interest is being taken in the coming event.

The Y. M. C. A. Bicycle Club, of Peoria, is making preparations for a ten-mile handicap road race, to be run on Thursday, Sept. 1, at 5 o'clock p. m. This race is open to all Peoria wheelmen.

The match race between Berry and Carl Abbott at Canton resulted in defeat for Berry by 100 yards. Berry's friends lost heavily on the event, and Berry now retires from the track permanently.

Austin Webb, C. W. Rogers, Fred Olsen, George Hobbs and L. D. Beamer competed in a twenty-five mile race at Aurora last Friday. The ten miles were covered in 31:15, and Webb won easily in 1:21:41, with Olsen second.

The Saginaw (Mich.) Cycle Club is arranging a programme for Labor day. There will be a one-mile, open; one-mile, novice; quarter-mile, open; five-mile, handicap, and half-mile, open. The prizes will aggregate in value over \$500. It is hoped to bring Reichle and Rands together.

The first relay run in California was that of a week ago, between Los Angeles and San Diego, a distance of 216 miles. The time was 20 h. 26 min., which will be admitted to be very good by everyone acquainted with the awful character of the roads in that section. It was conducted under the auspices of the Los Angeles Herald and San Diego Union.

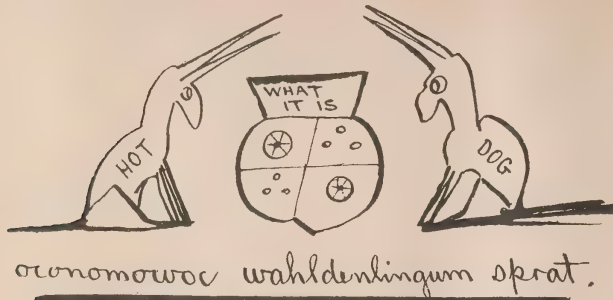
The race meet to be held at Fort Scott, Kas., Oct. 6, has been sanctioned by the racing board. Following is a list of the races: Half-mile, novice; half-mile, open; one mile, open; quarter-mile, boys under sixteen years; half-mile, handicap, open; one-mile, club championship, S. C. W.; one-mile, handicap, open; quarter-mile, open. For prize list, entry blanks, etc., address Henry E. Harris, secretary, Fort Scott, Kas.

The Manhattan Athletic Club is sparing no expense to make at Manhattan Field, Aug. 27, the greatest meet of the year. Forty thousand invitations have been issued, and prizes consisting of lots, bicycles, gold watches, etc., are being offered to attract the best men. The four-lap track is being prepared for this event, and the Manhattan people hope to have it in tiptop shape. With a few improvements they will have one of the fastest four-lap tracks in the country.

F. B. Vogel, secretary of the Oakland Land Company, and one of the largest real estate operators in Philadelphia, has presented two lots, one at Oakland and one at Brighton, valued at \$300 each, to the Park Avenue Wheelmen, as prizes for their tournament. In making the present he writes: "The wheel is doing great work in bringing about better roads and in making all its votaries stronger men mentally and physically. My best wishes to you and all wheelmen."

The Old Men's Century.

Last winter "Papa" Ellis, "Pop" Brewster, "Bob" Garden and hustling Fay Tuttle scheduled a century run, with a champagne supper as the forfeit for non fulfillment of contract, for June 5 or the first good day when the roads were fair after that date. The Elgin-Aurora course was named. "Pa" Ellis claims several "cham" suppers, as he came to town and the others backed out, especially Garden and Brewster. The century may yet be ridden, when all loyal centurions will turn out to see fair play and share in the "fizz."



SOME of our friends have suggested that our Pneumatic Tires ought to have a brand to distinguish them from others. We have long desired a coat of arms, or something which would prove to the world that we were bigger than most anybody else. After some considerable night thought we have evolved the accompanying design and offer it for approval.

We also add to list of work and records made on Morgan & Wright Pneumatic Tires.

A Fair Field, No Favor,

And May the Best Man Win!

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed. We add this week the record made in Milwaukee-Waukesha race, and others, and shall be glad to add to the list when our friends see fit to favor us.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
J. B. Woolas	Pullman Road Race	Greyhound	15 miles	53 40	
Bert Harding	De Soto course	Imperial	45 miles	3 hrs. 29 min.	Breaking Record 29 min.
L. D. Munger	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time.
L. D. Munger	do	Imperial	1 do do	2 22	" " now.
George K. Barrett	do	Humber	1-4 do do	33	" " equalled.
George K. Barrett	do	Humber	5 do do	13 19	
W. C. Rand	Poorman Race	Monarch	18 do	51 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger	Team race in New York	Imperial	2 do		Beating Manhattans and Kings County.
G. K. Barrett		Humber			
J. W. Thorne		Humber			
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record.		
Roy Keator	Springfield, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	Springfield, Ill		2 miles	5 31 4-5	
G. K. Barrett					
J. W. Thorne					
John Johnson.	Winona. Minn	Freeport Elliptic	1, 2 and 5 miles	2 36½; 5 22; 14 37½	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League }	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo. div. meet, Springfield July 4, 9 won on M & W. Tires }
Bert Harding		Imperial	1 do do		
C. R. Kindervatter		Imperial	2 do do		
Fred Nessel	{ Waukesha to Milwaukee, Road Race }	Speedy		48 min. 11 sec.	M. & W. Racing Tires†
Emil Ulbrecht		March-Davis		49 do 22 do	do do do
John Johnson		Elliptic	16½ miles	49 do 25 do	M. & W. Road Tires
G. A. Thorne		Humber		49 do 51 do	M. & W. Racing Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		{ M. & W. Racing Tires ‡ }
Emil Ulbrecht	do do do	March-Davis	100 do		
A. D. T. Simmons	do do do	James Racer	100 do		
J. B. Woolas	Minnette Club Race	Greyhound, '92	10 do	30 35	Heavy Roads, 1st p. & t'e.
J. Reitzner	Waukesha Road Race	James, 23 lb racer	16 1-2 miles	24 Place	Racing Tires.
T. W. Smith	Elgin-Aurora	James Racer	100 miles		do do
R. Dale	do do	B. & A. Racer	100 do		do do
C. D. Cutting	do do	March Davis	100 do	17 hr. 6:24 Riding Time	do do
E. C. Carruth	Crookston, Minn.	"No name."	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
*Austin Banks	{ Capital Club Run, Denver to Colorado Springs }	Svensgaard			This trip attempted several times before but never accomplished, as wheels always broke down. Not a wheel or tire broke on this trip.
Elmer Anderson		Reform			
C. F. Hart		Road	150 miles	22 hours	
Jos. Miao					
Ed. Smith					
O. E. Boles					
Walter Banks		Racers			

†Best time by 5 min. 9 sec. ever made over this course.

‡It is a hard test to drive Racing Tires over such a course. Spooner says, road worst he ever saw it.

*First fifty-two miles has elevation of 2,000 feet. Rained for two days previous to trip. Twenty miles through cold rain and hail storm.

MORGAN & WRIGHT,

MANUFACTURERS OF RUBBER GOODS,

331-339 West Lake Street,

CHICAGO.

GLADSTONE ON CYCLING.

The "Grand Old Man" Thinks It a Manly and Healthful Sport.

The new number of *Answers* contains the report of an interview that a representative of that periodical had with Mr. Gladstone recently at Dalmeny. Referring to cycling, says the Aberdeen (Scotland) *Daily Press*, Mr. Gladstone said he had noticed with real and unfeigned pleasure the rapid growth of cycling in this country, for, not only did it afford to many to whom it would be otherwise unobtainable a healthy and pleasurable form of exercise, but it also enabled them to derive all those advantages of travel which, previous to the advent of cycling, were out of their reach. It provided them with the opportunity—he was speaking of those in business during the week—of leaving behind them the towns and thickly populated localities in which they carried on their work, and rapidly passing into the fresh, clear air of the country, with all its verdure, all its brightness, all its enjoyability. And it was far more profitable than the luxurious railway journey from the city to some definite point along some unalterable route, over which the traveler was whirled with no time for observation and no opportunity of examining the district through which he is carried. In cycling he had abundant opportunity for studying all things of interest in the country which he traversed—its natural features, its characteristics, its curiosities. At each halting place, when he arrived, he could find time to enter into conversation with those around him. Each expedition thus became an instructive and elevating voyage of discovery, revealing to the cyclist, and making him intimate with the nature, the claims, the wonders and the peculiarities of the country in which he lived, pleasures which in an equal extent are denied to all other tourists. Of the bodily good derived from so manly and healthy a form of exercise; of the blessing it bestowed, helping to maintain a sound mind in a sound body by the relaxation from desk or counter; of the recreation in the open air; of the energy it calls into play, he need hardly speak. He could only emphasize the fact that he considered that physically, morally and socially the benefits cycling conferred on the men of the present day were almost unbounded, and this belief he endeavored to act up to by heartily welcoming and assisting, as far as in him lay, the many cyclists who came to visit Hawarden and see the grounds. One of the features of his reception in Edinburgh which gave him much pleasure, was the escort of some thirty cyclists who kept pace with the carriage up to the very lodge gates, forming a voluntary body-guard. To the onlookers, two of the most attractive parts about cycling are the keenness of its devotee and the kind of freemasonry which existed amongst them.

The Peoria-Chicago Tour.

Everyone knows what enjoyment can be gotten out of a run in good company over good roads, but only those who have participated in a week's tour can realize how much more enjoyable such a trip is. The trip from Peoria to Chicago, now being arranged by A. L. Atkins, of the Peoria club, a veteran rider of considerable touring experience, will be no exception to the rule. The route lies through the most picturesque portion of Illinois, where the roads are reported to be in elegant condition, and the towns passed through contain some of the most hospitable and enthusiastic clubs in the state, who will meet the tourists outside their respective towns, bring them in in becoming style, so that they are made happy until their departure and escorted

part of the way to the next town, while at Chicago the sand-papery boulevards and all famous roads will be most tested. The tourists will comprise men from the principal cycle centres of central Illinois thorough good fellows in every way, and the Peoria contingent, with its usual push, will see that every thing goes with a vim, and that a good time is enjoyed by all. The party rendezvous at Peoria on Sunday. The club house will be thrown open to receive them, and the club will tender them a "dead easy" run to Prospect Heights in the afternoon. Monday the tourists dine at Elmwood and spend the night at Galesburg, where Sewall Dunn and his club mates will see they are happy. The next noon McClintock, of Galva, backed by all the cycling push of that city, will meet the riders, and, after a jolly dinner at Galva, will accompany the party to Ottawa and beyond. That afternoon Captain L. L. Wickersham and his riders will escort the tourists into Princeton for the night's stop, and will see them well on the way to La Salle, and a night at Ottawa completes the third day's journey. Marsailles and Morris wheelmen will escort the riders the next day to dine at Morris, and night will find the party under the care of Joliet and her cyclists. An early start the next morning will bring the trip into Chicago comfortably, where the Clifton House, two blocks from the boulevard, will be the headquarters. From here runs to the Parkside races, the parks, Pullman, Grant monument, World's Fair, etc., will be kept up constantly until Monday morning. The pace will be a steady, comfortable one, stops will be made at each town or village, and no scorching will be allowed.

Bicycle Tracks for Chicago.

From all that has transpired within the past week, Chicago will have no trouble about securing a fast track for use next year during the world's fair time and the international meet. There is considerable rivalry between the projectors of the Chatham Fields scheme and the World's Athletic Association. At a meeting held Monday evening at which Chief Consul Gerould of the Illinois division, W. C. Thorne of the racing board, C. E. Randall, president of the Associated Cycling Clubs, N. H. Van Sicklen, Thomas Sheridan, first vice-president of the league, William Herrick of the Century club and others were present, Mr. Short, president of the company, openly declared that his company would give \$10,000 in cash for the purchase of prizes, put up \$10,000 more as a guarantee of good faith that the wheelmen should have the fastest and best track in the world, and bond himself in \$50,000 to fulfil the promise. A committee was appointed to investigate the commercial standing of the company and report.

The Chatham Field people are also endeavoring to have their propositions accepted, and much interest is centered in the outcome of the affair.

White Got Judgment.

Burton F. White, secretary-treasurer of the Illinois division, secured judgment for \$200 this week against A. G. Garfield for salary and traveling expenses while on the road. While on a trip through the east in July, it was alleged, White was unable to obtain money from the Derby Cycle Company manager, A. G. Garfield, and immediately upon his return to the city commenced suit against the company, which he won in thirty minutes. It is stated that jealousy is at the bottom of the trouble. Mr. Garfield accuses him of endeavoring to obtain his position as manager of the Derby company.

FRENCH AND AMERICAN ROADS.

There is a Vast Difference Between Them Improvements.

In France, where they have the best roads of any country in the world, the highways are divided into several classes, but all of them are supervised by the national government, which maintains a bureau of roads and bridges and supports a school for the education of the engineers and inspectors who are employed in the bureau.

This method of building and maintaining roads in France was started by the first Napoleon, who appears to have been the earliest European statesman who clearly saw the great economic advantage of proper highways, and who at the same time had the power to carry out what he wished. The effect of these good roads in France has been wonderful. They have brought all the various parts of the country nearer together, they have made country life less lonely and they have reduced the cost of transportation of country produce to a minimum. France is the only country in Europe where the agricultural classes are not dissatisfied, and where they do not feel that they have a harder time than those who labor in other fields.

In America a sentiment was once worked up as to the necessity of good common roads. This was diverted by the birth of the railroad, which has now been developed to a greater extent than elsewhere in the world. But the necessity for good common roads is not a whit less because we have plenty of railroads, and the movement for the betterment of the ordinary country highways is now very much alive in all parts of the country. It was started by the League of American Wheelmen, the bicycle riders, and this association has been very active in its efforts to secure legislation in favor of good road-building. The country people have sometimes misunderstood the efforts of the wheelmen, and have pretended to think that the only persons who would be benefited would be the bicycle riders, whose sport does not seem to the rural mind to cut much of a figure in the economy of the countryside.

Such a contention as this is as wise as it would be to maintain that cellar doors were made for children to slide down and that gates were hung for little girls and boys to swing upon. These sportsmen were selfish, of course, in starting this movement, but if it be kept up until there be something done to make our roads worthy of our country, they will have accomplished so beneficial a work that we will be able to thank them right heartily without looking at all into the motives which first inspired them. The common roads of a country are at once the means and measure of its civilization, and no American has any right to feel proud when he thinks of the muddy and dusty ways which serve as our interior methods of communication.—*John Gilmer Speaks in Christian Union.*

The Century Road Club's Annual.

Sunday, Sept. 4, has been set for the great second annual century run of the Century Road Club of America, held each year over the famous Elgin-Aurora course, over which more century bars have been won than over any similar course in America. The starters on last year's race numbered 371, and 330 finished. This year the chief centurians counts on 806 starters and a large percentage of finishers. The course was never better, the pace will be moderate and suited to any rider, the arrangements will be very complete, and everything possible will be done to make this the greatest century ever held. The start is from the corner of Washington boulevard and Halstead

street, where, in Tom Hunt's place on the corner, the club register will be placed. Every starter must register here, giving the time of starting, club and make of machine ridden, and time of finish. Chief Marshal Herrick will be found there, and all club captains, after gathering their men in line along the right curb, facing south, will report to the marshal, that they may be placed in line according to numerical strength. The ladies will be formed in one division and unattached riders in another. Each club captain will act as an aid to the marshal, preventing all breaking of ranks and quelling all scorching. This is necessary for the success of the event. It should be very rider's aim to reach the starting point at least an hour before the starting time, to save confusion. Visiting and many local wheelmen will stop for the night at the Gault house, on West Madison street, where all will be called in time to secure breakfast before starting. The first stop will be at Elgin for breakfast, from 8 to 9. Aurora is scheduled for from 11 to 1, and the finish 6 to 7. Dinner will be obtained at Aurora. The arrangements will be very complete. This is an excellent opportunity for out-of-town wheelmen to see the famous course, with no "leg pulling." Such should send their names at once to William Herrick, 293 Wabash avenue, that he may know how to prepare. Club captains report probable attendance at least a week previous.

Notes.

This week Thursday the case of Sam T. White came up before Justice Glennon Colbeck. The road-hog in the question, who so brutally ran over White, has forfeited bonds twice and now languishes in durance vile. The L. A. W. is doing excellent work in pushing the matter to the bitter end.

The Colorado Wheelmen have organized in Denver, Colo., with seventeen charter members. Their colors are gold and silver, and costumes, the English bloomer suit. E. C. Bode, a Chicago man, was accepted as a non-resident member.



Does not claim to be

THE ONLY CYCLE
JOURNAL IN
AMERICA.

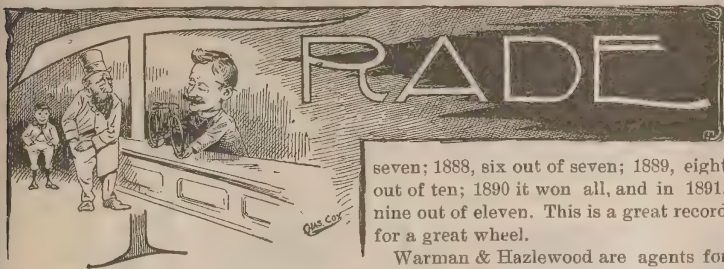
BUT

It does claim to give

THE BEST RETURNS
TO ADVERTISERS

*Of any paper of its
Class in this
Country.*





Chicago Trade Affairs.

A. P. Castle of the Louisville Bicycle Company was in the city last week, on business.

S. T. White leaves for the south this week in the interest of the C. F. Stokes Manufacturing Company.

The Quadrant Company still reports great sales. It was caught last week with but three Scorchers in stock and no high gears.

The Stover Bicycle Manufacturing Company will pattern its Phoenix after the Humber next year and make only the Phoenix.

Robert C. Lennie, for the last six months on the road for Thomas Kane & Company, will remain in the city until next season.

Charlie Cutting used a March twenty-six pound racer, with Morgan & Wright tires, in his ride for record over the Elgin-Aurora course.

W. M. Perriitt, representing the Bretz & Curtis Manufacturing Company, Philadelphia, was along cycle row this week with samples of saddles.

W. A. Fletcher has given up his line of wheels and now handles nothing but sundries in the cycle line. His storage business increases daily.

The Humber-Rover agency has been placed by Tom Roe with Clabrough, Golcher & Company of San Francisco. Tom is now in Los Angeles.

The John Wilkinson Company has been forced into the cycle business through having to replevin twelve wheels. These are all it will handle, though.

The March-Davis Cycle Company took orders last week for over forty March safeties. Twenty-five of these go to Denver, where the Marsh is all the rage.

Harry Cassady, of Thorsen & Cassady, returns from his present business trip about Sept. 1. This hustling drummer of the cycling trade is now in Minneapolis.

The T. D. Ganse Cycle Company has a large shipment of Marriott & Cooper geared ordinaries on the road. The dealers generally are on pins and needles as to the probable popularity of the g. o. another year.

C. H. Plumb, manager of T. D. Ganse's retail store, had a bad fall while teaching a lady to ride about ten days ago, and has been laid up since. He is out now, however, and able to walk with the assistance of a cane.

The Kenwood Manufacturing Company has sold a large number of Credenda Victors at thirty-nine cents a day, \$12 down, \$10 a month. This is a part of the sale now being carried on by A. G. Spalding & Brothers.

After a year's use of a stolen wheel the thief was arrested last week at the instigation of Radell, from whom he rented a Salvator last year, on August 16. The wheel had been pawned. The lad's name is Charles Carroll and his folks are well-to-do.

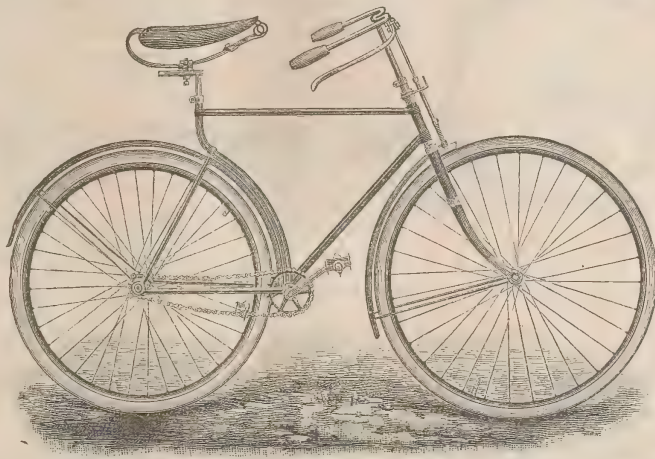
The Humber-Rover Cycle Company received this week several frames containing fac similes of medals won by Humber wheels in the N. C. U. championship. That the Humber is popular and fast is proven by this excellent record: In 1886 Humber won three out of seven championships; 1887, five out of

seven; 1888, six out of seven; 1889, eight out of ten; 1890 it won all, and in 1891, nine out of eleven. This is a great record for a great wheel.

Warman & Hazlewood are agents for a new saddle, manufactured by Foley & Webb. It is very comfortable and perfectly adjustable. They have a Coventry Cross racer which has been in eleven races and won ten, and won second in the other; quite a creditable record.

A. H. Radell, the cycle dealer at 494 East North avenue, has been very successful as a detector of cycle thieves. Six wheels have been recovered and the thieves, in most instances, successfully prosecuted. He is still on the track and promises sensational arrests in the near future.

The Halladay-Temple Scorchers are making a name, and a good name at that. It is an actual fact that the Marion Cycle Company has never had a frame break down. Temple recently secured an order from a prominent eastern house. The Marion Cycle Company promises something very fine in the safety line for



We produce above the well known outlines of the Scorchers safety, manufactured by the Quinton Cycle Company, and imported solely by the Bretz & Curtis Manufacturing Company, of Philadelphia. This is the 1892 model, which has met with such an immense trade this season. The machine is fitted with the Thomas pneumatic or Macintosh cushion tire, and is guaranteed to be strictly high grade throughout. The lines are graceful and the finish excellent. The rims are Warwick's best hollow, made especially for the tire used. All machines are fitted with the Solid Comfort saddle. The price is, \$150 for pneumatics, and \$135 for cushions. The Scorchers will be entirely remodelled for 1893, and a machine much on the Humber lines will be produced.

next season. Temple and Lew Halladay are designing the lines and construction.

Peoria Trade.

PEORIA, Ill., Aug. 16.—Samuel Snell, representing Samuel Snell & Company, of Birmingham, Eng., was in Peoria last week. It is probable Kingman & Company of this city will take hold of this firm's goods and go into the sundry business on a large scale. It is reported that they placed a large order with Mr. Snell for lamps for next season's trade. Mr. Snell went to St. Louis, from which point he goes east via Cleveland and Buffalo. He expects to wind up his business in the east and sail for home on the 25th of this month.

A representative of H. A. Lozier & Company, of Cleveland, Ohio, was in Peoria a couple of days last week. He had a sample of the Cleveland, which is indeed a very nice, easy-riding bicycle. This wheel has never been handled very extensively in Peoria, but one of Peoria's most reliable houses in the bicycle business intends to take hold of them and push them.

The effect of cutting prices on bicycles is now being keenly felt in Peoria. Of

course it is a hard matter to say who has been doing the cutting, but it is certainly a fact that some one has been selling below list. There will only be so many bicycles sold in this city, and it will be as easy to sell them at list price as at a cut price. There is no doubt that some kind of an agreement will be arrived at before next season's trade opens whereby all wheels will have to be sold at list price.

LAUREL.

Correcting an Evil.

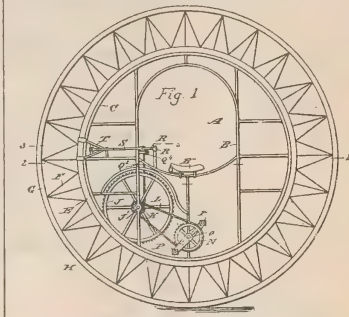
One of the railroads running out of Peoria has notified its patrons that it will not receive any goods that are to be shipped to a factory or wholesale house without a written order from the parties to whom the goods are consigned that they will be received. This is a sensible move on the part of the railway company. Should all the railroads adopt this plan it would break up the practice of a large number of bicycle houses shipping back wheels without first notifying or getting permission from the parties they purchased them from to return them. A movement is now on foot among the bicycle jobbers and manufacturers to form some kind of an arrangement whereby no bicycles returned will be accepted unless the parties have been authorized to ship them back. Some of the largest jobbers and manufacturers

this petition are James A. Miller & Brother, Rouse, Hazard & Company, Gormully & Jeffery Manufacturing Company, *Wheelman's Gazette*, J. B. Stennett, Henry Corstens and Samuel and Charles Harris.

Imlah's Unicycle.

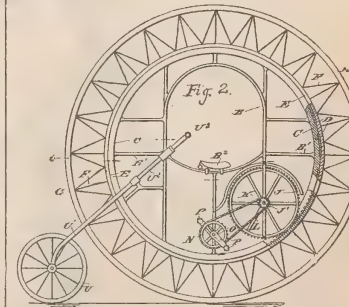
James Imlah, of Barre, Vt., has just been granted a patent on his unicycle, which, the inventor would naturally claim, will revolutionize cycle construction and riding. Figure 1 is a side elevation of the scheme, while figure 5 is a modified form of the wheel.

The unicycle is provided with an inner wheel (A) formed with a suitable framework (B) and a double rim (C C') connected with the forked ends (B 1) of the framework (B). The two rim parts (C and C') engage ball bearings (D and D') respectively, formed in an inner annular flange (E) connected by spokes (F) with the tire (G) of



the exterior wheel (H). By this arrangement the outer wheel (H) can travel with its tire (G) on the ground, while the inner wheel (A) rolls off on the annular flange (E) so that the rider seated on the seat (B 2) in the framework B holds the latter in a normal position, so that the inner wheel does not rotate.

In order to impart motion to the exterior wheel by the exertions of the rider seated on the seat (B 2) the following device is provided: Between the two annular ball bearings (D and D') is arranged in the rim (E) an internal gear (I) in mesh with a gear wheel (J), secured on a shaft (J 1), extending transversely and mounted to turn in suitable bearings in the framework (B). On this shaft (J 1) is secured a sprocket wheel (K) over which passes a sprocket chain (L) also passing over a sprocket wheel (N), secured on a shaft (O) extending transversely and mounted to turn in suitable bearings directly below the seat (B 2) of the rider. On the ends of the shaft (O) are secured the usual treadles (P), extending in opposite directions and engaged by the feet of the rider, s



that by the exertion of the latter a rotary motion is imparted to the shaft (O). The movement of the latter is transmitted by the sprocket wheel N, chain L and sprocket wheel K to the shaft (J 1) carrying the large gear wheel (J), and as the latter is rotated and meshes in the gear (I) a rotary motion is given to the exterior wheel (H).

Again Doing Business.

The Phoenix Cycle Company arises from the wreck of the Sweeting Cycle Company, and will continue business at the stand of the latter, 815 Arch street. R. H. Smith of the Indiana Bicycle Company is chairman of the new company, and W. T. Willcox of the Stover Company is secretary. T. Henry Sweeting will act as manager. The store is open and business being transacted as usual this week.

The Coventry Machinists' Company.

It was just a year and a half ago that the Coventry Machinists' Company, of Coventry, Eng., opened a branch in Chicago, yet in that time the genial

The Moffat Affair.

On Tuesday an intervening petition

was filed with Judge Hutchinson in the suit of Howard A. Smith against the Moffat Cycle Company, in which charges are made against Mark W. Hill, late treasurer of the concern. It is claimed that Hill, as one of the directors of the company, confessed judgment in favor of his wife, Caroline D. Hill, for \$8,992, and upon a scale of the assets under the execution Hill purchased the property. Claim is made that the judgment is without consideration and that the sale is void as against the creditors. If the petition is correct the company has accounts and bills receivable worth some \$19,000. The judgment creditors filing



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.



Send for Copy of List, at once.

TOWNEND BROS., Ltd.,

COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.

The James' Safety.

The "JAMES" are Scoring Everywhere.

E. E. Mocket, of Lincoln, Nebraska, won the mile and two-mile State Championship, on July 3, covering the last quarter of mile (in the two-mile race) in 34 seconds. Mocket rode a "James" Road Racer.

FIRST AND SECOND FROM SCRATCH.

At the Parkside races June 18, H. A. Githens on a 24 lb. James and George A. Thorne on a 27 lb. James won first and second places, respectively (from scratch and 60 yards), in the 10 Mile Handicap event. Githens finished a lap ahead of everybody.

Good Wheels and Good Riders Tell.



MODEL NO. 1.

THE JAMES CYCLE IMPORTING COMPANY,

SOLE AGENTS FOR U. S.

Room B, 113 Adams St., Opposite Postoffice, CHICAGO

West Side Branch, 1403 West 12th Street.

TELEGRAM,
THRIFT,
BIRMINGHAM.

H. P. COOK
MANAGING
DIRECTOR

The New Buckingham & Adams Cycle Company, Limited.

Coventry Works, Birmingham, England.

THE JAMES CYCLE IMPORTING CO. control the sale of the B. &

A. wheels in all territory West of the Ohio River. General

Office, Room B, 113 Adams Street.



B. & A. ROAD RACER, 20 LBS.

SPECIFICATIONS.

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order.
FRAME—Finest Weldless steel tube and steel forgings, and justable seat pillar and handle bar, 6 1-2 in. adjustable cranks.
BEARINGS—Adjustable balls to both wheels, crank axle, ball head and pedals.
FINISH—Enameled black, with handle bar, seat pillar, cranks, pedals and nuts highly nickel plated on copper.

Same Model and Specifications as Above.

TRACK RACER, weight 26 lbs.,	\$160.00
ROAD " 30 lbs.,	150.00
FULL ROADSTER, " 34 lbs.,	150.00

THESE PRICES ARE WITH PNEUMATIC TIRES.

TESTIMONIAL from F. J. OSMOND, Esq.
Amateur Champion of the World.

Chillington Villa, Peuge Road,

S. Norwood,

MESSRS. BUCKINGHAM & ADAMS, LTD.

Gentlemen:

Having tried your new safety fitted with cushion tyres, I have much pleasure in saying that I consider it to be faster than any cushion tyred safety I have ridden, and, in fact, perfect in every detail.

Yours faithfully,

F. J. OSMOND.

The New Buckingham & Adams Cycle Co., Ltd.

BIRMINGHAM, ENG.

The James Cycle Importing Company

CHICAGO, ILL.

A Few Good Agents Wanted.

manager, A. J. Marrett, and the Swift cycles, than which no better wheel is made to day, both became well known and immensely popular. The first store was at Nos. 11 and 13 Madison street, but seeing that trade was drifting south-



A. J. MARRETT.

ward, and the fact that rent was less on Wabash avenue, Mr. Marrett decided to move, which he did last spring. He now has a large store well fitted up for show room, office, storage and repair shop, and here hundreds of Swifts are crated and shipped away. The Swift is



ROBT. W. SLUSSER.

a popular wheel, and many have been sold in Chicago this season, the Holbein being the leader. Mr. Marrett is ably assisted by L. W. Conkling, until recently president of the Washington Cycling Club and one of Chicago's oldest wheelmen, and R. W. Slusser, formerly of



L. W. CONKLING.

New Orleans. Mr. Marrett is a member of the Lincoln C. C., Century Road Club and Lincoln Cycling Camera Club, and is great on photography. No man in the trade is better liked than Mr. Marrett.

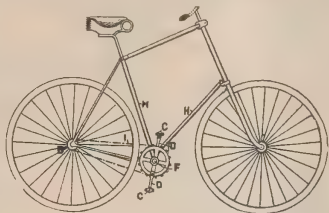
Mr. Conkling is next to Mr. Marrett in

the affairs of the house. "Conk," as he is generally known, is old in the service, having been with Spalding and Sweeting. He is unfortunate enough to know how to compile road books, and is generally sought for such work, while as starter of the great Pullman road race—well, he is the only man who has ever had the honor.

Slusser manages the books and cash of the concern. He hails from New Orleans, where he was prominent in the Louisiana C. C.'s affairs.

A New Driving Gear.

The inventor of this, John Magennis of Liverpool, claims that a wheel can be driven at greater speed without increase of power over an ordinary safety; or,

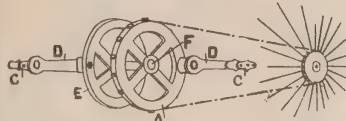


that it can be driven at the same speed with much less power. The inventor says, in his specifications:

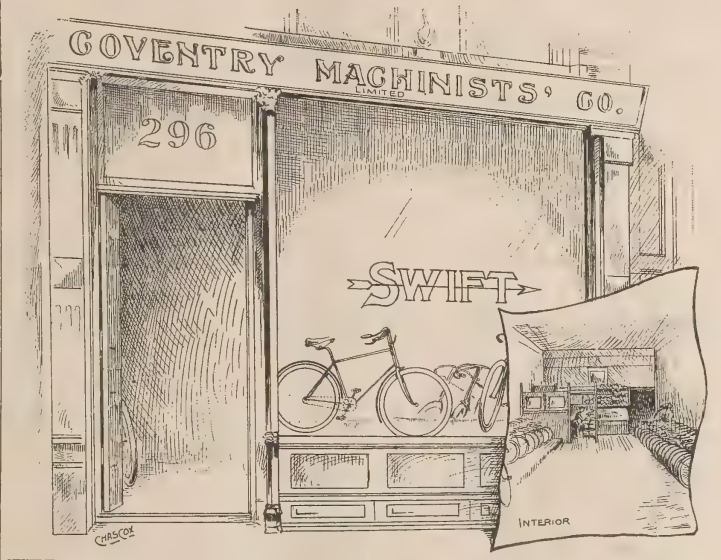
According to my invention I make the wheel to

I do away with such cranks altogether, and I attach the pedals approximately close to the rim of the wheel, which is to be revolved by the rider's feet. By this means a more steady and direct force is attained and a correspondingly greater amount of pressure can be exerted on the wheel in question. Where the wheel is of large size, the pedals may be inserted directly on the face of the wheel close to the rim; but to do this in the case of

FIG. 2.



such a sized wheel as A would tire out the rider, owing to the small amount of throw. I therefore in those cases where the wheel is not of specially large size, attach the pedals (C C) to the rim of the wheel by means of the arms (D D), and so still preserve the steady and direct force while providing a convenient throw for the rider's feet. As by my invention the cranks on the axle are done away, the pedals being applied approximately close to the rim of the wheel to be revolved, it becomes necessary to so arrange the driving-gear in its bearings or support that clearance will be left so that the pedals and the rider's feet can travel freely through the circular path without encountering any obstacle. It will be seen that I provide for this by arranging so that the bearing or support comes in between the two pedals. By providing two wheels (A and E), of which one (A) is the sprocket-wheel fixed on a common axle (F), this axle can be journaled into the bearing or support (G) in the framework (H) of the velocipede. Of course, if desired, both the wheels (A E) may be sprocket-wheels, so that one may be used



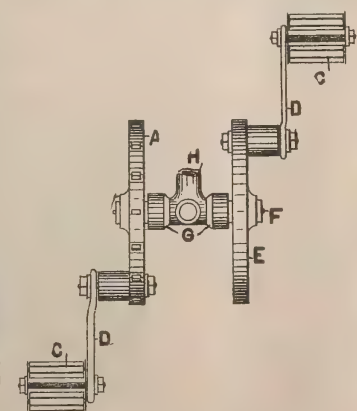
which the power of the rider is directly transmitted—that is, the forward sprocket-wheel (A)—of much larger diameter than is usually the case. For instance, I make it from one and a half times its ordinary size to three times its ordinary size as large again, these sizes being regulated by the speed it is desired the velocipede shall attain, as by this construction the multiply-

when the sprockets of the other become worn out, or instead of having, as shown on the drawings, only one link chain (I), causing the small sprocket-wheel (B) to revolve, two small sprocket-wheels might, if desired, be made use of, so that when both wheels (A and E) are sprocket-wheels, two link chains could be used for driving the two small sprocket-wheels

New English Inventions.

These abstracts are prepared immediately after the patents are applied for, by G. Douglas Leechman, consulting engineer, Coventry, England:

[All persons interested in opposing the grant of a patent of any one of the undermentioned applications may at any time within two months from July 6 give notice in the prescribed form of such opposition.]

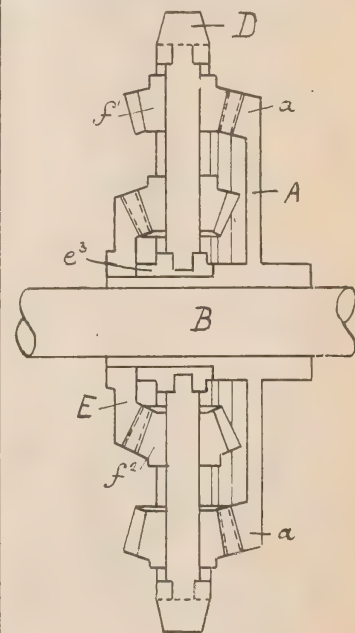


ing power of the gearing is greatly increased. In the example shown on the drawings the forward sprocket-wheel (A) is two and a half times as large as the small sprocket-wheel (B) which is a considerable increase in the proportions when compared with the present gears; but the wheel (A) could be of considerably larger size where higher rates of speed are wanted.

Instead of keying or mounting in a fixed manner upon the axle the pedal-cranks, as heretofore,

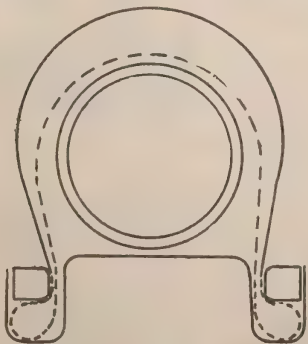
same." Date claimed under international convention, Sept. 11, 1891.—This invention is an application of the principle which consists in forming the tube which resists the pressure, of an open circular band fastened to the two sides of the rim. In the tube thus formed an air chamber provided with a valve is placed. The two sides of the rim are of a gutter-like section. The outer tire is made with an enlargement at each side. These enlargements are of the same width as the gutter. The tire is put on the rim, placing the enlargements at the bottom of the gutters, and above these enlargements a circular metal band is put. This band fits exactly between the outer side of the gutter and the rubber tire; the two ends of the band just meet each other and are fastened by screws or by other means. When the air chamber which has naturally been placed inside the tube thus formed is blown out, the enlargements of the tire abut or press against the metal bands, and the tire is maintained perfectly in position. This first claim is for "the combination of a rim having a trough or gutter round it at each side, an inner tube containing air or gas under pressure, an outer tire consisting of a strip having enlargements at each side fitting into the troughs or gutters, and bands, each fitting into one of the troughs or gutters, with one side against the outer side of the trough, the opposite side against the other tire and the bottom against the enlargement, substantially as described."

No. 15,859. R. Illingworth and J. Bush's "improvements in variable speed mechanism for driving cycles." Sept. 18, 1891.—In carrying this invention into effect, the chain wheel (D) is so mounted as to revolve on the loose sleeve (E) on the crank spindle (B) and upon this crank spindle (B) side by side with the chain wheel the bevel wheel (A) is fixed, having the teeth (a) around the circumference of that face of it next

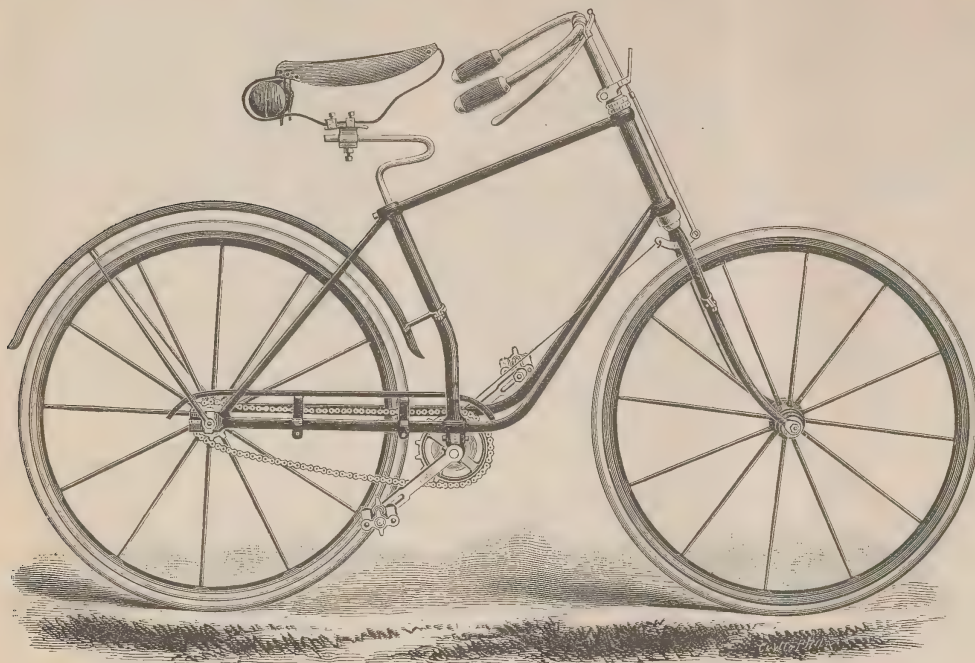


to the chain wheel; within the chain wheel one, two or more spindles are fixed, and upon each of these spindles the two bevel pinions (f 1 and f 2) are mounted to revolve together the one (f 1) engaging with the teeth on the face of the tooth wheel (A) the other (f 2) engaging with the teeth on the inner face of the tooth wheel (E) which is of smaller diameter and which is mounted on the opposite side of the chain wheel and so as to allow the shaft to revolve independently of it when it may be locked stationary. The speed reducing action of the arrangement is then as follows: The large bevel wheel (A) receives its movement from the crank spindle (B) to which it is fixed, and communicates the movement to the pinions, which are mounted to revolve within the chain driving wheel (D). The pinions are thus revolved, and engaging as they do with the smaller and stationary tooth wheel (E) are caused to rotate, thus carrying the chain wheel on which they are mounted with a speed which is reduced from that of the large tooth wheel in proportion to the difference in the size of the two outer bevel or toothed wheels (A and E), and as the relative proportion of the two outer wheels is varied, so is the proportion of the reduction or increase of speed effected.

No. 10,764. J. F. Palmer's "Improvements in or relating to pneumatic wheel tires." June 7, 1892.—The rubber is first moulded over a suitable mandrel wrapped (entirely or partially) with canvas or some analogous material suitable for a "back," and which is preferably inelastic and unyielding, like canvas. Thus a rubber hose is produced, which is, subsequently, properly vulcanized, thereby fastening the canvas, or the like, as an internal lining, which may extend entirely or only part way round the bore, depending on desire. The hose is then turned inside out by drawing it lengthwise through itself, as it were, whereby the



No. 6640. Michelin & Company's "Improvements in pneumatic tires for wheels of velocipedes and other vehicles, and in rims for the



A Pronounced Success, Boys.

WHAT?

The Common Sense Bicycle.

BEST STEEL DIAMOND FRAME, SUPERIOR HICKORY WHEELS, PNEUMATIC AND CUSHION TIRES.

The Best Hill Climber and Easiest Runner.

Our Improved Roller Bearings are the thing.

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An Honest Wheel, the Best that Brains Can Devise or Money Can Buy.

THE "BUFFALO"

Light Weight - - - Full Roadster.

THE PROOF OF THE PUDDING IS THE DIGESTING THEREOF.

BUFFALO CYCLE WORKS,
Buffalo, N. Y.

Jamestown, N. Y., April 20, 1892.

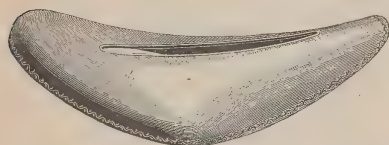
GENTLEMEN!—It affords me great pleasure at all times to speak of the Buffalo Light Roadster, that you built for me last year. I have been riding ten years now and have owned and ridden a number of different kinds and styles of bicycles. I have tried about all the different wheels on the market, and ought to know what the best wheel should be like. I know which wheel suits me best. I can conscientiously say that your wheel, or rather my wheel, is the strongest for the weight (37 lbs) of any wheel I have known. It is finely built on the most practical lines, and aside from being a specially handsome bicycle it is complete, durable, and simplicity itself. I want no better safety. I used to think in common with hundreds of others that the "grand old ordinary" was about as near the ideal as we could ever get, but the times demanded a low-down wheel that was safer than the "sky-sweeper" and yet as durable. Of all the hundreds of "rovers," whether chain or gear, ratchet or crank, long or short centres, long or short wheel base, two sizes of wheels and the hundred and one little details that make up the individualities of modern bicycles, I think you have embodied the essentials in the *Buffalo Light Roadster* in such a manner that it cannot be beaten. To me it is the sine quo non.

(Well known to readers of the cycling press by his non de plume, "SETAGEC.")

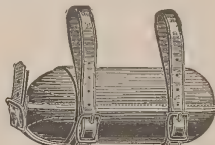
Fraternally yours, CHAS. E. GATES.

BUFFALO CYCLE WORKS, Buffalo, N. Y.

J. J. WARREN COMPANY,
WASHINGTON SQ., WORCESTER, MASS., U. S. A.

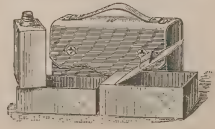
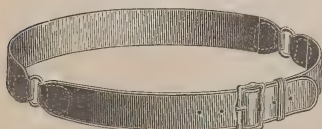


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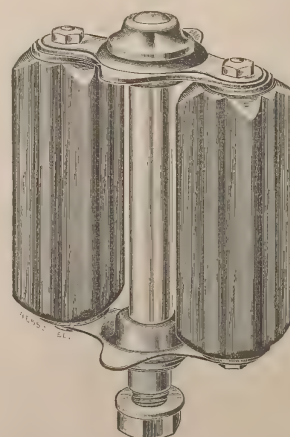


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Curtis
Combination
Pedal?

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EITHER

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The best pedal in the
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DUST PROOF.

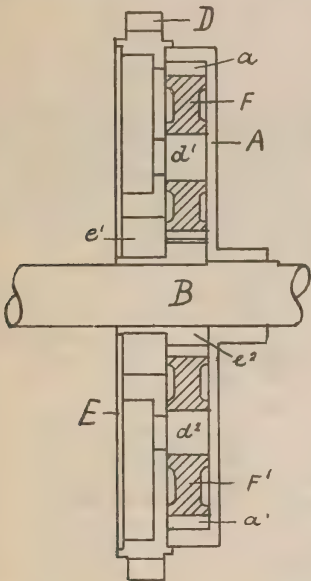
Ask your dealer for them.

REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

We wish to call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that can be put into the same pedals as the rubbers are used in. eow

lining is transposed to the exterior of the rubber. The rubber portion of the hose is thus obviously compressed to a degree of density which enhances its imperviousness, and also causes any puncture or break in the hose to be immediately closed.

No. 19,600. R. Illingworth and J. Bush's "improvements in speed-reducing mechanism for driving cycles." Nov. 12, 1891.—In carrying this invention into effect the plate wheel (A) is secured to the crank driving spindle (B) at one side of the chain wheel (D) and around the circumference of the plate wheel (A) the internal teeth (a 1) are provided. Upon the other side of the chain wheel the side plate (E) is mounted upon and independently of the crank spindle in such a manner as to allow of being locked or fixed to any convenient part of the crank spindle support and provided with the projecting journal (e 1) and upon this journal the chain wheel is mounted so as to revolve independently of it. Upon the chain wheel the studs (d 1 and d 2) are fixed, and upon these studs the cog wheels (F and F 1) are



mounted so as to gear both with the internal teeth (a 1) of the plate wheel (A) and with the toothed wheel (e 2) which is fixed to the bush (e 1) so as to form a part of the side plate (E). It will thus be seen that as the crank spindle revolves it carries around with it the toothed wheel (a 1), which in turn revolves the toothed wheels (F and F 1), which, engaging as they do with the fixed toothed wheel (e 2) are caused to rotate as they revolve carrying with them the chain wheel at a speed reduced in proportion to the difference in the sizes and number of teeth in the relative toothed wheels (a 1 and e 2). In the normal condition when the highest speed is required, the side plate (E) is unlocked from the fixed part of the cycle and is locked to the chain wheel (D) so that the whole of the mechanism revolves together, this being effected by reason of the inability of the pinions (F and F 1) to revolve when the side plate (E) is locked to the chain wheel (D) and thus the toothed plate wheel (A) carries with it the pinions, and with them the whole of the mechanism. The amount of the reduction of the speed is determined by the relative number of teeth in the two wheels (a 1 and e 2), and any alteration of the amount of speed reduced is effected by a variation in their relative sizes.

No. 10,766. J. F. Palmer's "Improvements in or relating to pneumatic tire tires." June 7, 1892.—This invention consists in forming a pneumatic tire of flexible material with a radial inner portion thickened and given throughout a concavo-convex, or wholly or partially collapsed form, applying to the thickened concave inner surface a strip or ring of substantially non-extensible fabric, such as canvas, said canvas ring having the diameter of the intended outside diameter of the tire, thereupon by a twisting operation turning the ring throughout its circumference to an inverted position, whereby the canvas strip is put outside and the soft rubber or other tube within the canvas, that is to say, between it and the center of the wheel. In this manner the canvas not being materially extended, it presents on reversal the same diameter as before, while the thickened rubber portion being held thereto and prevented from expanding, is compressed by reason of being changed from a concave to a convex curvature.

Recent Patents Granted.

The following is a list of recent bicycle patents reported especially for the REFEREE by W. E. Auginbaugh, patent attorney, Washington, D. C.:

480,349, pneumatic tire; Finlay Sinclair, Coventry, England, assignor to the Pneumatic Tire and Booth's Cycle Agency, Limited, Dublin, Ireland; filed Feb. 15, 1892; serial No. 421,491.

480,400, valve for pneumatic tires; Edward R. De Wolfe, New York, N. Y.; filed April 18, 1892; serial No. 429,523.

480,441, bicycle support; William Sier and Charles H. Dunn, Seneca, Pa.; filed March 17, 1892; serial No. 425,246.

480,585, unicycle; James Imhah, Barre, Vt.; filed Feb. 26, 1892; serial No. 422,907.

480,595, pneumatic wheel tire; Karl Lehmann, Berlin, Germany; filed Jan. 8, 1892; serial No. 417,518.

480,599, motor spring fork for bicycles; William Lynch and Eugene Tremper, Wallkill, New York; filed Nov. 20, 1891; serial No. 412,546.

480,600, velocipede driving-gear; John Magennis, Liverpool, England; filed March 21, 1892; serial No. 425,778.

480,661, supplementary lens for bicycle and carriage lamps; Albert L. France, Milldale, assignor to the Kenton Can Company, Covington, Ky.; filed May 26, 1891; serial No. 394,187.

Two Wheels Stolen.

G. W. Willebrands, 28 South Canal street, Chicago, reports the theft of his Warwick combination wheel on the night of Aug. 16, and from the pavilion at Garfield Park. It was an 1890 pattern, made over and fitted with Morgan & Wright tires; No. 1674.

E. J. Priestly of Le Mars, Ia., offers \$50 reward for the detection of the thief and the recovery of his Coventry Columbia, No. 8,067, stolen Aug. 10, between 1 and 4 o'clock.

Trade Jottings.

J. J. Prial, of the Wheel, sails for England next Monday. The REFEREE representative, R. M. Jaffray, sailed from Liverpool for home last Wednesday.

G. Minturn Worden advertises an almost new racer for sale in this issue. It is the well-known Lion, and the advent of a new Remington of his own make is Worden's cause for selling.

Allen's Digest of Cycles with Attachments, 1789 to 1892, two vols., seventy-two sub-divisions. 1,500 pages, is nearing completion and will be ready for delivery about Sept. 15, despite the heated term.

Van Vrevart has won the championship of the Antwerp B. C., distance 100 kilometres, on the road; time, 3 hrs. 40 min., beating the Belgran record by thirty-two minutes. His mount was a James track racer.

Guy P. Wilson, of the Baltimore News, is spending a two weeks' vacation in New York. He deserved a rest, as his hard work for the recent Monumental City meet, and his duties of commercial and sporting editor of the News were hard on the hustling and clever Baltimore boy.

Mr. Dubois, of Rouxei & Dub is, at the Buffalo track, Paris, Tuesday, July 26, on a safety of his own make fitted with Michelin tires, beat the world's record from 100 to 500 kilometres, and the twelve-hour record as well, 371 kilometres (230 miles 936 yards) having been accomplished in that time. The distance of F. W. Shorland for twelve hours was 220 miles.

A. M. Scheffey, of Scheffey & Company, Rade street, New York, had a narrow escape from prostration during the late extreme hot weather, and for ten days had to keep shady, so to speak. This genial hustler, who for two years attracted attention to himself while in the employ of R. L. Coleman & Company, is building up a grand jobbing and wholesale trade for his own house, which carries a large stock at all times. A. M. is generally on the road.

Books and Pamphlets Received.

The REFEREE acknowledges the receipt of the following:

Washington Cycling Club, Chicago—Road Book for 1892, containing much valuable information for cyclists and many pages of advertisements.

W. A. Lloyd & Company, Birmingham, Eng.—Supplementary list for 1892 of frames, cranks,

rimms, chains, saddles, lamps, tools and all parts and sundries.

Overman Wheel Company, Boston—A very handsomely gotten up pamphlet on specimens of Victor advertisements, showing the neatest and most unique of those gotten up by Mr. Powell.

Springfield (Mass.) Bicycle Club—Programme of the "diamond tournament"; illustrated and handsomely printed.

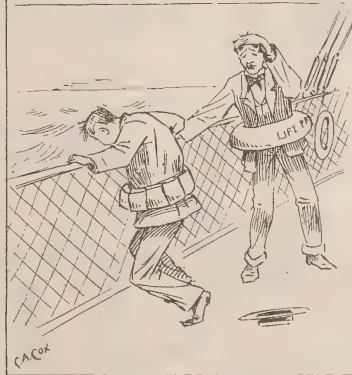
"Spring Frame Logic"—Rouse-Duryea Cycle Company, Peoria. A neat pamphlet containing press opinions and testimonials on spring frame wheels and a few good words for the Sylph.

Kempton's Illustrated Vest-pocket Guide to Cincinnati and Vicinity—William D. Kempton, 63 West Ninth Street, Cincinnati, compiler and publisher. This little book contains nice engravings of Cincinnati's principal buildings and other interesting views, as well as routes, railroad information, public institutions, streets, etc.

Brown Brothers, 28 Great Eastern street, London—A massive catalogue for 1892-3 of every known accessory, tool, part, etc., of the cycle trade. Very complete and what every dealer or manufacturer should have.

Poor Boys!

They were going to Milwaukee, were Lumsden and "Fuzzy" Anderson. Fresh as daisies and happy as clams they went aboard the boat. Songs were sung, and



it was to be such an enjoyable trip, when lo! a rough sea, and the fishes were fed, not once, but many times. Deluded hope!

Sanger's Fast Mile.

The exceedingly fine weather of the past week was very propitious for racing, and as a result the lovers of track were treated to several events of more than usual enjoyment and importance. The largest number of admirers of the sport were attracted to National Park, Milwaukee, Thursday afternoon, it being the annual celebration of the games of the St. Andrew's Society. The yearly first day of this popular Scotch body is always largely attended; but at no time during the twenty-six years of its existence has the crowd been so large as on this occasion. The fact of the matter was, the crowd went to see the bicycle races, and manifested its impatience unmistakably at the rather lengthy programme of mediocre events gone through with by the "brawny Scotch" athletes. All the interest centered in the races, and the crowd of nearly 8,000 people was kept waiting un-

til nearly 5 o'clock before the track was cleared for the first race, a two-mile, handicap. The string of clever flyers started in this race were all good pedlars and furnished as exciting a race as the most ardent devotee of the sport could desire. W. C. Sanger, from scratch, rode in excellent form, gathering in the field without any apparent effort. He rode the first mile in 2:26, and in the second mile he loafed part of the way and finished in 5:02; W. Sanger, second and Mattie Marten, third.

In the five-mile, open, Sanger had for his opponent, beside seven of the best of Milwaukee's riders, Terry Andrae, "the flying badger." Andrae was in his old-time form and rode like a demon. Whenever he passed the grand stand he was cheered to the echo, which demonstrated that he had lost none of his popularity. It is thought Andrae would have won the race had he not, unfortunately, lost his pedal in the spurt. Sanger finished first; time, 14 m in.; Andrae, second; W. C. Wegner, third; C. E. Parks, fourth.

The newspaper men's race afforded quite a little excitement. Frank Putnam, who was afterward found to be a professional sprinter, finished first, with a 400 yards handicap. As the race was run under L. A. W. rules Putnam was barred. The result was: A. B. Lindsley, Saturday Star, first; Martin Rotier, Pneumatic, second, and Harry Seward, REFEREE, third.

Al Moyer, who was looked on as having a cinch on the race, did not ride, much to the regret of his many lady admirers present.

In the boys' race fifteen started. The first prize was won by John Murphy.

Columbus' Fine Prize List.

From all evidence now at hand the two days' meet of the Columbus Cycling Club, Sept. 5 and 6, will be a great affair, for there will be some \$3,000 worth of prizes, including a city lot, silverware, several gold and silver medals, an upright piano, buggy, six bicycles, clothing, sundries, etc. There will be eleven races each day, including a five-mile relay race (team) which will be run as follows:

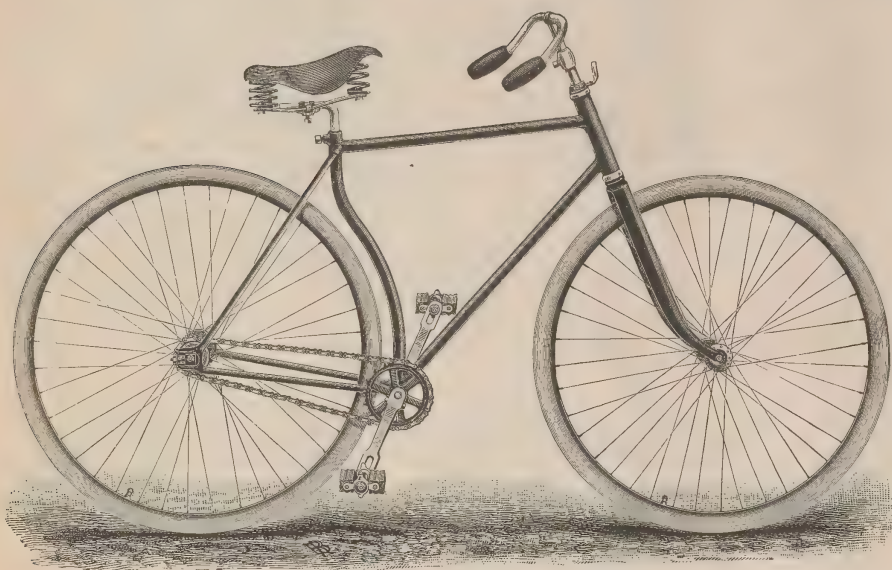
The relay race is to be run by teams, each rider to ride one mile, under the following conditions: An exchange limit of 100 yards will be designated by white flags in front of the grand stand. Number one of all teams will start, riding the first mile, each carrying a courier packet, which is to be transferred to number two of the respective teams within the exchange limit; numbers two, three and four are to repeat the performance of number one, and the team represented by the first number five under the wire wins the race.

Besides the prizes named a \$100 diamond medal will be given to the one breaking the world's mile competition record (2:22) made by Munger at Springfield, Ill., July 4. The race meet is in the hands of several competent committees, and entries go to George W. Smith, 32 East Spring street, Columbus, O. The events will be as follows: One-mile, novice; half-mile, open; two-mile, handicap, local; one-mile, ordinary, open; one-mile, open; half-mile, 1:25 class; one-mile, handicap; half-mile, juvenile; three-mile, lap race; one-mile, 2:40 class; five-mile, handicap; two-mile, six minute class; half-mile, open; one-mile, Columbus Cycling Club; two-mile, handicap; two-mile, ordinary, handicap; one-mile, open; one-mile, 2:50 class; one-mile, handicap; one-mile, Columbus championship; five-mile, relay; one-mile, consolation.

Guinea's Assailant Fined \$10.

Joe Guinea's evidence was overwhelming, and Justice Whitney decided against Henry Schwaig, the Cicero policeman who so unwarrantably beat him July 31. Ten dollars and costs was assessed, and the case was appealed to the criminal court.

MONARCH CYCLES



One and One-half Inch Cushions or Pneumatics.



Write For Catalogue.

Geo. Worthington Co., Cleveland, Ohio.
Geo. Hilsendegen, - Detroit, Mich.
Lutz & Dimberger, - Buffalo, N. Y.
C. W. Dalsen Cycle Co., Philadelphia, Pa.
Speedwell Cycle Co., - Baltimore, Md.



THE MONARCH CYCLE CO.,

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WHEN YOU FIRST SEE IT IT MAY LOOK LIKE THIS

SWIFT

*But after you become
familiar with it it looks
like this to you.*



SWIFT

Before purchasing our "Swift" safeties of you last May, we made a careful comparison between them and the other machines for sale here and found that the "Swift" was more nearly correct from a mechanical standpoint than any of the machines we examined. The simplicity of the machine, the accuracy with which all bolts and nuts were fitted, the design of the frame insuring great strength and the steel-tempered roller chain all combined to influence us in our selection. Since riding them we have no reason to change our opinion that they are the strongest, simplest and easiest running machines which we have seen.

Yours truly,

R. R. PIERSON, Engineer, { Omnibus Cable Co.
T. W. C. SPENCER, Engineer. }

These People Know Their Business . . .

COVENTRY MACHINISTS' CO., LTD.

Send for our neat
Little Catalogue.

CHICAGO,
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The Gales Model '92. The Best \$100.00 Wheel



—ON THE MARKET.

1 $\frac{1}{4}$ in. Cushion - 100.00. 1 $\frac{3}{4}$ x 2 in. Dunlop Pneumatic - 120.00

GOOD LIVE AND RESPONSIBLE AGENTS WANTED. Catalogue Now Ready.

Schoverling, Daly & Gales,

230 Broadway and 84 Duane Street,

NEW YORK.



Chief Consul Gerould has appointed the following Illinois local consuls: W. S. McClintock, Galva; R. C. Wayne, Edwardsville; J. E. Babcock, Geneseo; W. A. Shriner, Virden.

Some one in Utica, N. Y., who has taken offense at bicycle riders, is reported to have an arrangement constructed of a scythe for the purpose of so placing it on the walk as to cut pneumatic tires.

The following officers for the ensuing year were elected by the Iowa division: Chief consul, Fred Beach, Muscatine; vice-consul, John D. Forbes, Sioux City; secretary, F. A. Clifford, Muscatine; treasurer, G. W. Jones, Des Moines.

The Chattanooga (Tenn.) Cycle Club moved into its new quarters Tuesday night. The two-story, nine-room house at 54 East Terrace street, owned by H. Clar Evans, has been rented and is furnished from top to bottom in elegant style. Double parlors, Brussels carpets, brilliant chandeliers, a perfect toned piano, baths, fully equipped dining rooms and kitchen—these are some of the conveniences and luxuries at the cycle parlors.

A preliminary meeting will be held at the office of Charles Schwalbach & Company, on Flatbush avenue, New York, next Wednesday evening for the purpose of a free discussion on the improvement of the thoroughfare on the Ocean Parkway for the use of wheelmen. This will be a call to the wheelmen's organizations of Brooklyn. The call will be of vital importance to all wheelmen, as the best way of forming a league for improvement will be discussed and possibly a mass meeting of wheelmen, attached and otherwise, will be called later in the season. No financial appeal is contemplated at the preliminary meeting.

Charley Callahan, of the Press C. C., was the only Buffalo rider who competed against Zimmerman in Hamilton on Monday, and in speaking of the renowned flyer the speedy Pressite said: "Zimmerman is riding exceedingly fast. He says that the telegram sent by the Press C. C. infused new life in him while in Europe, and he feels grateful to his Buffalo friends for remembering him. He told me he will arrive in Buffalo the night previous to the exposition races, and in referring to Buffalo I was amused to hear Billy Campbell say to Jimmy, 'For goodness

sake don't let the Buffalo boys know when you are coming. They will lionize you and carry you and your wheel on their shoulders up Main street. They're hustlers, they are!' Zimmerman assures me that he would ride like a fiend in Buffalo."—Buffalo Courier.

The non-owners of wheels in the Lake View Cycling Club and those who have not contested in races this season ride a special mile race at Thorndale this afternoon. None have been allowed to train.

Governor Russell of Massachusetts appointed a highway commission in accordance with the act of the legislature to report on methods and means of road improvement, consisting of W. S. McClintock, of Chelsea, a civil engineer; Professor N. S. Shaker, of Hartford, the geologist, and George A. Perkins, of Cambridge, chief consul Massachusetts division.

According to a Michigan paper, a Manistee wheelman, going at a racing clip, struck the Salvation Army corps during an outdoor service and wrecked the big drum, the French horn, the captain and the sister who was shaking the tambourine. The city marshal, who was trying to induce the Salvationists to get off the sidewalk, also went down in the general wreck.

The bicyclists who ride "scorchers" in the streets look like monkeys on the Shetland ponies of the circus. It would be just as absurd if a man should come down to business and drive around the streets dressed in jockey clothes on a sulky, behind a fast nag, as it is for these so-called wheelmen to mount a racer, get a green apple pose, and go about the city in the ridiculous way they do. Everybody laughs at them for their pretensions, and they bring bicyclists into contempt among the sensible people.—Detroit Journal.

According to the Fort Wayne (Ind.) Gazette, one of the delightful occasions of the season was the out-door lunch given by the Ladies' Cycling Circle to members of the Triangle Club, Saturday evening. At 6 o'clock a committee met the Triangle Club at the Y. M. C. A. hall and escorted the members to a beautiful grove four miles out of the city, on the Leo gravel road, where a magnificent supper was served in several courses. The evening was a pleasant one, and never did a merrier party gather at an out-door dinner than that which partook of the hospitality of the young ladies. After supper Captain Evans made a brief address in which he highly complimented the young lady cyclists, the Triangle Club passed a vote of thanks to its fair entertainers, and the party then enjoyed a delightful moonlight ride back to the city.

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To Care For Visiting Wheelmen.

Captain Van Sicklen of the Chicago Cycling Club has thought out and presented to the club a scheme for utilizing the old club house after the new home has been occupied, or during the World's fair. The club cannot sub-lease without permission from the owner, and it is not likely he would consent to any such arrangement, so the plan is to take in some 500 non-resident members of the visiting wheelmen and furnish them, or all that can be comfortably accommodated, with cots at \$1 per day. The 500 non resident members would give the club \$2,500; 60 cots at \$1 per day for 150 days, \$9,000; profits on cigar sales, \$500; total, \$12,000. The expense is reckoned at \$4,100, leaving a profit of \$7,900, which will go toward paying for the new home. Wheelmen would gladly join the club to have the benefit of its home and protecting wing, and then only club members would be housed at the old home. The rate of \$1 per day would be very cheap in those times, and the new club members would be saving considerable.

Some of the daily papers are considerably stirred up over the matter. They fear that—"does it tally with the general idea of what is due from hosts to find that they are nothing more than landlords?" The fact is that if the scheme goes through the club will merely be taking care of its own members from out of town, and will be saving them considerable money and will, at the same time, be utilizing the old house and making a profit to go into the new house. The plan seems feasible and is a good idea.

An Original Prize Contest.

To the first person who by taking two letters from the word "Plague," can make the name of a disease that is common in portions of both the United States and Canada, will be given an ele-

"Lion"

RACING SAFETY FOR SALE.

Bargain!

List \$165. Will Sell for \$100.

28-inch Wheels, Bidwell Tires, red enamel and nickel, gear 66, weight 29 pounds. Not run 50 miles. Reason for selling have just received my Remington racer. Address

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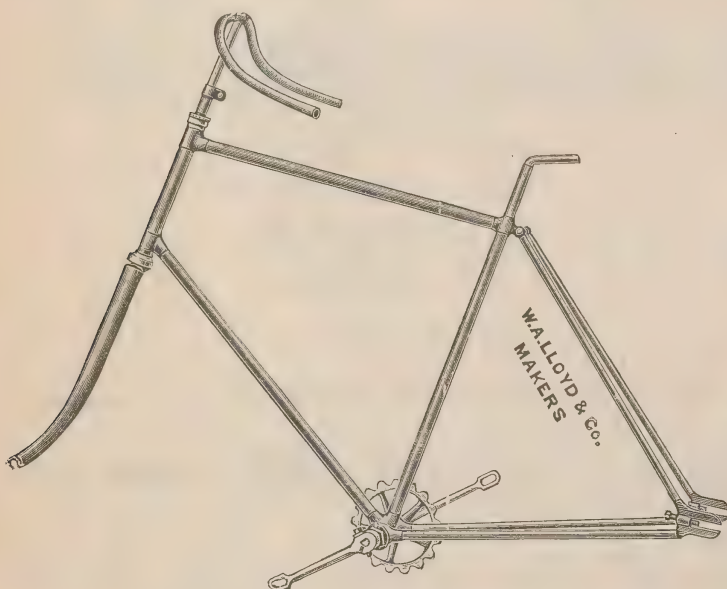
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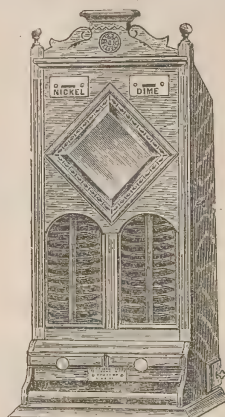
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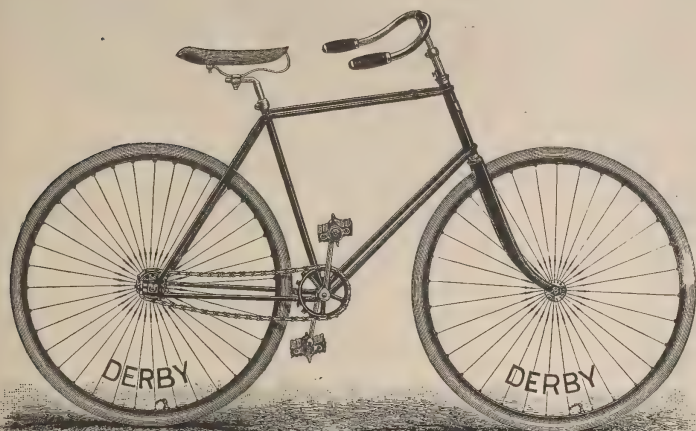
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S. A. MILES, - - - - - Editor.
CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

THE MAKERS' AMATEUR.

One of the great questions of the day is whether or not makers' amateurism shall be tolerated, and whether men known to be in the employ of manufacturers—receiving salaries, in short, for riding certain wheels—shall be permitted to compete in the same races and on even terms with riders who pay their own expenses and are amateurs in fact—though not from choice, possibly—as well as in name.

A rumor has been placed in circulation to the effect that the racing board had decided that hereafter a man may, if he feels disposed, accept payment from a manufacturer without jeopardizing his amateur status. Where this rumor originated no one seems to know, and where the daily papers obtained authority for making it public, is equally hard to tell. We learn on very good authority that no such decision has been reached by the board.

It seems to be generally conceded, however, that the league has been unable to cope successfully with the makers' amateur, and that the racing board is casting about for a means of permitting him to continue to race without tolerating any such flagrant breaches of the rules as are at present so common.

It is high time some such step was taken. The REFEREE has always been an advocate of a change in the system which permits a paid man, whose training is done at the expense of a maker or wealthy club, to compete with men self-trained and whose racing and training are done in spare moments and at their own expense. Nevertheless, we consider the paid man, if not actually a necessity at least of benefit to the sport. Without him our racing would be of far less interest than it is at present, and the gradual lowering of records to their present place would have been almost out of the question. Such records as we have today could only have been made by men whose time was devoted to the game, and who were therefore able to take advantage of every favorable opportunity. The rules as they now stand are grossly unjust. They permit one man to induce another to commit an illegal act for which he may be punished, while the man who hires him may go free. It would probably worry some of the manufacturers very little should they receive notice that, for such and such an offense they had been suspended for so many days; but that does not alter the fact that to suspend the rider while the employer goes free is a rank injustice.

What the racing board will do in the matter is difficult to estimate. It seems, at first glance, that it has no power to do

anything without the consent of a constitutional convention. The amateur rule has been made part of the league's constitution—a foolish step as we have always believed—and under that rule no man who receives payment from a maker can become or remain a member. The executive committees and racing boards of the past have been able to make out some extraordinary cases, and prove them, too, to the satisfaction of those people who chose to swallow them whole-sale, and possibly a way may be found to so distort the amateur rule as to reverse the conclusion mentioned above. The fact will remain, however, that a paid rider cannot, under the rule, remain an amateur.

It has been suggested that class racing will remedy the evil. How? Placing fast men in a fast class will make them no better specimens of amateurs than they are now.

There are two courses open: the one to enforce the rule as it stands, the other to call a convention to have it changed. In all probability the latter course will eventually be adopted. It should be. Like all great reforms, however, it will take time and patience. When the time comes it will give the cash prize advocates a chance to air their hobby, with no insignificant opportunity of seeing it adopted. Let no man fall into the mistaken idea, however, that he can at this moment receive payment and not get caught at it! The report that "everything goes" is quite erroneous, as a few men who, like Graves, become too reckless, may rue their carelessness.

Gradually, we believe, people are awakening to two facts—facts which the much-abused Ducker and other promoters of big race meets discovered long ago, viz: firstly, that makers' amateurs cannot be suppressed, and that it is therefore better to have them ride in their true colors; and, secondly, that makers' amateurism is beneficial to racing interests.

The point now to be decided is, whether these men, as in the days gone by, shall compete in a class by themselves—promoters they were once called—or whether they shall continue to be turned loose among the lambs to gather in all the choice pickings of the pasture.

CLASSIFYING RACING MEN.

We have previously called attention to the fact that there is on the books of the racing board a ridiculous rule which provides that every official handicapper shall keep a record of racing men, so that he may be able to tell what class each man is entitled to compete in. Of course no one pays any attention to it. We doubt whether one man could, by devoting his entire time to the work, keep such a record.

How, then, are these records to be kept? We respectfully suggest that, following the example of the executive committee, the racing board should have a secretary, paid if necessary, and that the promoter of every race meeting should be required to furnish the secretary, within a few days after the races, a complete record of all the events. The official handicappers could obtain the information by circular from the secretary. Thus one man might perform the work which is at present left to a dozen—and neglected.

ARRANGING A CIRCUIT.

From time to time the REFEREE has pointed out to race promoters the desirability of a meeting, early in the year, to which all clubs within a certain range should be invited, for the purpose of so arranging a circuit as to entail the least possible expense on the racing man. Such a meeting was held in Chicago

Saturday night, but it was the result of a tangle in which various cities found themselves, and which difficulty could have been avoided had these same gentlemen come together earlier in the season. Slowly but surely the trotting circuit idea is forcing itself upon us, and sooner or later circuits will be arranged in the same manner.

It is quite within the range of possibility, too, that the trotting associations' example will be followed in other ways in due course of time. Years ago the veteran Eck made many suggestions as to the future of racing which were deemed fanciful at the time but which have gone into effect since. In the last issue of the REFEREE he made other suggestions, which, while they may not be put into practice, deserve consideration. His plan for the formation of an association of race-promoters or clubs, with a paid secretary to transact its business, keep the records of the men for class-racing purposes, etc., might lead up to some improvement in the present classifying and handicapping methods at least. They need it badly.

THE grounds of the Chicago Cricket and Athletic Club, whereon stands the Parkside track, were advertised for sale in Sunday's Tribune. How some of the members stormed and called us nasty names when we stated, eighteen months ago, that there was a prospect of such action. "The chickens will come home," etc.

WE venture to suggest to a couple of our contemporaries the advisability of discontinuing the self aggrandisement so conspicuous in their columns. Results tell the tale. We do not find it necessary to tell the reader what the REFEREE is doing. He is able to judge for himself.

Last Sunday's Tours.

Sunday last was a great day for tourists, century riders and club men. The clay and dirt roads were superb, the gravel roads a little dusty. The Elgin-Aurora century course was not as crowded as the excellent roads might have indicated it would be. Two ladies, the Misses Lizzie and Charlotte Stahl, accompanied by Frank Daly, S. T. White, R. M. Barwise and Will Stokes; Will Herrick, Moxam, Powell, John E. Parker, W. A. Kinkead, Frank Chase, Dr. Baker, C. H. Baker, and many others were seen on the Elgin-Aurora course, and Herrick, Moxam and Powell finished in 8:45. The condition of the course argues well for Ulbricht's chances next Sunday to break the record of seven hours which Cutting claims. Two of the Washington club rode to Long Lake, and Joe Gunther, of the Lincoln club, rode a century to Evanston and return and to McHenry Saturday. On Sunday morning O. F. Merpall and F. T. Werner rode to Milwaukee in 9:30. Spooner started at 5:35 Saturday and finished 120 miles to Evanston and return and Brown's Lake near Burlington, in twelve hours. Sunday he rode the century home in eight hours: actual riding time, 6:15.

Ten of the Æolus club rode to Palatine, forty-eight of the Æolus club to Schutze's park, where three of the men captured the three prizes in the Turner's race; Jersa first, Skykora second, and Holub third. Twenty-eight of the Columbia wheelmen rode to Lemont, and forty of the Illinois Cycling Club went by boat Saturday evening to St. Joe, where they spent a most pleasant day. The Garden City Wheelmen had a score of men at Pullman, and the Columbian Bicycling Club, Miss Alice Poole, captain, rode from Milwaukee to Waukesha, over a dozen ladies being in the party.

MAKING LOCAL RECORDS.

Some Very Remarkable Riding Recently Reported.

Local records are being claimed daily now. So-called records are being daily broken. Men and youths are riding themselves to death to break and to establish records. There is no system in this branch of the sport, and why? A man wants a record and starts for it from no objective point, has no reputable timers, no judges, and no checkers. He claims to have ridden to Milwaukee, Aurora, Elgin or some neighboring city in 6:55, 8:00, 2:15 or some such figures, and possibly did.

Some of his fellow wheelmen, having implicit confidence in his honesty, believe him, others say it is impossible, and he never did it. They indirectly place him among the fakirs, and yet he was honest about it. There are really no local records. They are so called but who can prove them? In the spring of 1891 the Associated Cycling Clubs met and appointed a committee of three, R. G. Betts, L. C. C.; George Barrett, C. C. C.; and E. J. Roberts, I. C. C., to lay out a number of courses for speed trials. If the writer remembers rightly these were, Chicago to Pullman, Chicago to the Indiana state line and return, Chicago to Aurora, Chicago to Elgin, Chicago to Elgin-Aurora and return, Chicago to Wheeling, Chicago to Waukegan, Chicago to Kenosha, and several other objective points.

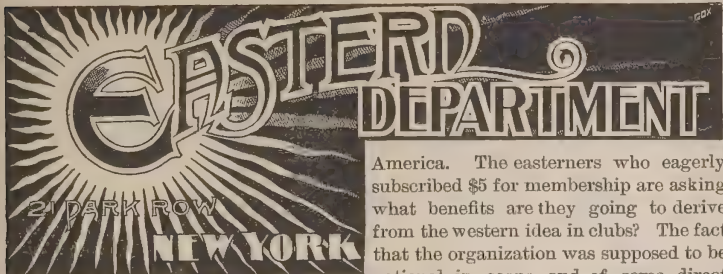
THE STANDING PLACES.

To southern points the Leland Hotel was the starting point, to northern and northwestern points, Dearborn avenue and Chicago avenue, west side points, Halstead street and Washington boulevard. The committee was delegated to have courses, measured presumably by cyclometers, and to name points which all record-breakers must finish or begin their rides. This was never done. Had it been done much local interest among wheelmen would have occurred. The committee was also to appoint official timers, who could be called on when such attempts were to be made, the record breaker to pay their expenses. The plan was an excellent one but never carried through. Were it to be taken up now, much interest would be aroused ere the season's close. No official record slate is kept now and all the rider has to go by is a say-so. The Century Road Club, at its annual meeting, prescribed rules for the guidance of local record-breakers and laid down rules very similar to the above. These have never been published.

WILL START SUNDAY.

Sunday Ulbricht starts to establish a record over the Elgin-Aurora century course. He will have the proper officials and will be paced by twenty men. Now that rules are more generally known, other records will be established, and by the season's close we will no doubt have a complete set of local records. These records claimed, as they stand to-day, are about as follows, with Chicago as the starting point or objective point: Milwaukee, 100 miles, via Wheeling, 6:55, Fred Nessel; Elgin-Aurora and return, 102 miles, 7:00; to Lake Geneva and return, 173 miles, 18:45, G. Paulsen and L. Tagholm; Milwaukee and return, 200 miles, 20:05, G. Paulsen; Elgin, 37 miles, 2:15, C. D. Cutting; Aurora, 44 miles, 3:00; Wheeling, 25 miles, 1:54; Pullman, 16 1-4 miles, N. H. Van Sicklen, 52:29; Long Lake, 50 miles, 3:00, Harry Rose.

Hibbard, Spencer, Bartlett & Company have found a very satisfactory demand for New Mails in the \$100 grade. They do not handle the higher grade.

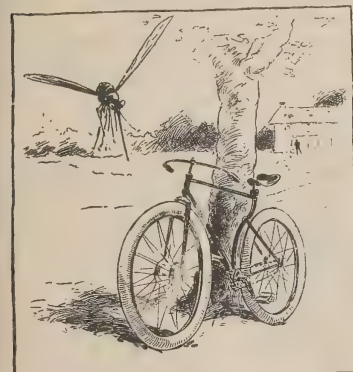


A Pneumatic Tired Sulky Craze.

NEW YORK, Aug. 22.—There has been more talk over pneumatic tired sulkies and horse tracks in New York, the past few days, than there has been about Zimmerman and the cycle tracks and coming meets. Nancy Hanks and Hal Pointer and the pneumatic-wheeled sulkies have been the cause of much type used, editorially, and from an illustration standpoint. The *Evening World* on Thursday ridiculed the idea that Nancy Hanks' new figures for the mile were born through the agency of air-shod wheels, and stated emphatically that it was blood and breed that did the business.

WHAT BONNER THINKS.

The next day the *World* came out with a cut of Sterling Elliott's new thing in



sulky wheels, and a two-column interview with the astute millionaire, Robert Bonner, who ascribed the increased speed to the pneumatic wheel, and gave a practical illustration of the whys and wherefores of the new developer of trotting speed. Bonner thinks Sunol can beat Nancy Hanks' time, and Marvin, his trainer, has ordered two new sulkies for the speedy California trotter, whom Bonner thinks will come close to 2:05 before the snow flies. Four telegrams on Friday to the Pope Manufacturing Company's New York house frantically urged Elliott Mason to ship pneumatic wheels of Sterling Elliott make to various points.

ELLIOTT STRIKES OIL.

The "Hickory Hose-pipe" man has struck oil beyond a doubt, and is working night and day, yet his factory force fails to keep pace with the numerous orders wired in from all over. To lessen the pressure Elliott has licensed two carriage firms to make the wheels, one of them being the largest builders of sulkies in America, and as Elliott has covered his wheels with patents pretty thoroughly, it will make a millionaire of him in short order, and no man deserves success more than the man who stuck manfully to hickory wheels for many years. Nancy Hanks was the mother of President Lincoln, and the bicycle pneumatic wheel is the father of trotting and pacing records up to date, so the horse-men will think that there is some good in "them bicycle fellers" after all.

They Want to Know, You Know.

There are many inquiries in this section as to what has become of the Century Road Club of Chi—I beg pardon—

America. The easterners who eagerly subscribed \$5 for membership are asking what benefits are they going to derive from the western idea in clubs? The fact that the organization was supposed to be national in scope and of some direct benefit to its subscribers, causes many from the east to ask questions as to why its officers for the greater part are from Chicago, and the present listless attitude of the scheme. The eastern members say that if the club is to be national in scope the east should rightfully be recognized in the election of officers, and they would like to know what position the Century Road Club is going to take in cycling, as there seems to be a lack of knowledge in the premises, not only here, but in Chicago as well, judging from comments heard and seen in the papers.

THE CLUB'S MISSION.

It was thought the mission of the club was to encourage and control road racing, and possibly the adverse comments on road racing might have persuaded the club that it was not a field for usefulness; but the eastern members wear their badges and want particulars as to who is going to run the club and what is going to be its field as an endeavor in the field of cycling usefulness. A good many thousands of dollars have been in-



vested in the Century Road Club plant. When will the factory start manufacturing? There might be a good field for the club on the lines of the old B. T. C. of Great Britain, whose membership numbered about 20,000 some years ago.

WHAT IT SHOULD DO.

There would certainly be a better chance to make a success in encouraging touring than in defying the laws with encouraging road racing or running up century runs for a piece of metal, which encourages successes in cycling more harmful than anything else, and many a delicate constitution has been shattered completely in the mad desire to ride a hundred miles when ten would have been more appropriate. Touring is the most delightful and beautiful thing in cycling, and a quiet tour and a knowledge of the "lay of the land" beats hundred-mile scorchers worse than Zimmerman would a racing novice. The L. A. W. seems to have its hands full with track racing and cycling politics, and the field of touring is practically unoccupied. Will the Century Road Club take advantage of the situation?

Too Popular; Alas, Poor Zimmy!

There's music in the air—in the M. A. C. air. The promoters of the "gigantic," "mammoth" (and other circus names) cycle meeting which is to be given under the auspices of "Director of Cycling Moneypenny, M. A. C."—so reads the

bill—have heard that A. A. Z. will not compete at the "gigantic" next Saturday, Aug. 27, and the committee, of which "Pap" De Graff and Mr. Betting are members, is saying some harsh things about the "Jersey Skeeter," who entered for the building lots (they say the real estate was offered in order that "the skeeter" might build his nest in New York), but who has evidently been seduced by the winning smiles of George Collister, Josephi and the rest of the Clevelanders, whose pianos, bicycles, watches and good track captured the British conqueror.

USE HIM FOR AN ADV., THOUGH.

But the M. A. C. keeps on advertising "Zim," and Tyler when they know there is not one chance in a thousand of "the skeeter" being within a thousand miles of the "mammoth carnival" on the day advertised; and they feel very sore, for I believe the cute "Zim" did tell De Graff he would be on hand; in fact, I believe that your correspondent was present on the steamer Crystal Spring when the talk occurred. But the question remains, are the M. A. C. young men doing the right thing in drawing a big crowd, a majority of which will want to see Zimmy, and won't somebody be accused, later on, of playing "bunco" with the dear public?

KNOWS HE WON'T COME.

The committee knows that Zimmerman won't be there, and possibly knows that Tyler won't, also; then why make cards of them? True the race meet is an invitation affair, but many will pay for seats when they get there, like they did at the Riverside meet, and therefore it doesn't seem exactly in keeping with amateur meets to advertise a "woolly horse" and a "white elephant" when neither will be on view. It smacks too much of go-as-you-please professional showman's tactics with the showman an amateur. With the full knowledge that



Zimmerman will not be there, and the fact known ten days ahead, it will be curious to note what excuses the public will be asked to receive. Indulging in a little prophecy, I predict that Zimmerman will get a gentle roast all 'round, and be accused of meeting Windle and breaking faith with the M. A. C. See if this is not about right.

WHY HE WON'T APPEAR.

But the true cause of his non-appearance was given me by Manager Frank Bowden, of the Raleigh company, last Wednesday at 2:15 p. m., in the Raleigh cycle depot, as follows: "I have just received a letter from Joe McDermott, who says that he doesn't intend to allow Zimmerman to compete at the M. A. C. on the 27th for these reasons alone: 'In the first place, the track has a reputation of being decidedly unsafe, and he would not like to see Zimmerman take a fall just now, much as some probably would like it; then there would be an excellent chance for pocketing a man, I'm told, on this track; then another and a powerful reason is that Zimmerman is to compete

at Cleveland on the 26th, which would compel him to take a night train and he would only arrive in New York just in time to race, and we think it would be unwise to allow him to start, so he will race in Cleveland the second day instead of taking any chances here.'

GOOD REASONS, THESE.

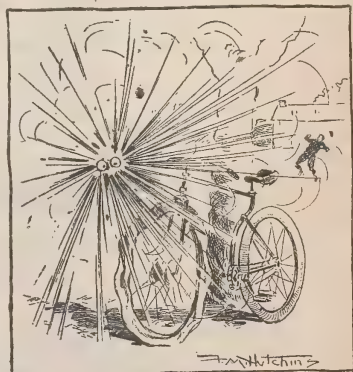
"These reasons are ample and quite logical, and when Taylor has refused to race on the M. A. C. track, and Windle has fallen on the same, no doubt Zimmerman thought he would be better off in the west, although it must be said to the credit of the M. A. C. men they have for the past month promised a safe and fast track. The banking of the same is to be of some patent order. But, after all, is not Zimmerman his own master, and has he no rights or privileges, or the right to change his mind if facts brought to his notice (since verbally entering) induced him to change his mind? I should think so; and you can depend on one thing, that the first time Zimmerman, Windle and Tyler come together it will be at historic Springfield, where a mammoth, gigantic, stupendous meet is always assured, with no absentees."

Those Unsigned Racing Board Queries.

First be it known by all men that H. Crowther is cycling editor of *Sporting Life* (and a member of the L. A. W. racing board), so when you read his criticisms on penny-a-liners, you must allow some lateral motion, as it were, for it is not customary for a member of any firm to speak harshly or allow anybody else to criticize his brother members; but it is only fair to credit the brother of his son with more liberality than a member of the governing body of the L. A. W. generally possesses. I'm hit because the REFEREE, through a letter from the east by me, first called attention in its news columns, and editorially, to the lack of signature to a "pumping" circular sent out by the racing board chairman.

WHAT CROWTHER SAID.

Owing to a fact that through a clerk's omission Chairman Raymond's signature to the circular letter recently sent out by the racing board relative to the payment of expenses to the racing men was omitted in a few instances, a howl has gone up from the penny-a-liners who "know it all," the



burden of which has been, with a remarkable unanimity, what they have been pleased to term "the cowardice of the racing board," the iteration and reiteration—on which the changes have been rung in major and minor keys without cessation—while not causing the members of the board to lie awake nights, yet grew rather monotonous, and as a great many friends of the L. A. W. began to make inquiry concerning the true inwardness of the affair, the cycling editor of the *Sporting Life* addressed a personal letter to Mr. Raymond with the intention of bringing out an explanation of the matter that would satisfy all interested inquirers. Mr. Raymond's answer, herewith subjoined, is a full and sufficient reply to the criticisms which have been circulated:

BROOKLYN, N. Y., Aug. 16.—My dear Crowther:—Your letter asking if it is a fact that the letters recently sent out to manufacturers were unsigned, while perfectly natural, in view of the take-it-for-granted style of the criticism which has appeared, does me an injustice. I am not afraid to sign any letter that leaves my office, no matter on what



subject. Anyone that knows me at all would not give credence to such an insinuation.

The fact of the matter is simply that, through the carelessness of a clerk in my office, I suppose, a few of them went out unsigned. They were dictated to my stenographer and handed to my clerk for him to sign with my signature stamp.

I did not see them at all, as I left my office immediately after dictating the subject matter, and thus you see I am accused of fear. It need not trouble you, however, as it is absolutely of no account and affects me not at all.

YOURS FRATELERNALLY, H. E. RAYMOND.

LOST SLEEP OVER IT, HOWEVER.

In the first place we are told the document was unsigned "in a few instances," and that the racing board members have not lost sleep over the attention these "know-it-all, penny-a-liners" drew to the matter; still one, though, the above shows, if he did not lose sleep kept up a devil of a thinking over it, until the other member soothed his mind and soul with the statement that the criticism "does not mean injustice," even if it did not cause sleepless nights. But it does seem strange that "some of those" documents went out without signatures and some didn't, don't it now? And no others, I presume, have been sent out in place of the unsigned ones. We can not expect a very healthy crop from this endeavor to get light in the "ways that are dark and tricks that are vain," and the penny-a-liners like light sometimes on these subjects. And it would seem that the chairman was more interested in the life-and-death question to amateurism than to go home and hand the precious document to the clerk to sign with a piece of pure Para rubber.

A BOMB, BUT NO FUSE.

It looks as if he simply made a bomb without a fuse, and threw same over his shoulder into the amateurs' and manufacturers' back yards, then skipped, expecting to hear of an explosion but not caring for the results. Such documents will do as much good as if I were to write Benjamin Harrison asking him to change the constitution. Stop tinkering with the amateur definition; rip it up, bury it, sing a soft requiem over it, and out of its burial let a new one arise, for the old has served its purpose of showing the glaring weakness of the "ancient and honorable" definition of an amateur, which, like a worn pair of stockings, won't stand any more darning, for the A. D. has been darned and d-d enough. Stop the farce, as Frank Prial now says; give us something new.

THE OTHER SIDE.

But Mr. Crowther can blow hot and cold with the same breath, and he proves himself a good newspaper man by giving the other side of the story on another page, as follows:

"Why not come out like men and widen the scope of our organization on liberal and broad-gauge lines? Let the League of American Wheelmen place itself on record as opposed to humbug, hypocrisy, veneer and sham, once and for all time."

Aye, why not, indeed? But inquiring from manufacturers if they paid Johnny Jones' board bill or gave him \$10 for "attending" a meet or breaking a record will not secure them broad-gauge lines. No one has accused H. E. Raymond of cowardice. The unsigned document looked—well, it looked mighty queer, even if it was a mishap; but does any one believe that the astute H. E. Raymond thought that any good result would come of such a document as he issued? Has not the past been lesson enough? It looks as if those in authority are playing pretty much the same game as regular political candidates do before a general election. Don't inquire, don't suspend a poor nobody, Mr. Racing Board—give us something new, a new definition, new rules, anything new, in fact; but please do ring off the played out changes of the past, be they in minor,

major, or any other keys—please stop the present farce.

* * *

Racing Talent and Paid Officials Needed.

What a hustle the tournament managers are making for crack talent for this Saturday, Aug. 27, and more than one piano, corner lot and diamond will go to the winner without the semblance of a contest. This is another argument for rules that will enable men to receive something substantial for their work and at the same time not place tournament managers at the mercy of less than a half-dozen first-raters. With a liberal rule we would have more than one Zimmerman and Windle, Tyler and Taylor, and the sport would be benefitted thereby. As it is, Windle will attend New York, and scoop a lot or anything else he wishes; Tyler will go and do likewise at Philadelphia, and Jimmy will play "Ta ra ra boom de-ay" on the Cleveland piano and give orders to the Grand Trunk to ship the pianos and bicycles to his music and cycle store at —, and Montreal and Chicago will content with their home talent.

GIVE US MORE RACERS.

The racing board must give us more racers, curtail the piano output and real estate industry, or go out of business, for we shall never see good racing at this rate of tournament speed. This also calls to mind the urgent need of a paid referee and official timers for big meets and time trials. The time is ripe for both these officials, and the sooner they are appointed and paid to do the work the better. I have more than once praised the work of the Springfield timers at trials against time, but the man who holds a watch on time trials and records should be a paid man of the L. A. W. and not anybody whom a manufacturer or club delegated the task to time a best on record.

EASY TO MAKE RECORDS NOW.

At the present time almost anybody could get up and ask some prominent club man or citizen to time, and knock out a world's record, and the saying, to keep from sin is to keep away from temptation, holds good, and the L. A. W. should take away any temptation to place fake records on the record book by appointing a paid official of its own and hold him responsible for all trials against a reliable watch. Really, you can't wonder if people in England have in the past, or should in the future, doubt the genuineness of our no-doubt-best-in-the-world. The referee also should be a paid official, and the chairman of the racing board should be that man, and should have any help necessary to run his office work. The present rule of appointing anybody who happens to be somebody is wrong; and for the sake of manufacturers, racers and the sport generally should be stopped.

TWO IMPORTANT POSITIONS.

The positions of referee and timer are the two principal and most vital of all; in fact, the others are only for the sake of giving people an opportunity of either being a conspicuous somebody; but the other two should not be filled by rattle-brained youths or nobody in particular; they should be of the finest calibre and paid for their work.

These, and a few minor considerations, including the "amateur definition," are respectfully referred to those members of the racing board who do lose sleep over their positions. The others will wake up before the next general L. A. W. meeting, and this penny-a-liner gives the advice at so much a line, for he believes in cash prizes for all who labor. Do you, reader? W. J. MORGAN.

WITH ENGLISH CYCLISTS

SOME VERY REMARKABLE ROAD PERFORMANCES RECENTLY.

Osmond Wins a Mile Handicap in 2:22-1-5—Holbein's Big Road Record—Another Twenty-Four Hour Race—Dunlop's Tire.

LONDON, Aug. 13.—For the past fortnight racing has been confined for the most part to the provinces, where a succession of meetings have provided plenty of attractions for the pot-hunter as well as for the men who are accustomed to devote their holidays to brief racing tours. Judging by his performance at Aston ten days ago, Osmond is at last getting into form; he won the mile handicap from scratch in 2:22 1-5. Since then both he and J. H. Adams, who have been living for some months past at Small Heath, a suburb of Birmingham, have gone into summer quarters at Water Orton, a delightful little place in the country a few miles further away. Both are taking plenty of fresh air and exercise, and it would not be surprising if under these favorable conditions both or either of them accomplished some really good performances.

GOOD ROAD PERFORMANCE.

While the path has produced no very remarkable results, there has been plenty of note doing on the road. On August bank holiday J. P. K. Clark and H. Arnold of the North Road club set out on a Rudge tandem safety in search for the twelve hour record for that class of machine. The old record stood at 165 miles, accomplished in 1890 by M. A. Holbein and P. Carlisle Wilson, and to these figures Clark and Arnold added eighteen miles, making a total of 181 miles in the twelve hours. Two years ago Arnold made a record with Rowley on a tandem tricycle, but Clark has hitherto been known only as a plucky rider and as a most generous and obliging pace maker. On the very next day—Tuesday, Aug. 2—M. A. Holbein started out with Arthur Brown, another North Road man, on his Marlboro Club tandem tricycle, and secured a twelve hours record for that class of machine, with a total of 184 miles, three miles more than had been done on the safety on the previous day, and this in spite of the fact that for the first 134 miles the record breakers were quite unassisted by pace makers.

HOLBEIN'S BIG RIDE.

But the big event of all was accomplished on Tuesday, the 9th inst., when Holbein left Biggleswade at midnight with designs on the twenty-four hour safety record, which stood in his own name at 336 1-2 miles. Until two hours before the start rain had fallen steadily, and therefore for the first half of the journey the roads were very wet. On the other hand, Holbein got plenty of shelter from his pace makers, who in couples mounted his tandem tricycle and led him for five and twenty miles or so at a time. By midday he had accomplished 189 miles, and although this was five and a half miles less than the twelve hour record, it left only 147 1-2 miles to be done in the next twelve hours to equal the full days' record. This was done by 10:35 at midnight, and in the remaining hour and twenty-five minutes Holbein rode twenty-two and a half miles (the last eight and three-quarters being done in half an hour against the wind), and so raised the record to 359 miles. Of course he rode a Swift safety and it was fitted with Clincher tires and the Carter gear case, the latter appli-

ance proving very useful on the wet roads during the early part of the ride.

ANOTHER FULL DAY RACE.

At the present time quite a number of men are spending their days on the road. The North Road Club's country quarters at Eaton Socon are full, and if only the weather be fine the club's twenty-four hour race, which takes place on the 27th inst., a fortnight hence, will be a bigger success than ever. With both Shorland and Holbein among the competitors, it should be a great race. The former since his performance in the twenty-four hours' competition at Herne Hill has returned to the road and has been spending a good deal of his time at Peterboro, a city which seems to have great attractions for some members of the North Road crowd.

DUNLOP'S NEW TIRE.

The trade just now is very, very slack and most of the makers are announcing clearance sales of machines at low prices, some of them not even taking the trouble to state, as they usually do, that the said machines are "shop-soiled" or "slightly damaged." In Coventry several factories have been practically closed until November, when they will begin again with the Stanley Show. This is forced to open at the Crystal Palace on November 18, and as usual it will occupy eight days. The busiest people just now are the tire makers and inventors. The Dunlop people having given their new unpuncturable tire a thorough trial during the summer, are preparing to place it on the market with a big splash at a very early date. Judging by the sample pair which I have seen and tried, I fancy that by its aid the firm will still maintain its supremacy. Macintosh & Company, I hear, are going to do big things next season, and it would not be surprising to find them following the lead of the other tire makers and opening a depot in Coventry. The Silvertown Closure tire, I am told, has been recently much improved. But it is not only the rubber people who are busy with tires. Several of the cycle makers are having tires specially made for themselves. Among them are Guest & Barrow of Birmingham, and the Rudge Cycle Company, whose manager, Walter Phillips, is having a tire made by Messrs. Warne & Company, of which I hear very good accounts.

The very latest news is that T. Warwick and W. G. Turner have returned from Australia and have entered libel actions against several cycling papers, among them being *Bicycling News* and *Wheeling*, who in their zeal for the cause of amateurism, said things about the actions of the men in question which the latter deem to be damaging to their reputations. It is the first time that I have heard it suggested that it is possible to damage what does not exist.

Cyclers Under Arms.

The strike at Buffalo among railroad men has turned our gay amateur New York and Brooklyn cyclists into stern warriors, who are now "under arms" at Dai Lewis's village. When the telegraph orders from the general in command came, the cyclist soldier did great work in riding swiftly to and fro summoning their brother officers and men of the rank to the armories. Wives, sisters and sweethearts wept over and kissed the boys good-bye, with fearful forebodings, and the street gamins climbed the elevated railroad supporting pillars and encouraged the amateur soldiers with the assurance that "you are going to be killed, sure."

Cyclists to the nation's defense! Cyclists showing horsemen how to beat world's records with their nags! These dog days of cycling seem charged with good things for cyclists and the sport.

ENGLISH TRADE DULL.

GREAT PREPARATIONS BEING MADE
FOR THE STANLEY SHOW.

A Law Suit Over Last Year's Show Settled—The Wenham Company Making Fine Wheels—New Wheels Coming Out.

LONDON, Aug. 13.—The London cycling trade is in the doldrums. A stagnation more complete than any other in recent years has laid its grip upon the large depots, the smaller firms and agents. It has been coming on gradually, and although I have hesitated to advance a rash generalization while any doubt remained, I have noticed for some time past that several firms had little home business to report, but dwelt upon vague orders executed for the continent. Mr. Sturmev, in his leading article in this week's *Cyclist* advances a number of theories in explanation of the present unfortunate situation, which prevails as generally in Coventry as in London. It would be tedious to indulge in speculations as to causes, and I will confine myself to saying that the present dullness has already stimulated great interest in the forthcoming Stanley show, to be held next November. The sudden cessation in the demand for rear drivers has come as a shock to firms holding large stocks, which will have to be sacrificed at no small loss, but the warning has arrived in good time for them to prepare for the revolution, which is inevitable.

A STANLEY SHOW CASE.

Apropos of the Stanley show, which is fixed to open on November 18, an interesting case has just been decided at the Birmingham assizes. It will be remembered that an important section of the English cycle trade, belonging to the Manufacturers' Association, came to an agreement in 1890 not to exhibit at any show of cycles held during 1891. The firms in question signed a bond agreeing to forfeit the sum of £250 damages in the event of the agreement being violated by any of them. At the last show, held at the Crystal Palace in November, Mr. Wooster, one of the signatories to the bond, exhibited some of his machines, and last week Mr. Singer, of Singer & Company, brought an action against him to recover the agreed damages.

WHAT THE DEFENDANT CLAIMED.

The defense advanced by Wooster's counsel was that the bond was signed under a misapprehension; that it was in restraint of trade; and that the show in November, 1891, was in reality the 1892 exhibition held earlier than usual. The case proceeded for three-quarters of an hour when the parties came to an agreement by which Mr. Wooster will pay the sum of ten dollars instead of the damages claimed. So that, virtually, the defendant won the case. At the forthcoming show (the venue of which I am not at liberty to disclose) it is anticipated the entire trade will be represented, and that the number of machines shown will beat record.

THE BIG WENHAM WINS.

The other day I visited the works of the Wenham Company, Ltd., situated in Upper Ogle street, Fitzroy Square, W. The Wenham Company, which is famous for the gas lamps bearing its name, commenced to manufacture cycles rather more than a year ago. The gas lamp branch of their trade is a winter business, whilst, of course, the cycle making keeps them busy in summer. I spent over an hour tramping about the exten-

sive works, which cover two and a half acres of ground. The company's splendid machinery, driven by a 40-horsepower steam engine, its elaborate plating and enamelling plant, and the perfect system of factory organization, enables it to produce machines equal in both quality and appearance—especially the latter—to any which issue from the big Coventry factories. They employ 200 hands, and the cycle making is conducted quite separately from the lamp business.

MAKE FINE WHEELS.

Mannesmann tube is what they use for building their light roadster safeties, identical in outline and detail to the Humber pattern, and they speak in high praise of this material. Of course they make several patterns, including the original Wenham with its patent duplex curved frame, made in two sections of single tubes without brazing, and presenting a pear-shaped outline. This makes a good, comfortable, strong road-

ster for rough work, but is not equal for lightness and speed to the Humber type already mentioned, which scales thirty-four pounds, whilst the other weighs about forty pounds. I examined a lot of frames polished bright prior to being enameled, and was favorably struck with the work displayed. At the next show the Wenham people will exhibit twenty-four machines, including several geared ordinaries, or, rather, front-driver safeties, fitted with the Crypto company's hubs. The company is wise in this decision, I venture to think. They are very proud of their facilities for fitting Carter gear cases with absolute perfection.

NEW PSYCHOS TO BE BUILT.

Starley Brothers are showing in the window of their viaduct depot the thirty-two-pound Psycho safety, geared to sixty-six inches, upon which Sames, a 47-year-old rider, won the recent 100-mile veter-

SHOWING HOLBEIN'S WHEEL.

The Coventry Machinists' has on view Holbein's Swift racer, upon which he rode 359 miles in twenty-four hours upon the road early this week. It is



WALTER SANGER.

ans' race in 6 hr. 21 min. 29 sec. The machine was taken from stock, and smothered in dirt as it is, looks a credit to its builders. It is a diamond with double diagonal tubes, the type 15 Psycho. These machines have enjoyed great success this year, together with the type 16 racer. Mr. Morecraft, the firm's London manager, told me they intend building for next year a light road-racing tricycle, and a very light ladies' safety. As it is, their type 5 ladies' safety has gone well, especially in America, where a number are in use by members of a large Washington club. Mr. Morecraft faces the future without misgiving. If the public want additional lightness combined with lower prices, Starley Brothers are determined to cater for them.

THE M. & C. GEARED ORDINARY.

Marriott & Cooper are prospering this season. They are to be congratulated on the success of their geared ordinary, which has many original points. I have not tried one yet, and therefore cannot speak from experience, as I can about the Crypto pattern, but the glowing praise in which several personal friends of mine speak of the mount, after long trial, is quite good enough for me. Well-known men, like J. S. Amore and F. M. Fletcher, own M. & C. geared ordinaries. They are both ordinary

riders of many years' standing, and stoutly maintain the superiority of their mounts to either a Crypto or a safety front driver. Their opinions have been formed after trials of all the geared types. The M. & C. is now made with a thirty-seven-inch driving-wheel, geared to sixty-three inches for the path and sixty inches for the road. The weight of a specimen I inspected, upon which 161 miles had been covered on southern roads in twelve hours, was thirty-one pounds and the gear sixty-eight inches. Of course, full roadsters are slightly heavier. There is a lot of originality displayed all over the machine—the curve of the back-bone, the special back forks and their crown, the saddle pillar fixed to a socket on the back-bone, and the strongly curved handles. All these modifications are the outcome of severe and repeated tests in the hands of first-class riders, and add enormously to the utility of the machine. Foster Williams' pneumatic tires (not very unlike Boothroyd's) are found to answer well on this machine. Several well-known actors ride M. & C. safeties, and the late Lord Sherbrook, even after his sight failed, constantly took exercise on one of the famed Olympia tandems.

A CHANCE FOR ALL.

J. K. Sharley & Company appear anxious to dispose of some of their sterling Rovers. I observed when on the viaduct that they are clearing out some elegant looking safeties, by no means obsolete in pattern or shabby in appearance, with Dunlop tires, at £13 18s, while a first quality mount with red solid rubber can be picked up for £9 9s—that is to say, roughly, \$68 and \$47 respectively. Truly buyers have never had such opportunities as abound this fall.

A NEW LUBRICATING OIL.

"Graphite" is the name of a new lubricating oil for cycles which has been invented by James Walker & Company, Iron Works, Love Lane, Shadwell, E. Shadwell is one of the dreariest quarters in the unhappy far east of the metropolis, but nevertheless I called on the firm early this week and found their work very large. They do an extensive trade in lubricants for marine engines and other machinery. "Graphite" is a good oil containing finely powdered plumbago. It is said to surpass all existing cycle lubricants, not only for easy running but on account of its lasting qualities. I came away converted, and am going to try the oil on my C. G. O. gearing, for which it is specially suitable. The firm makes also the Sunshine lamp oil, which lights at once, does not smoke or smell, gives a bright light and lasts longer than other lamp oils for cyclists. STANLEY.

Sanger Showing Great Speed.

Milwaukee wheelmen are all in a flutter of excitement over the achievements of their club mate, Walter Sanger, during the past week, at Sarnia, Ont. Everybody who knows anything about his riding abilities expected he would make a creditable showing, but his great success in defeating the world's champion in several events has made the boys supremely happy, and they congratulate themselves for having as an associate a wheelman who is destined to be one of, if not the greatest rider in the country. Sanger, fully realizing that he will be called upon to overcome good men during the next few weeks at the different meets he will attend, is training diligently. A few days ago, at the National Park track, with pacemakers, he rode a mile in 2:19 1-2, the first half in 1:10 and the second in 1:09 1-2. The track is a slow one, and as his pacemakers did not pick him up quickly enough to be of much assistance, it is safe to assert he could have knocked off several seconds of that time.

TELEPHONE MODEL "D."

WEIGHT, 36 LBS.

MORGAN & WRIGHT PNEUMATIC TIRES, \$150.

KIRKWOOD, MILLER & COMPANY,

PEORIA, ILLINOIS.

All Orders Filled Promptly.



This coming Sunday the Æolus Cycling Club gives its annual stag party at Turner Park, on the Des Plaines river.

There is talk of a consolidation of the Lake View Cycling Club with the newly organized North Chicago Wheelmen.

J. R. Pollock, C. E. Salter and Mrs. Salter, of the Ravenswood club, are at Beulah Lake, near Mukwauago, Wis.

A broken leg above the knee was the result of a side fall taken by Mr. Williams, of Morgan & Wright, while riding.

The Washington Heights Wheelmen have taken out incorporation papers and have enrolled over thirty members. Next Sunday a run has been called to New Lenox and the camp-meeting grounds.

Misses Lucy Haggerty and Lucy Porter, of Chicago, surprised the Boston people by riding a century Aug. 16 from Boston to Newburyport, unaccompanied and with a road book as their only guide, in and a half fifteen hours.

The league's prosecution of George Colbeck, the driver who ran down Sam T. White July 16, at Oakley and Chicago avenues, was carried to the bitter end. Colbeck forfeited his bonds twice and skipped the city. Alderman Underhill has the \$600 bonds to pay.

F. Ed. Spooner was unavoidably called out of town and could not be at the full-dress reception tendered in his honor by the Ravenswood Cycling Club, which presented him a large easy chair as a prize for his twenty-four-hour ride. This is all he got for his hard work,

wearing Lincoln colors and none of the Ravenswood's. The latter's colors will be carried in all future contests.

The North Chicago Cycling Club has joined the L. A. W. ranks with over sixty members.

Add another to Chicago's great list of clubs, the Grand Crossing Cycling Club, with a dozen members. President and captain, I. J. Wightman; vice-president and secretary, Frank Jones, treasurer, W. H. Phillips. Two white bars crossed on a white cap is the emblem.

It will be a merry party that leaves Chicago this Saturday evening for Milwaukee on the Goodrich boat. The Lincolns are going to Milwaukee and Waukesha for their Sunday outing, and some are going to Watertown for a century run. The larger body of the wheelmen will spend the day at Waukesha. The Vocophone Band accompanies the party.

They Never Have a Fuss.

George S. Atwater, of the Stover Company's New York house, and Manager Duryea, of the Keating Wheel Company, are very warm friends, and although their stores adjoin not the slightest jealousy exists. Atwater on Friday was showing Duryea a beautiful all-bright polished Phoenix light diamond he had just received and was pointing out its many excellences. The inspection over an alligator hunting trip to Florida was talked of, and the Keating man's poor marksmanship, for Atwater is a good shot.

A Cycling Blind Man.

Two brothers, A. C. and J. B. Robertson, of the Emerald Athletic Club, are enjoying themselves on a tandem through New York state. The interesting point of this item is that J. B. is totally blind, but he revels in the outing and receives devoted attention from his brother.

CHICAGO IN A QUANDARY.

The Chatham Fields Scheme Goes Up—Will We Have a Track?

After all the puff and bluster about World's Fair races and the greatest track and other accommodations on earth, we do not seem to be very near the consummation of our desires; indeed, we are, if anything, a little further off than we were three months ago. At that time the Chatham Field project was sailing along smoothly, and all was well, when suddenly there arose an obstacle in the shape of a rival association. This latter decided its intention to build a track which should outdo that at Chatham Fields, and promised other advantages calculated to win the wheelmen away from their first love.

This didn't suit the Chatham Fields people at all, and rumors commenced to circulate to the effect that they would not build a track.

On top of this came a report that the new association was making promises which it could not fulfill, and it was even hinted that no lease of the ground at Windsor Park, where the track was to be built, has been obtained.

On Monday came definite information concerning the Chatham Fields company. On that day each cycle manufacturer who had guaranteed a subscription to the capital stock received a letter stating that the company found itself obliged to withdraw all offers, and releasing the recipients from all obligations.

On inquiry it developed that the opposition had nothing to do with this action. The facts seem to be that an anticipated extension of the elevated road, by means of which people were expected to be conveyed to the grounds, will not be made, thus leaving the place practically without transportation facilities. The letters, therefore, mean that the entire

Chatham Fields project has been abandoned finally.

Now the question arises, What are we going to do about it? It is not so much a question of what is to be done about a track as where the visitors to the league meet are to be quartered. Some sensible plan must be devised, or Chicago must back down and withdraw its offer to entertain the league. The latter undignified proceeding would never do, and we doubt not will be scouted by every one. The Associated Cycling Clubs of Chicago has formed a committee to look into the stability of the Windsor Park concern, and, as we understand, is not yet ready to report. Here we find ourselves with a committee in communication with foreigners concerning international championships, with no track to run them on, and even when we get one, with the brilliant prospect of scattering our visitors all over the city at the mercy of hotels and mercenary boarding house keepers.

One of the principal men connected with the Windsor Park affair assured us on Tuesday morning that the project was going along as originally outlined despite all reports to the contrary. He admitted that the lease was not yet actually in the hands of the company, but said that five men who own the lease are the principal stockholders. On Monday or Tuesday of next week, this gentleman said, the transfer will have been made, all other details completed, and the management will be in a position to state positively what hotel accommodations it will be able to offer. Until next week, therefore, nothing definite will be known.

Gotham's Cycling Reporters.

The eastern daily papers seem determined to secure cycling news, and what stuff some of it is! Walter Masterson of

RAGLAN CYCLES

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Raglan Works, - - - COVENTRY, ENGLAND.
LONDON, 33 HOLBORN VIADUCT, E. C.

the *Sun* was an exception, but poor pay or more inducement from that baron of sporting journalists, "Jim" Sullivan of the *Sporting Times*, made Masterson throw up the *Sun* job and devote his entire time to a good boss, who is making a good paper of the *Times*. In Masterson's stead the *Sun* has placed a man of Hebraic cast of features, who, if he don't know anything about cycling, will soon learn (?) if he falls into the hands of such joshers as Frank Egan and Joe Goodman, who loaded the poor devil with tales of Ducker days, making Dana's latest acquisition believe that they were the events of this season. If the *Sun* printed the stuff those two men gave the green reporter, the assertion on the first page of the *Sun*, that "if the *Sun* says so it is so," would be sadly out of place. After a long stuffing the successor of Masterson arose to go (the place was Elliott Mason's office), and he confidentially informed his well wishers that, although he did not know much about cycling, he knew that the Columbia-Victor was the best wheel made—with a patronizing look at Mason, who fell into the waste-paper basket.

Here is another sample of it in the *Press*, but the writer or paster of the *Press* uses more judgment and is evidently a wheelman:

The Wilnots, a team of English trick riders, are on their way to this country in search of American dollars.

The good old smooth-pate, W. D. Wilnot of Boston, one of the earliest trick riders, would smile at being termed an "English trick rider." Although W. D. has been away over six years he must not be accused of coming to America as an Englishman in search of those well-known-to-him American dollars, many of which have passed to him from the Pope Manufacturing Company of Boston.

Here's another example of the daily accuracy in cycling. The *Herald* gravely

announces by cable that "Oxborrow, the English cyclist, on the Coventry, London" (?) "track lowered the mile record 7 2-5 sec., making 2:21 3-5." Is it any wonder the west desires to enlighten Gothamites by sending its special reporters and artists there?

Worse Than the Badge Fiend.

While striving to suppress the badge and ribbon fiend and the sloppily-dressed "what is it?" we are threatened with an infinitely worse thing. Just listen, from a Sunday paper:

A new feature promised for this year's campaign is a political parade of wheelmen arrayed in the colors of their respective parties, carrying the banner of their candidate.

Fancy a parade of cyclists with the banners of Belva Lockwood, General Weaver, Grover Cleveland, etc. This would give the paradiat a chance to get brickbats heaved at him, and a few ancient eggs, by the opposition party. Still, there are plenty of "jays" who will embrace the opportunity for the display of their fool powers.

An Electric Bicycle Carriage.

A trip to the Chicago Bicycle Company's plant on Jackson boulevard, reveals the fact that it is not far behind the times, for it has in process of construction a vehicle, or road carriage, propelled by electricity, and a very beautiful carriage it will be. The rear wheels are thirty-six inches in diameter; front twenty-eight, and are simply a mass of spokes. Morgan & Wright extra heavy tires are fitted. The power is a primary cell electric current, applied through a motor by friction to all the wheels, and capable of running twelve miles an hour for ten hours. It can then be replenished without stopping, as the case with storage batteries has caused great delay. Mr. Atwater, of the company states that a trip to New York could be made with-

out delay on account of the power. The carriage is to be finished in the most approved manner in white enamel, latest model of carriage canopy top, white plush cushions, silk trimmings and electric lights. Its estimated cost is \$5,000.

The company manufacturing this carriage is not the Chicago Bicycle Company, although under the same management, with Mr. Saulsbury as electrician. It has a phaeton in operation at present (much lighter than the one described above), and built only for two persons. It is convertible to a quadricycle by means of detaching the motor, substituting pedals and taking off the seat and canopy. Mr. Atwater has secured space in the World's Fair, where he will give exhibits of the advantages of this conveyance as compared with others of the same nature.

Besieged by Commission Sharks.

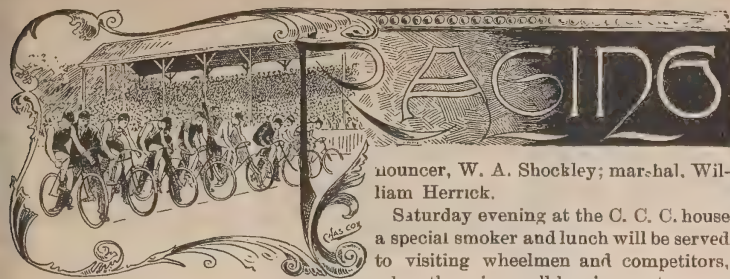
Commission sharks infest the New York houses in an unpleasant manner. Some of these gentlemen learn of a friend or acquaintance purchasing a wheel, and forthwith repair to the agent and demand a commission, saying that he had sent So-and-So to buy, telling him that it was the best wheel on the market, etc. Some of the agents give up, but "Pap" Worden came near throwing one down the elevator shaft, the other day, after he had claimed commission on a Remington. The majority of the commission fiends are impecunious amateurs out of a job. Then, again, the hardware or any other merchant expects to be favored with agents' terms if he wants a personal wheel or one for a friend. It is a treat to hear Elliott Mason or Day talk to this class of fiends. One of them had just been refused by Day, recently, when he wandered outside and by some means made a mistake by entering the place again through the warehouse from

the back street, but his confusion was great when he observed that he was in same place, and he skipped immediately.

To Care for Fair Visitors.

W. A. Leonard, Jr., and L. D. Taylor, the incorporators and moving spirits in the National Columbian United Wheelmen's Association, are working earnestly to bring their scheme before the eyes of every cyclist who intends visiting the World's Fair next year. They propose to erect a suitable building within a block or two of the grounds, and this will be fitted up handsomely with parlors, reading-room, sleeping apartments, dining hall, storage room and lockers, baths, and in fact every convenience that a hotel or club house would give. The projectors will issue tickets for storage and a reasonable charge will be made for lodgings and meals, while there will be a full line of attendants to care for things, as well as people to show parties around. Many wheelmen would gladly avail themselves of an opportunity to ride from the city and store their wheels somewhere while visiting the fair, and this association proposes to accommodate such cyclists. Already Messrs. Leonard and Taylor have received the unofficial assurance of many chief consuls that members of their divisions will be only too glad to have such a place to go during a time when the city will be so overrun with people.

The Wheeling (W. Va.) Cyclers are making arrangements for the celebration of their first anniversary, which is on the 5th of next month. The event will be celebrated at night by a ball in Cyclers' Hall, and from all indications the affair will be a success. It will be attended by a goodly number of wheelmen from neighboring towns.



nouncer, W. A. Shockley; mar-hal, Wil-
liam Herrick.

Saturday evening at the C. C. C. house
a special smoker and lunch will be served
to visiting wheelmen and competitors,
when the prizes will be given out.

* * *

Chicago Men Win at South Bend.

The first annual tournament of the
South Bend (Ind.) Cycling Club was held
Saturday, and notwithstanding the track
was three miles from town 1,800 people
attended. A west wind was against the
men on the stretch, but this did not
bother them as did the sandy and dusty
track, which was unridable two feet
from the pole. The morning was de-
voted to sight-seeing, and at 2:15 the
races began. Ballard was overcome by
heat, but was all right by evening.
Rhodes made a splendid showing, win-
ning three open events; Githens did not

Columbia Wheelmen, Chicago. Chicago Cycling
Club, thirty points; Columbia, fourteen points;
time, 2:43. Chicago, John S. Johnson, H. A. Gith-
ens, J. P. Bliss; Columbia, E. Ulbricht, Fred Nes-
sel, M. Nessel.

Five-mile, handicap—J. P. Bliss, Chicago (100
yards), 1; F. F. Rough, South Bend (400), 2; H. A.
Githens, Chicago (scratch), 3; time, 14:27; Gith-
ens, 14:59 1-4.

Club race, for South Bend Cycling Club men
only—Samuel Rantz (240 yards), 1; J. M. Sing-
erly, Jr. (140), 2; Walter Deffenbaugh (230), 3;
time, 2:48 1-2.

One-mile, consolation race—E. Ulbricht, Chi-
cago, 1; C. W. House, Buchanan, Mich., 2; Paul
Beyer, South Bend, 3; time, 2:50.

* * *

The Lake View "Dub" Race.

The Lake View Cycling Club's non-
riders and "dub" riders, men who never
raced, run quite a pretty mile scratch
contest at Thorndale on a smooth
stretch of macadam. Misch shot across
the tape a second ahead of Troop in 3:44,
Ford third, Wagner fourth, and Gardi-
ner fifth. The latter was favorite, and
is the young man who says he will ride
twenty-four hours.

* * *

Lincoln C. C. Road Race.

The fourth annual ten-mile road race
of the Lincoln C. C. was held Saturday,

Southern won in 32.47. Bray secured
the time prize in 21:35.

* * *

Englewood's Annual Road Race.

The Englewood C. C. road race Satur-
day, from Morgan Park to the club
house, Seventieth street, was won by C.
H. Peck from the one-minute mark.
Peck also won the time prize in 23:33,
but Winship's tire punctured half way
out and he was forced to take a buggy
home. The finish was in the following
order:

Name.	H'd'c'p.	Time
C. H. Peck.....	1 min.	23:33
H. T. Pyle.....	1 1-2 min.	23:23
George Emerson.....	1 1-4 "	23:17
J. C. Starr.....	1 "	23:37
D. E. Holmes.....	1 "	23:30
H. E. Henry.....	3 "	25:33
H. P. Miller.....	3 "	26:15
E. Rolfe.....	3 "	26:24
H. N. Starr.....	1 1-2 "	24:10
J. I. Harsh.....	1 1-2 "	26:22
A. H. Gere.....	2 "	27:18

* * *

The Hartford Tournament.

The arrangements for the big meet at
Hartford Sept. 5 and 6 are completed,
and it is claimed that it will be one of
the most attractive tournaments of the

At Parkside Next Friday and Saturday.

Indications point to a most successful
race meeting at Parkside Friday and
Saturday, and although Zimmerman,
Windle, Tyler, Taylor and Berlo will not
be there, the Chicago Cycling Club's
races will be contested by such men as
Munger, Sanger, Andrae, Price, Lums-
den, Githens, Bliss, Van Sicklen, Rhodes,
Johnson, Davis, Ballard, Winship, Bode,
Thorne and lesser lights in the racing
world. The racing will be better than
if the eastern cracks were here, for the
finishes will be close and exciting, many
of the men being almost evenly matched.
It will not be a surprise if the mile rec-
ord in competition goes, either, for only
this week Sanger has made a mile in
2:19; Githens, 2:22 4-5; Bliss, 2:24, while
others have done some remarkably fast
work. There will be some frightfully
hot finishes, indeed.

THE TRACK IN GOOD SHAPE.

The track is evidently in good shape
and fast, for such times could not be
made under any other circumstances.
The turns have been torn up somewhat
and almost entirely rebuilt, having now
a thick coating of cement, hard and
smooth. The stretches were always
good and there is every reason to believe
fast time will be made.

RACES BEGIN AT 2 P. M.

Owing to the large entry list there
will be several heats in some events, five
in the half-mile handicap, and as a con-
sequence the races will begin at 2
o'clock sharp. No one is to be permitted
in the enclosure except the race officials
and the C. C. C. band of sixteen pieces,
the members of which will be in their
new cyclists' uniforms.

PROGRAMME AND PRIZES.

The programme for the two days and
the prize list is as follows:

- One-mile, novice—Gold medal, valued at \$25; silver medal, \$15.
- Half-mile, handicap—Humber cup, \$50; \$25 worth of merchandise.
- Two-mile, team—Tilting silver water set, \$50; large pneumatic pump.
- One-mile, scratch—Diamond pin, \$75; silver stop watch.
- Three-mile, handicap—Victor pneumatic; Morgan & Wright prize; cyclists' suit, \$15.
- Half-mile, scratch—Roll top office desk, \$75; piano lamp.
- Five-mile, handicap—Relay Columbia; cyclists' complete outfit, \$30; Knox hat.
- Quarter-mile, scratch—Pairpoint cup, \$50; silver chronograph.
- One-mile, three-minute class—Gold medal, \$25; silver medal, \$15.
- Two-mile, scratch—The Chicago Mail's trip to Springfield, Mass., and \$25 medal; silver desert set, \$25.
- One-mile, handicap—Imperial pneumatic; silver punch bowl, tray, ladel and cup.
- Three-mile, ordinary—Medal, \$50 silver desert set, \$25.
- One-mile, boys—Medal, \$15; medal, \$10.
- Five-mile, invitation, handicap—Walker cup (now held by C. T. Knisely, to be won three times to be property of winner) valued at \$500; carving set, \$25; silver soup ladel, \$15; billiard cue, \$10; silver cigar case \$5.

THE OFFICIALS.

The following officials have been se-
lected: Referee, T. F. Sheridan; judges,
R. D. Garden, W. F. Tuttle, W. A. White-
lie; timers, M. A. Hosford, S. A. Miles,
W. C. Thorne; clerk, W. C. Anderson;
starter, L. W. Conkling; scorers, R. O.
Forrest, John Gano, F. H. Turtle; an-



SPRINGFIELD, MASS., RACING TEAM.

do as well as he might have, but Bliss
proved a dangerous man, winning the
five-mile handicap from 100 yards. Van
Sicklen broke his wheel and "that C.C.C.
team" was there to gobble the team race.
The races were well contested, resulting
as follows:

One-mile, novice—Martin Nessel, Chicago, 1; H.
Rough, South Bend, 2; Samuel Kantz, South Bend,
3; time, 3:10 1-4.

Quarter-mile, open—W. A. Rhodes, Chicago, 1;
F. F. Rough, South Bend, 2; E. W. Ballard, Chi-
cago, 3; time, :38 3-4.

Half-mile, handicap—F. F. Rough, South Bend
(ninety-five yards), 1; J. E. Lonn, Laporte (100
yards), 2; W. B. Inks, Ligonier, Ind. (80 yards), 3;
time, 1:11 1-4.

One-mile, open—W. A. Rhodes, Chicago, 1; F.
F. Rough, South Bend, 2; J. P. Bliss, Chicago, 3;
time, 2:54 3-4.

Two-mile, handicap—H. L. Hull, South Bend
(350 yards), 1; F. F. Rough (180), 2; J. E. Lonn,
Laporte (400), 3; time, 5:29 1-2.

Boys' race, fifteen years and under—L. G. Platt,
Niles, 1; A. C. Colburn, South Bend, 2; Roy Urqu-
hart, South Bend, 3; time, 1:31.

One-mile, handicap—J. M. Singler, Jr., South
Bend (300 yards), 1; F. F. Rough, South Bend
(100), 2; J. E. Lonn, Laporte (180) 3; H. A. Gith-
ens, 4; time, 2:33 1-2.

Half-mile, open—W. A. Rhodes, Chicago, 1; H.
A. Githens, Chicago, 2; Fred Nessel, Chicago, 3;
time, 1:15 1-4. Won by twenty yards.

Team race, one-mile, open—Three entries: South
Bend Cycling Club, Chicago Cycling Club and

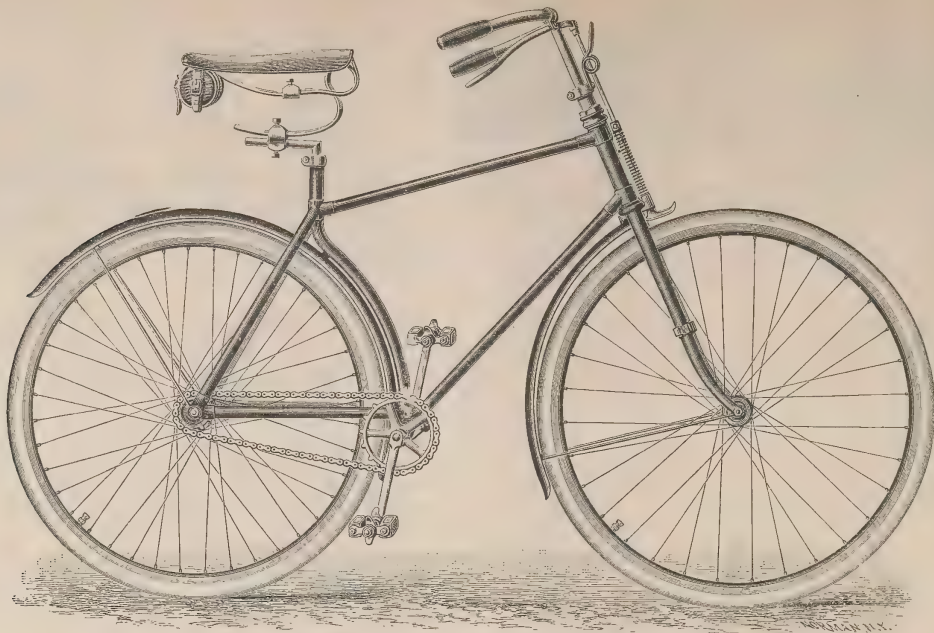
Tom Haywood winning first place and
Joe Stillwell the time. The start was
made at North Halsted street and Bel-
mont avenue, through Edgewater and
back, finishing at Grant's monument in
Lincoln Park, where a large crowd had
gathered to see the race. Morrison broke
his wheel by a fall, else he might have
made up the eighteen seconds on Still-
man and won the time prize. The men
finished in the following order.

Name.	H'd'c'p.	Time.
A. T. Heywood.....	2 30	31 10
J. W. Adams.....	3	21 31
J. Ollier.....	3 30	33 34
V. Ollier.....	2 30	32 56
J. S. Stillwell.....	scratch.	30 52
T. V. S. Morrison.....	scratch.	31 10
C. O. Jones.....	3 30	34 49
D. B. Southern.....	scratch	31 22
M. E. Loescher.....	1	24 08
R. W. Slusser.....	2	36 09
J. H. Thiele.....	5	39 33
A. H. Radell.....	2 30	37 08 1-2

The first race of the Lincoln club was
in 1886. McVoy, with a five minute
handicap won in 36:15, while Spooner
won the time in 32:32. The 1890 race
was won by McMahon, Spooner again
making the best time. Aug. 15, 1891
was the date of the third race, which

year. It is worthy of remark that this
will be the ninth consecutive annual fall
tournament at Hartford, a record which
we doubt if any other city in the country
can boast of. It will be remembered
that tournament cycling got a "black
eye" in the year of "proamateurism"
(1886), and nearly all the clubs which had
been holding tournaments dropped them
the following year. One exception was
the Hartford Wheel Club, which "stood
in the breach" and held the only big
tournament in 1887, and by its action
assisted a great deal to restore confidence
and put the sport once more on its feet,
so to speak. This fact has perhaps been
overlooked by many in the flight of time,
but it will not be forgotten by those who
were then and are now actively interest-
ed in making the sport of cycling the
leading and the cleanest of all out-door
amusements.

The officials at the tournaments have
always been men of experience and rep-
utation, and this year is no exception, as
will be seen by the list we give below:
Referee, Colonel Charles L. Burdett,
president L. A. W.; judges, Abbott Bas-
sett, secretary-treasurer L. A. W.; H. E.
Raymond, chairman racing board L. A.



THE TOURIST.

The Highest Grade Bicycle in the World. Perfect in Material, Construction and Finish.

Made at Colt's West Armory, Hartford, Conn., under the same system and with the same attention to detail followed in the manufacture of Colt's fine fire arms. Gun steel forgings; all cones and bearing cups cut from the bar, not stamped.

WEIGHT: { Road Racer, 34 lbs., } PRICE, \$150
 { Roadster, 42 lbs., }

Fitted with BIDWELL (THOMAS) PNEUMATIC TIRES, guaranteed against puncture, bursting and leakage.

A GENUINE NOVELTY.

THE TOURIST BALL-BEARING LAMP WITH EQUIPOISE BRACKET.

THE MOST PERFECT LAMP MADE

WILLIAM BOWN, BIRMINGHAM, ENGLAND, Manufacturer.

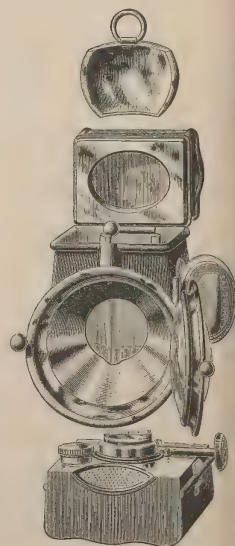
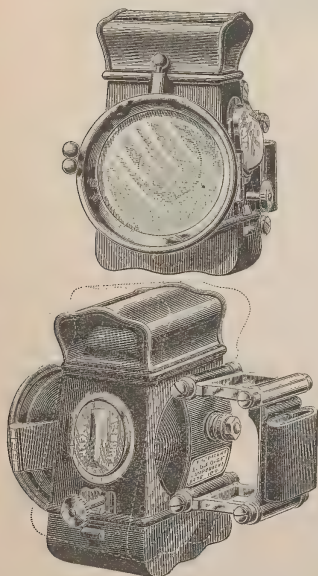
A Few of its Strong Points

- Ball-Bearing Bracket.
- Ball-Bearing Equipoise Attachment, preventing the spilling of oil.
- Double Convex Lens.
- Salsbury Non-Breakable Side Lights.
- Detachable Top, Bottom and Reflector.

SELLS AT SIGHT.

If your Dealer does not keep them, write to us.

Sole United States Agents,



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BICYCLE FACTORY, Colt's West Armory, Hartford, Conn.

306-308-310 West 59th Street, NEW YORK

Western Agents, TAYLOR CYCLE CO., 270-272 Wabash Avenue, CHICAGO.

BIDWELL-THOMAS

★ RACING TIRES ★

We Have Said

In some of our past advertisements that if racing men who are constantly being beaten by a few yards, feet or inches, would ride Bidwell Racing Tires they would be Winners. A great many have accepted our advice and now there are more Bidwell Tires in use on the path than all others put together.

A FEW CHOICE EVENTS. _____

May 30,	Worcester, Mass.,	1st 4 times.
" 30,	Manhattan Field,	1st 2 "
June 6,	New Haven,	1 Mile Safety.
" 6,	" "	1/2 Mile H'dcap.
" 4,	Cambridge,	1 Mile Scratch.
" 4,	Philadelphia, 1/2 and 1	" "
" 13,	Cortland, N. Y.,	1 " "
		2 " Lap.
		1/2 " Scratch.
		1 " H'dcap.
" 17,	Buffalo,	1st 3 times.
" 21-22,	Scranton,	1st 4 "

Three out of four New Jersey State Championships. At Washington, 4 firsts, 2 seconds, on the first day.

Also at Orange, June 25th; Cleveland, June 22nd; Vineland, June 28th; Asbury Park, June 30th; Patterson, July 2nd; Hartford, July 4th. They were first in each place several times.

Finally, Frank Waller at Oakland, Cal., rode 363 miles in 24 hours on a Bidwell-Thomas Pneumatic.

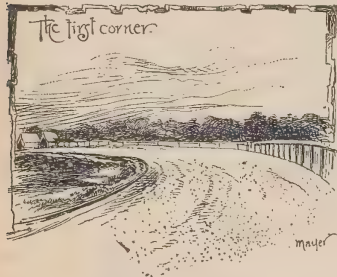
GEO. R. BIDWELL CYCLE CO.,

*306, 308 and 310 West 59th Street,
NEW YORK.*

Tire Factory, 49-51 West 66th Street, New York.

W.; F. P. Prial, editor of *Wheel*; timers, General Alexander Harrison, J. P. Allen, president Gentlemen's Driving Club; Leander Hall, treasurer Charter Oak Park; starter, T. W. Fahy, H. W. C.; announcer, W. C. Marion, H. W. C.; grand marshal, William Herrick, Chicago. Entries are coming in fast, which is not surprising, as the prize list is an exceptionally good one.

All the fast men are expected to ride in the "invitation mile," and the prizes for this race warrant it, the first prize being a Hallet & Davis cabinet grand piano, listed at \$900. The second prize is a tourist pneumatic safety, \$150, and the



The Baltimore Track.

third prize a silver split second watch, at \$50. Entry blanks and the souvenir programme may be had on application to L. P. Broadhurst, secretary, P. O. box 255, Hartford, Conn.

Good Racing at Philadelphia.

On Saturday afternoon last the Pennsylvania Bicycle Club ran off the club races which were postponed from the big meet of July 23, and a few open events were added to make up an afternoon's programme. Following are the results:

One-mile, Pennsylvania club championship—Frank Nelms, 1; B. P. McDaniel, 2; G. F. Wiese, 3; time, 2:59.

One-mile, open—H. L. Reeles, Park Avenue Wheelmen, 1; F. Nelms, Pennsylvania, 2; H. C. Beebe, Westchester Wheelmen, 3; time, 3:36 1-5.

One-mile, open, handicap—Mercury Wheelmen—M. Meredith, scratch, 1; F. Pace, 20 yds., 2; C. Bryant, 19 yds., 3; time, 3:02 3-5.

Mile, open, handicap—prize, silver cup—H. T. Wunder, 40 yds., 1; G. M. Coates, U. of Pa., 90 yds., 2; A. A. Gracio, Columbia Cyclers, 45 yds., 3; time, 2:30.

Mile, championship of Mercury Wheelmen—M. Meredith, 1; G. M. Pace, 2; M. Kridham, 3; time, 3:02.

Special match race, handicap—Henry Mayer, Pennsylvania B. C., 200 yds., 1; G. S. Bell, Jr., Pennsylvania B. C., scratch, 2; time, 2:52 3-5.

Mile, open, scratch, 2:50 class—F. Nelms, 1; V. J. Kelly, A. C. S. N., 2; J. F. Cope, Norristown B. C., 3; time, 2:50 1-5.

Mile, handicap—F. Nelms, P. B. C., scratch, 1; B. F. McDaniel, P. B. C., scratch, 2; G. F. Wiese, P. B. C., 50 yds., 3; H. Mayer, P. B. C., 10 yds., 4; time, 2:54 4-5.

Five-mile, handicap—B. F. McDaniel, 1; T. J. S. Byrne (2 min. 30 sec.), 2; G. Mershon (2 min.), 3; time, 19:04 4-5.

More Victims for Thorne.

The Englewood Y. M. C. A. held its annual field day Saturday at Parkside, and though no sanction had been granted several bicycle races were held, resulting as follows:

Half-mile scratch—Charles Hunt, 1; Harry Hodden, 2; time, 1:27.

One-mile, safety—Harry Hodden, 1; Ralph Sutherland, 2; time, 3:05.

Five-mile, scratch—Harry Hodden, 1; Ralph Sutherland, 3; time, 17:15.

Races at Batavia.

At Batavia N. Y., Thursday was held the first annual tournament given by the wheelmen of that place. The weather was just glorious and the attendance good. Of course there were many mistakes, but every one enjoyed himself and the events were run off in good shape. The plow boys' race was one of the features of the occasion, and the winner, who rode a Star ordinary, came down the quarter stretch on a regular

Zimmerman spurt. The summaries:

Half-mile, handicap, open—J. W. Linneman, P. C. C., 100 yds., 1; W. Le Messurier, G. B. C., 50 yds., 2; A. T. Crooks, A. B. C., 30 yds., 3; time, 1:06.

One-mile, safety, Batavia riders—W. F. Woodruff, Z. C., 1; G. H. Terry, 2; E. H. Gamble, 3; time, 2:50 3-4.

Half-mile, boys', open—Al Heghes, Rochester, 1; Joseph Dorntge, Buffalo, 2; Willie Fewman, Akron, 3; time, 1:22 1-4.

One-mile, novice—J. W. Linneman, 1; A. Schmidt, B. A. C., 2; B. C. Betner, G. C., 3; time, 2:43 3-5.

Half-mile, ordinary, open—C. J. Conolly, R. A. C., 1; C. E. Husted, L. C., 2; time, 1:35. Only two started.

Two-mile, championship, open to Genesee County—F. P. McGrady, L. C., 1; George H. Terry, B. W., 2; E. F. Ackus, Z. C., 3; time, 6:22 3-4.

Three-mile lap race, open—G. A. Banker, Pittsburgh, 31 points; C. H. Callahan, P. C. C., 31 points; W. Le Messurier, G. B. C.; time, 8:44 1-2. Banker won the toss and secured first prize.

Half-mile, sa'ety, championship Rochester vs. Buffalo—C. H. Callahan, P. C. C., 1; W. Le Messurier, G. B. C., 2; W. D. Banker, B. A. C., 3; time, 1:17 1-2.

Half-mile, plow boys' race, open to rural cyclists—Ernst Bratt, 1; Frank Bratt, 2; Ed Ahl, 3.

The Park Avenue's Road Race.

The annual five-mile handicap road race of the Park Avenue Wheelmen was



The Baltimore Track.

contested Saturday over the Montgomery avenue course, twenty men taking part. Much disappointment was caused by the non-appearance of S. Herbert Bilyeu, the only scratch man, owing to sickness. Bilyeu made a world's record in the same event last year, and as all conditions were favorable it was believed that he could put it a notch lower. The men crossed the tape in the following order:

Name	H'd'c'p.	Time
Schissa	3 15	15 36
Wilbour	2 15	15 06
W. Bilyeu	1 15	14 07
Schwank	1 45	14 40
Thomas	1 45	14 40
Freeman	2	15 07
Gill	1 15	14 38
Emery, Jr.	3	16 27
W. J. Devlin	3	16 28
Oakford	2 03	15 49
Bair	1 45	15 28
Hatcher	2 15	16 03
Douglas	2 15	16 11
Kendrick	2 45	16 45
Bunnell	3	17 24
L. W. Thompson	3 15	17 44
Bishop	2	16 38
Pierson	2	19 19
Wright	2 15	18 29
Nwack	3 15	19 33

Walter Bilyeu was awarded prize for fastest time. Draper and Donnelly attempted to break the tandem road record, but starting a minute behind scratch failed to catch the field in time for proper pacing, and made the distance in 13:20.

A Road Race at DeKalb, Ill.

The first handicap road race of the DeKalb (Ill.) Cycling Club was held last Saturday over a four-mile course, part of which was very rough. There were seven starters out of sixteen entries. George Halloran won, making the course in 17 min. George A. Leonard, Kenwood Road Club, Chicago, made the best

time, 16 min. The club is making arrangements for a tournament in the near future, when valuable prizes will be offered. Although having been in existence only two months, it has already a membership of thirty-six and is still growing. Its captain is Charles W. Garner, who has done much to increase the popularity of the club by his able management of runs and tours.

Woolas Won the Time.

The Oak Park course from Fortieth street west, was the scene of the Minnette club's second ten-mile handicap race this season, held Saturday. J. B. Woolas, winner of this year's Pullman, went from scratch to seventh place, capturing the time medal in 30:50. A good-sized crowd witnessed the contest. The summary is as follows:

Name	H'd'c'p.	Time
Geo. Edmunds	7:00	35:00
H. S. Smith	7:00	35:30
Soderstrom	7:00	35:50
J. J. Mundy	6:00	35:25
J. E. Hudson	3:00	33:10
J. R. Reed	8:00	38:24
J. B. Woolas	Scratch	30:50
F. B. Whitlock	2:00	33:40
Geo. W. Cutter	4:30	36:45
F. S. Crocker	3:00	35:30
A. Atchison	6:00	38:33

The Western Circuit.

The tournament managers, H. G. Rouse, Peoria; W. C. Paine, Evansville, Ind.; H. B. Tileston, Louisville, Ky.; Arthur D. Black, Jacksonville, Ill.; Miles and Young, Chicago, met at the Palmer House to discuss the feasibility of including Chicago in the western circuit this year. The circuit as arranged at present will take in Peoria Sept. 27; Louisville, Sept. 29 and 30; Jacksonville, Oct. 3 and 4; Evansville, Oct. 6 and 7. These dates must be rearranged if Chicago gives another tournament, but following so closely upon the Chicago Cycling Club's meet of this week, it is probable that



The Baltimore Track.

Chicago will be left out. The above cities offer prizes the value of which is as follows: Peoria, \$2,500; Jacksonville, \$3,500; Louisville, \$2,500; Evansville, \$2,500, making a grand total of \$11,000 worth of prizes, such as will attract the best racing men in the country. Arrangements have been made with the railroads for trains along the circuit, and special inducements are offered for the eastern cracks. Zimmerman has declared to appear at Peoria, and will most likely stay for some of the other valuable "pots."

The Ashland Club's Races.

The Ashland Cycling Club had four handicaps scheduled for last Saturday over the Washington boulevard course. Owing to the Minnette Club wishing to use the road the four-mile race was postponed until Sept. 3, when F. T. Fowler and G. L. Walker are matched for a mile race, and A. C. Fordham will concede F. W. Hall eight yards for a quarter-mile race. F. W. Hall, 22 yards, won the half-mile, handicap; G. L. Walker, 22 yards, second; A. L. Hurdle, 28 yards, third; A. C. Fordham, scratch, fourth. This was against the wind and slow in

time. The one mile, handicap, was won by F. T. Fowler, by an inch, from G. L. Walker, with F. W. Hall an inch behind all fifty-five yard men. C. A. Patterson, scratch, was fourth.

Von Gould captured the quarter-mile, handicap, from the two yard mark; F. W. Hall, eight yards, second; A. C. Fordham, scratch, third, and G. L. Walker, eight yards, fourth.

Louisville Getting Ready.

H. B. Tileston, representing the Louisville Cycle Club, was in Chicago in the interest of its big tournament, to be held Thursday and Friday nights, Sept. 29 and 30. Some one has raised the question as to their track being unsafe, but Mr. Tileston declares that it is positively safe, being scientifically banked and built exclusively for bicycle riding. The value of the prizes, \$2,500, is actual, including a piano, seven high grade bicycles, etc. A feature will be the perfect way in which the track is lighted by electricity. Entries made to W. W. Watts, Louisville, Ky.

Milwaukee Race Chat.

Terry Andrae is looming up again in racing circles, and his latest achievement is a mile in 2:34. Charlie Price recently encircled the National Park track in 2:31.

The Mercury Cycling Club seemingly labors under the delusion that it is greater than the powers that be. It has a duly elected handicapper in the person of a club member, William Giller, who officiates on all occasions.

The much talked of race between Don A. Dodge and Gus Simmerling, for a prize of the value of \$25, to be paid for by the loser, has been decided off.

A Road Race at Milwaukee.

The principal event during the past week in Milwaukee was the road race of the North Side Cycling Club, which has been the talk of that section of the city for months past. The racing board distinguished itself with honor in providing some twenty-seven prizes of real merit. As there were only twenty-five entries everybody felt repaid for his long, dusty ride. The course was from Thiensville to Williamsburg, a suburb of Milwaukee, and covered a distance of eleven and three-fourths miles. About 1,000 people witnessed the finish. The race was won by R. Koros, with a four-minute handicap; time, 45:08. Hugo Miswinkle captured the time medal with two minutes



The Baltimore Track.

handicap; time, 42:45. A. C. Billenbeck, the only scratch man in the race, finished in fourteenth place, riding the course with a deflated tire in 44:48. If he had not had the accident he would no doubt have won the race and the time prize. The race created no end of excitement in that section of the city, and will add many to the ranks of the North Side Cycling Club. It will be hereafter a yearly event.

Leonhardt Won From Scratch.

On the Lake View course the Calumet Cycling Club's five-mile handicap road race was held Sunday morning. A. Leon-

hardt captured first place and time medal, from scratch, in a field of a dozen starters. The lad made good time—14:58. He expects to go for the five-mile American road record Saturday, Sept. 3. The summary follows:

Name.	H'd'e'p.	Time.
A. L. Leonhardt.....	Scratch	14:58
H. C. Jacob.....	0:45	15:41
W. C. Jacob.....	1:15	16:15
W. Lünehall.....	1:15	18:10
G. L. Hermann.....	0:45	16:49
H. Ambros.....	1:15	17:19
W. Witt.....	2:15	18:38
R. A. Hahn.....	2:30	18:47
C. F. Alsop.....	2:30	19:03
C. Curtis.....	2:45	19:18
E. Bonn.....	3:00	20:04

* * *

Zimmerman at Buffalo.

BUFFALO, Aug. 22.—Although both were competitors in the exposition races Saturday, Zimmerman and Taylor did not meet; but the latter made a new record for the mile in competition, doing 2:21 2-5, being three-fifths of a second better than Munger's record. Zimmerman also rode a mile inside Munger's record, doing 2:21 3-5. There were other good men here—Munger, Banker, Hess, Campbell, Hyslop, Dornitge and Wheeler.

People to the number of 15,000 went out to the fair on purpose to see these fast men, but when they got to the track there were no accommodations for them; no seats or grand stand, so they were obliged to scatter all along both sides of the track and make the best of the circumstances. There they stood, four, five and six deep in some places; but what could they see? After a while a large mass of these people, to the number of 5,000, quitted the track in disgust and swarmed across the mile track, where the horse races were being run, preventing all racing at that point for the time being. It was intended that the bicycle races should be a special feature of the day, and that seats of the Zeigler pattern should be erected, and enough of them, to accommodate all, but owing to some mistaken idea there was nothing of the kind done and the races were nothing, in fact, than a side show. Nor were the officials and press in any way better cared for, as both were accommodated on the track, and for this reason also it was impossible to time any of the fast quarters.

All the arrangements for this event, up to the time of going to the track, were perfect, and if the suggestions of the cycling association had been carried out there would have been any amount of enthusiasm and no disappointment. As it was, there was an entire lack of all that fire and electric touch so characteristic of all race meets. How was it possible to become excited when they had been standing for three or four hours? Yes, and longer, for it was 1:30 p. m. when the racing began and 5:45 p. m. when the last race was finished, and then there were two on the programme which were not called. The summaries follow:

One-mile, safety, novice—First heat—G. W. Sugnel, Ramblers B. C., 1; G. F. Englehart, Comrades C. C., 2; W. Naab, Wanderers B. C., 3; time, 2:48 1-2.

Second heat—F. A. Foell, Comrades C. C., 1; C. Hitchcock, Iriquois A. C., 2; F. P. Fetes, Buffalo A. C., 3; time, 2:48 1-5.

Final—Frank P. Fetes, Buffalo A. C., 1; William Naab, Wanderers B. C., 2; C. Hitchcock, Iriquois A. C., 3; time, 2:21 2-5.

One-mile, safety, handicap—First heat—G. F. Taylor, M. A. C., scratch, 1; E. F. Weining, Ramblers C. C., 150 yards, 2; G. A. Banker, E. A. C., 30 yards, 3; time, 2:21 2-5.

Second heat—A. T. Crooks, Buffalo A. C., 70 yards, 1; W. H. Mulliken, Baltimore C. C., 100 yards, 2; T. G. Servis, Rochester A. C., 3; time, 2:23.

Final—E. F. Weining, Ramblers B. C., 1; A. T. Crooks, Buffalo A. C., 2; J. W. Linnerman, P. C. C., 3; time, 2:37 1-5.

Two-mile, tandem—W. F. Buse and mate, Rambler B. C., 1; C. W. Dornitge and W. Penseysers, 2;

Zimmerman and Brinker started but broke down near the quarter pole; time, 4:59.

One-mile, 3:10 class—First heat—H. P. Werner, P. C. C., 1; J. W. Linnerman, P. C. C., 2; N. Mader, Comrades C. C., 3; time, 2:40 1-5.

Second heat—L. A. Callahan, P. C. C., 1; Phil Bernhardt, Iriquois A. C., 2; L. Noeller, A. P. C. W., 3; time, 2:41 2-5.

Third heat—W. G. Schack, Ramblers B. C., 1; F. W. Julier, B. A. C., 2; H. J. Wittle, B. A. C., 3; time, 2:50.

Final—L. Noeller, A. P. C. W., 1; Phil Bernhardt, Iriquois A. C., 2; W. G. Schack, Ramblers B. C., 3; time, 2:37 1-5.

Half-mile, closed—C. H. Callahan, P. C. C., 1; W. B. Banker, B. A. C., 2; A. T. Brooks, Buffalo A. C., 3; time, 1:11 1-5.

One-mile, flying start—First heat—A. A. Zimmerman, N. Y. A. C., 1; L. D. Munger, Chicago C. C., 2; H. C. Wheeler, M. A. C., 3; time, 2:53 2-5.

Second heat—G. M. Wells, Toronto B. C., 1; W. Hyslop, Toronto B. C., 2; C. W. Dornitge, B. A. C., 3; time, 2:47 3-5.

Final—A. A. Zimmerman, N. Y. A. C., 1; L. D. Munger, Chicago C. C., 2; H. C. Wheeler, M. A. C., 3; time, 2:21 3-5.

One-mile, handicap—A. T. Crooks, B. A. C., 1; W. F. Buse, Ramblers C. C., 2; J. W. Zimmerman, P. C. C., 3; time, 2:24.

Half-mile—G. F. Taylor, M. A. C., 1; G. A. Banker, M. A. C., 2; H. C. Wheeler, M. A. C., 3; time, 1:11 4-5.

Three-mile, lap, race—A. A. Zimmerman, N. Y. A. C., 1; L. D. Munger, Chicago C. C., 2; C. W. Dornitge, B. A. C., 3; time, 8:45.

der the head of the present exposition management.

* * *

Several Rochester, N. Y., Races.

Charles Grashof last Thursday evening won the fifth of a series of Ramblers' road races to Charlotte and return, distance thirteen miles. The limit man started at 6:35 o'clock, and Grashof eight minutes and five seconds later. The time at the finish follows: Grashof, scratch, 7:23:45; Zimmerman, allowed five minutes, 7:23:50; Kelly, allowed two minutes and thirty-two seconds, 7:23:32; Dukelow, allowed one minute and forty seconds, 7:23:54; Van Houten, allowed six minutes and twenty-five seconds, 7:24:20; Hewett, allowed eight minutes and five seconds, 7:31:50. The times of the riders were: Grashof, 40 min. 40 sec.; Zimmerman, 45 min. 43 sec.; Kelly, 43 min. 19 sec.; Hewett, 56 min. 50 sec.

The first of a series of six road races for a high grade wheel took place last Friday evening among the members of the Genesee club. The course was out the Buffalo road six miles and return. Going out a strong wind was in the face

time, 32 3-5 sec. Zimmerman protested the race on the ground of Johnson's starting before the word had been given and the protest was allowed. John-on refused to ride the race over.

The two-mile handicap was won by Sanger from scratch in 5:10 3-5, Hyslop, 160 yards, second, and Herrick, 125 yards, third.

* * *

Berlo Breaks the Two-Mile Record.

SPRINGFIELD, Mass., Aug. 24.—(Special)—This afternoon at Hampden Park, P. J. Berlo broke Taylor's two-mile record of 4:48 4-5, made here last year, doing 4:48 2-5. He was paced by McDuffee, Tyler, Nelson, Connolly and Roberts, and timed by Bryan, McGarrett and Whipple. The half was made in 1:11; mile, 2:21 3-5; mile and a half, 3:36 1-5; two miles, 4:48 2-5. There was a slight breeze but the sky was clear. The pacing was exceedingly bad, else better time might have been made.

A. O. MCGARRETT.

* * *

The Kings County Road Race.

The Kings County Wheelmen held their annual fifteen-mile handicap road race over the Elizabeth-Crawford course, N. J., last Saturday. A mere handful of spectators testified that road racing is in the wane, notwithstanding the popularity of the club that gave the event. The first three men finished as follows: C. M. Murphy (scratch), first, time 44 min. 20 sec.; U. S. Page (2 1-2 min.), second, time 44 min. 29 sec.; F. Hawley (scratch) third, time 46 min. 59 sec. C. M. Murphy rode a good race and rather surprised the rest, who looked upon Hawley as the possible winner.

* * *

Another Baltimore Meet—The Track.

Baltimore intends, on the 21st of September, to outdo in all respects the tournament held on the new track directly after the league meet. Every one who was fortunate enough to be present on that occasion went home with the greatest respect for the Baltimore men both as race promoters and entertainers. In the latter capacity they were previously famous, but the city had lacked racing facilities. The result of their meeting proved, however, that they had used every effort to provide a track fit for record-breaking performances, for on it four tandem records were broken, a fact impossible of accomplishment except on a well-banked and scientifically-constructed track.

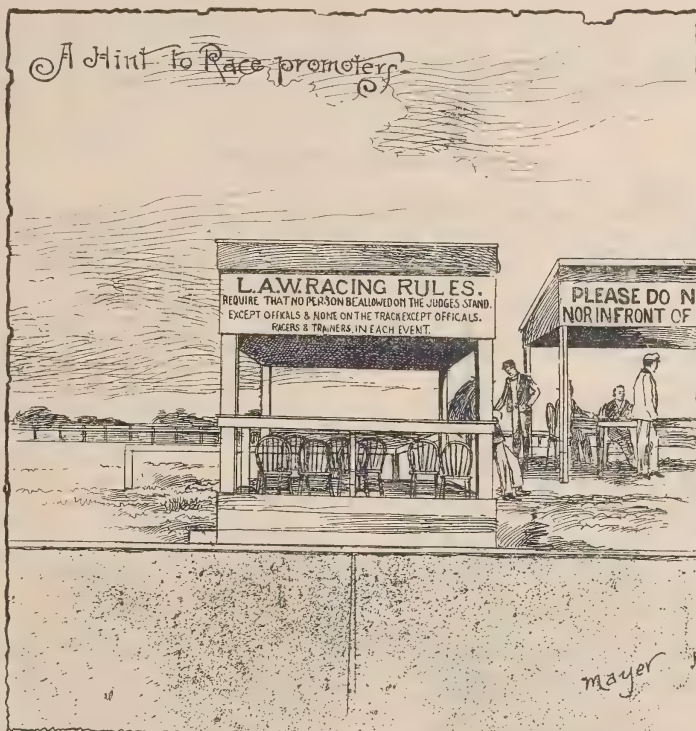
Attracted by the success of the last meet, nearly all of the best eastern men, at least, will be in attendance. The prize list is not yet complete, but the management assures us it will be a fine one and worthy the efforts of the best men.

The Baltimore track is a quarter-mile in circumference, admirably drained and banked and as well kept. No fault whatever could be found with its condition in July. We present a number of views, which will give a fair idea of its appearance.

* * *

The Columbus Tournament.

The Columbus Cycling Club tournament to be held on Labor day will undoubtedly be the largest and most interesting meeting ever held in this part of the country. The efforts of those who have worked so hard to make it so have been crowned with success, and everything is smooth sailing now. The track is in excellent condition and there is no reason why the one-mile record in competition should not be broken. It is banked seven feet at the ends, and the home stretch is wide enough for twenty-five starters. The large number and valuable prizes will unquestionably at-



In scoring, Zimmerman was first every lap, Munger second and Dornitge third.

Two-mile, team, race—Buffalo A. C., Dornitge, 22, Crooks 19, Banker 19. Ramblers—Buse 12, Weining 8, Fuhrman 4.

One-mile, ordinary—W. S. Campbell, M. A. C., 1; F. E. Page, M. C. C., Medina, N. Y., 2; G. Holloway, unattached, 3; time, 2:45 3-5.

Several men were injured in the half-mile race by falling. Just at the quarter pole Munger tried to cut in between a competitor and the fence. He collided with one of the riders and several of them fell. Carl Hess sustained a broken wrist and was otherwise injured. Wells of Toronto was badly bruised. Insley of the Oneida B. C. was cut about the legs. Palmer and Munger were also hurt.

There was a banquet at the Tift in the evening, but for some reason it was not a success, the attendance of representative men from the different wheel clubs being poor, there being about fifty all told. Stories were told by S. G. Whitaker and Dan Canary, and remarks were made by D. H. Lewis, Jack Wesley and some others. To-night, at the B. A. C., the prizes will be distributed, and that ends the work of the Buffalo Cycling Exposition Association, and if they ever attempt any more work under similar circumstances it will not be un-

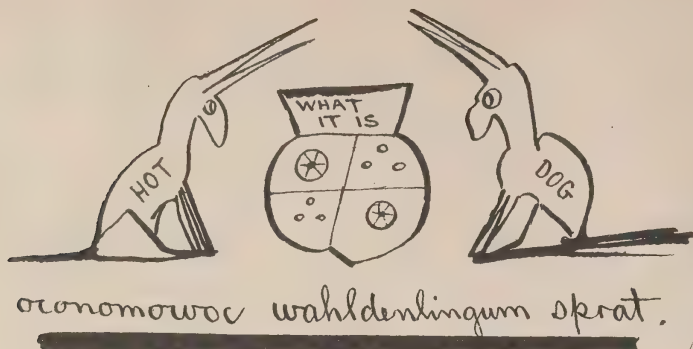
der the riders; still, the time of the scratch man, William Le Messurier, was very fast, he covering the distance in less than thirty-eight minutes. George McTaggart, with five minutes, was first, C. J. Owen second, M. Smith third, Le Messurier fourth, L. Davis, fifth, Charles Penny sixth, G. S. Montgomery seventh and George Montgomery eighth.

Tuesday, Aug. 30, the annual field day of the Crescent Cycle Club will be held on Colonel E. B. Parson's half-mile track in Brighton. The racing events include a half mile, handicap; club championship, luck race; one-mile, handicap; slow race; three-mile, lap race; one-mile, consolation.

* * *

Rain Interfered At Detroit.

DETROIT, Mich., Aug. 24.—(Special).—The rain, which fell heavily, spoiled today's racing, though some events were held; the remainder will be run to-morrow. Reaume won the novice race in 2:48 3-5, and Peterson the Detroit Wheelmen's handicap in 2:37 3-5, from 125 yards. Zimmerman, Munger, Sanger and Johnson, of Cleveland, started in the quarter-mile, and Johnson finished first, Zimmerman second and Sanger third;



SOME of our friends have suggested that our Pneumatic Tires ought to have a brand to distinguish them from others. We have long desired a coat of arms, or something which would prove to the world that we were bigger than most anybody else. After some considerable night thought we have evolved the accompanying design and offer it for approval.

We also add to list of work and records made on Morgan & Wright Pneumatic Tires.

A Fair Field, No Favor,

And May the Best Man Win !

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed. We add this week the record made in Milwaukee-Waukesha race, and others, and shall be glad to add to the list when our friends see fit to favor us.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
J. B. Woolas	Pullman Road Race	Greyhound	15 miles	53 40	
Bert Harding	De Soto course	Imperial	45 miles	3 hrs. 29 min.	Breaking Record 29 min.
L. D. Munger	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time.
L. D. Munger	do	Imperial	1 do do	2 22	" " now.
George K. Barrett	do	Humber	1-4 do do	33	" " equalled.
George K. Barrett		Humber	5 do do	13 19	" "
W. C. Rands	Poorman Race	Monarch	18 do	51 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger } G. K. Barrett } J. W. Thorne }	C. C. C. { team {	{ Imperial Humber Humber }	{ 2 do		Beating Manhattans and Kings County.
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record		
Roy Keator	Springfield, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger } G. K. Barrett } J. W. Thorne }	C. C. C. { team {		2 miles	5 31 4-5	
John Johnson.	Winona, Minn	Freeport Elliptic	1, 2 and 5 miles	2 36½; 5 22; 14 37½	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League }	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo.
Bert Harding	{ meet at Springfield, Mo., }	Imperial	1 do do		{ div. meet, Springfield July
C. R. Kindervatter	{ July 4th. }	Imperial	2 do do		{ 4, 9 won on M. & W. Tires
Fred Nessel Emil Ulbrecht John Johnson G. A. Thorne	{ Waukesha to Milwaukee, Road Race }	{ Speedy March-Davis Elliptic Humber }	16½ miles	48 min. 11 sec. 49 do 22 do 49 do 22 do 49 do 51 do	M. & W. Racing Tires do do do M. & W. Road Tires M. & W. Racing Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		
Emil Ulbrecht	do do do	March-Davis	100 do		{ M. & W. Racing Tires ‡
A. D. T. Simmons	do do do	James Racer	100 do		
J. B. Woolas	Minnette Club Race	Greyhound, '92	10 do	30 35	Heavy Roads, 1st p. & t'e.
J. Reitzner	Waukesha Road Race	James, 23 lb racer	16 1-2 miles	2d Place	Racing Tires.
T. W. Smith	Elgin-Aurora	James Racer	100 miles		do do
R. Dale	do do	B. & A. Racer	100 do		do do
C. D. Cutting	do do	March-Davis	100 do	7 hr. 6:24 Riding Time	do do
E. C. Carruth	Crookston, Minn.	{ "No name." Svensgaard }	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
*Austin Banks Elmer Anderson C. F. Hart Jos. Mino Ed. Smith O. E. Boles Walter Banks	{ Capital Club Run, Denver to Colorado Springs }	{ Reform Road Racers }	{ 150 miles	22 hours	This trip attempted several times before but never accomplished, as wheels always broke down. Not a wheel or tire broke on this trip.

†Best time by 5 min. 9 sec. ever made over this course.
‡It is a hard test to drive Racing Tires over such a course. Spooner says, road worst he ever saw it.
*First fifty-two miles has elevation of 2,000 feet. Rained for two days previous to trip. Twenty miles through cold rain and hail storm.

MORGAN & WRIGHT,

MANUFACTURERS OF RUBBER GOODS,

331-339 West Lake Street,

CHICAGO.

tract the fastest men in the country. Already we have entries from some of the fastest—Berlo and Carl Hess, of the Manhattan Athletic Club; Arthur Lumsden and Ballard, of Chicago; Sanger and Wegner of Milwaukee; Christ of Tonawanda, N. Y., and several race teams, besides individuals from many of the minor cities. There will be excursion rates on all roads, and the Columbus boys assure a royal welcome to all the visitors, and wheelmen especially.

ARION.

The Penn Wheelmen's Programme.

The third annual tournament of the Penn Wheelmen, Reading, Pa., will be given Thursday, Sept. 27, with the following list of events: Ten-mile road race, handicap; one-mile, novice; half-mile, open; One-mile, 3:10 class; one-mile, championship of Reading; one-mile, handicap; one-mile, 2:40 class; quarter-mile, open; one-mile, ordinary, handicap; one-mile, open; one-mile tandem, handicap; one-mile, championship Penn Wheelmen. Handsome prizes are promised and abundant entertainment for racing men and other visiting wheelmen.

Some Future Race Meets.

The Bethlehem (Pa.) Y. M. C. A. holds a ten-mile road race to-morrow.

The Fort Smith (Ark.) Wheelmen intend giving a tournament this fall.

The Columbia Athletic Club of Fargo, N. D., gives a mile cycle race in connection with its Labor day programme.

The Buckeye Cyclers of Springfield, O., will hold a race meet at the fair Sept. 16. About one dozen prizes will be offered, one for the championship of Clark County.

Owing to the lateness of the season the road race which was to have been given by Studley & Barclay Sept. 5 has been postponed. It will probably be given in the spring.

The Mobile Athletic Association has decided to hold another series of bicycle races on Sept. 9. There will be three championships, half, one and two miles, and several open and handicap events.

Three bicycle races, one a half-mile, another a quarter-mile and the third a mile, will be an interesting feature of the Labor day picnic at Baldwin Park, Quincy, Ill., Sept. 5. Three gold medals will be given as first prizes.

The Rockville (Conn.) Wheel Club will give a meet at Hyde Park, Mass., Sept. 30. A guarantee fund has been raised of a size sufficient to secure prizes of value and well worth competing for. Various committees have been appointed and are hard at work.

The St. Johns (Mich.) Wheelmen will have a race meet Sept. 8. The prizes offered are very fine, and they have assurances that some of the fastest men in the state will be present. The wheelmen at St. Johns have a quarter-mile track, and it is in excellent condition.

The Keystone Cycle Club of Pittsburg has decided to hold its open road race on Sept. 24, leaving the arrangements in the hands of the same committee that managed the fifteen-mile race. It was also decided to hold a hill-climbing contest after the road race, and special prizes will be provided for the winners.

The fifth annual race meet of the Manhattan Bicycle Club will be held Sept. 5, at which the following races will be contested: One-mile, handicap; two-mile, handicap; five-mile, handicap, and a one-mile, handicap, for novices. Entry fee, fifty cents for each event. Prizes will consist of gold and silver medals, lamps, cyclometers, etc. Due notice will be

given of the time and place of holding the races. Entries close Aug. 29.

Race Chat.

George K. Barrett is at home sick abed.

Fred Nessel races at Cleveland Aug. 26 and 27, and Columbus Sept. 5.

Jay L. Price, of Springfield, Ill., has announced his intention of giving up racing entirely.

The Kewanee (Ill.) Fair Association has made arrangements for several bicycle races, to be run on Sept. 16 and 17. These will be open to wheelmen of that district only.

The Cumberland Fair and Racing Association, of Nashville, Tenn., has combined with the Capital City club to hold a fall tournament at Cumberland Park Oct. 26 and 27.

Local wheelmen want a century race over the Elgin-Aurora course, and this may be made the annual race of the Century Road Club, in place of the fifty-mile, as last year.

The tie between Johnson and Ulbricht for the second time medal in the Waukesha road race has been decided, the former winning the choice when a coin was tossed at Parkside Sunday.

Peoria offers a \$900 upright piano in the mile open. Zimmerman has carried three pianos away from Peoria and is coming west for this one. The prize list for the one day at Peoria amounts to \$2,494.

The first annual cycle tournament, under the auspices of the Louisville League Wheelmen, will be given at the Auditorium bicycle track Sept. 5. A fine programme of ten events has been arranged.

Next week Saturday both A. Leonhardt, captain of the Calumet Club, and T. S. Morrison of the Lincoln Club, will go for the five-mile road record. A race, both men to be allowed pace makers, would be interesting.

Woolas seems to be in hot water. Stillwell beat him in the McConnell race of the Lake View club, and Woolas says he let him do it. To back up this assertion he offers to ride him a race for any distance, at any time, for any amount.

The Columbia Wheelmen will make the five fastest riders in their road race, Sept. 11, the '93 racing team, giving them a trainer and expenses. The race has an extraordinary entry list of 125 members, second only to the Pullman in the west.

The Crescent Cycle Club, of Birmingham, Conn., holds its first annual tournament at the Derby Driving Park, Sept. 2. Entries close Aug. 26, with A. S. Daggett. A programme of eight events is announced, with \$1,084 in prizes.

W. W. Taxis was in New York Friday last visiting A. B. Rich. To a REFEREE man Taxis said that he would attend to his home meet on Aug. 27. If Zimmerman had not decided to go to Cleveland it is quite probable that Rich, and possibly Taxis, would have gone there.

Rochester, Minn., is to have bicycle races in connection with the county fair. The business men of the city have contributed the prizes. The programme is: Mile, novice; two-mile, handicap; mile, championship of Minnesota; mile, scratch. A. J. Coon has charge of the affair.

The following letter was received from Madison, Wis.: "We would like to correct the report of the twelve-mile Sun Prairie-Madison road race in your last issue. The race was won in 40:20 by George Oakey, one minute handicap. Harry Hall won the time prize, from

—THE GREAT—

Hartford Wheel Club Tournament

SEPT. 5 (Labor Day) and 6

FAST TRACK. Charter Oak Park SHORT RACES.

The Prizes Include A GRAND UPRIGHT PIANO, FIVE WHEELS, WATCHES, DIAMONDS, Etc.

ALL THE FAST MEN WILL PARTICIPATE. Excursion Rates on all Railroads.

For Entry Blanks and Full Particulars apply to L. P. BROADHURST, Secy., P. O. Box 255, HARTFORD, CT.

SPRINGFIELD BICYCLE CLUB TOURNAMENT

AND FALL MEET OF THE MASSACHUSETTS DIV. L. A. W., IN Hampton Park, Springfield, Mass., U. S. A.

WEDNESDAY, THURSDAY, Sept. 14 and 15. OVER \$5,000 IN PRIZES.

"Fastest track in the world."—A. A. ZIMMERMAN. "So fast that I have difficulty in gauging myself."—W. W. WINDLE.

EXCURSION RATES on all Railroads. For Entry Blanks Address D. J. CANARY, Chairman Racing Com.

SECOND ANNUAL TOURNAMENT of the ZIG ZAG CYCLING CLUB NEW STATE FAIR GROUNDS, INDIANAPOLIS, IND., Sept. 5th and 6th.

LIST	OF	EVENTS	FIRST DAY.	SECOND DAY.	Valuable
			One-mile, Novice	One-mile, Zig-Zag, Handicap.	
			Half-mile, Handicap, open . .	One-mile, Ordinary, Open . .	
			One-mile, 2:40 Class.	Half-mile, Open.	
			Quarter-mile, Open.	One-mile, 3:00 Class.	
			Two-miles, Ordinary Handicap	One-mile, 2:25 Class.	
			One-mile, Indiana Record . .	Two-miles, Handicap, Open . .	
			One-mile, Indiana Riders . .	Half-mile, Juvenile, under 14.	
			One-mile, Old men over 40 yrs.	One-mile, Handicap, Open . .	
			One-mile, Open.	Three-miles, Lap.	
			Half-mile, 1:10 Class.		
			Five-miles, Handicap, Open .		

Valuable Prize List, comprising 10 High-grade Pneumatics, Watches, Diamonds, Medals, etc. Fastest Mile Track in the West. Address A. C. NEWBY, Sec'y, 144 E. NEW YORK ST.

THE CRACKS COMING TO THE Sixth Annual Race Meet, Labor Day, Sept. 5 Syracuse Cycling Club.. KIRKWOOD PARK, SYRACUSE, N. Y.

What the Cracks Say: "Splendid treatment."—W. F. MURPHY. "The boss race city."—GEO. BANKER. "White people."—L. D. MUNGER. Commencing at 2:30 p. m. Twenty short and exciting races. New York State's fastest riders \$1,500 in valuable prizes. Special handicap event for Syracuse racers. Excursion rates on all railroads. Entries close August 29, with H. R. SCHELL, 222 East Onondaga St., Syracuse, N. Y. Entry fees, 50 cents for each event.



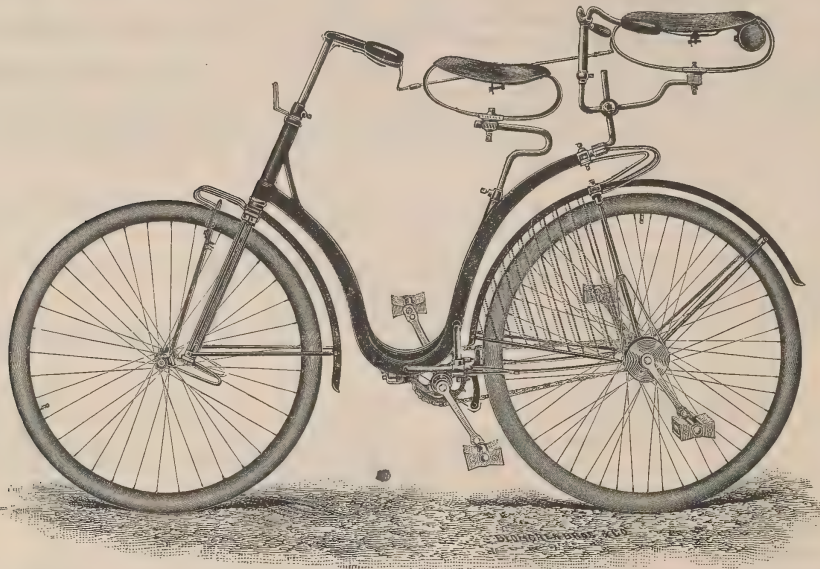
"PERFECT" ROCKET OILER

"Perfect" Pocket Oiler.—Best and neatest oil can in the world. Throws only a small quantity of oil at a stroke; no leakage; handsomely nickel-plated. For sale everywhere. Price, 50 cts. each.

"Perfect" Pneumatic Pump Holder.—Best and most convenient device for carrying a pneumatic pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling, handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON,
172 9th ave., N. Y.

THE WORTH



CONVERTIBLE TO A PERFECT LIGHT SINGLE BICYCLE IN 30 SECONDS.

From C. A. Coleman, Kearney, Neb.

July 19, 1892.

GENTLEMEN:—I have just received a Worth, and have tried it, and I find it one of the easiest riding and finest wheels that I have ever seen. You have the right thing in the right place.

From F. Huffman, President Winona Bicycle Company.

July 25, 1892.

GENTLEMEN:—Although I have other wheels in stock, I will say that I would far rather walk than to ride any other wheel but my Worth, which is certainly the most perfect wheel made. I do not say this with the experience of only a few wheels, as I have ridden almost every wheel made, and I am in a position to judge. I would not part with my Worth for its weight in gold if I could not get another.

“LADY WORTH.”



THE ONLY PERFECT WHEEL FOR LADIES' USE.

CHICAGO BICYCLE COMPANY,

Office and Factory, 250-260 Jackson Boulevard, S. E. Cor. Sangamon Street, CHICAGO.

scratch, in 40:11. The race last year was won by H. Bodensline, and the time prize by Harry Hall in 44:08. Twelve men beat the last year's time. The road was very dusty and fully three minutes slow.
D. D. WARNER & CO.

Anent the Solid City wheelmen's tournament at Fort Scott, Kas., Oct. 6, Henry E. Harris, secretary, says that if he gets enough entries from Chicago and elsewhere to guarantee an invitation race he will have a five-mile handicap added to the programme, and put up valuable prizes

The Waverly (Ill.) Wheelmen held a race meet Aug. 31, the programme of which follows, Mile, novice; half-mile, open; half-mile, club; mile, handicap, open; boys' race; two-mile, handicap, open; mile, club, handicap; three-mile, handicap, open; half-mile, ordinary; five-mile, handicap, open.

The final heat of the exposition tournament will be run off at the race meet of the Milwaukee Wheelmen at National Park, Saturday, Sept. 10. The following events will also take place: Mile,

was reached on the return trip at 10:30 p. m. The actual riding time was 10 hrs. and 17 min., while the total time out of eighteen hours was largely caused by a series of accidents to the pneumatics. The road was only fair. This breaks the old record of 20 hrs. total time and 16 hrs. riding time, made in '85 by Hildebrande and Klipstefn on solid tired ordinaries.

There is a scarcity of news here in the racing line, though all the boys are starting in for hard work to get ready for the western circuit. St. Louis will be well represented at Peoria, Jacksonville and Chicago.

The South Side Bicycle Club is now in its new quarters and is ready to receive visitors. The club is having a very decided boom at present, and it certainly deserves it.

The Wayne Counties' Century Run.

RICHMOND, Ind., Aug. 20.—The century run of the Wayne County Wheelmen on Thursday had fifteen starters: O. E. McMeans, F. J. Parish, F. M. Whitesell, B. A. Dickinson, A. E. Morel, E. A.

A NEW BROOKLYN TRACK.

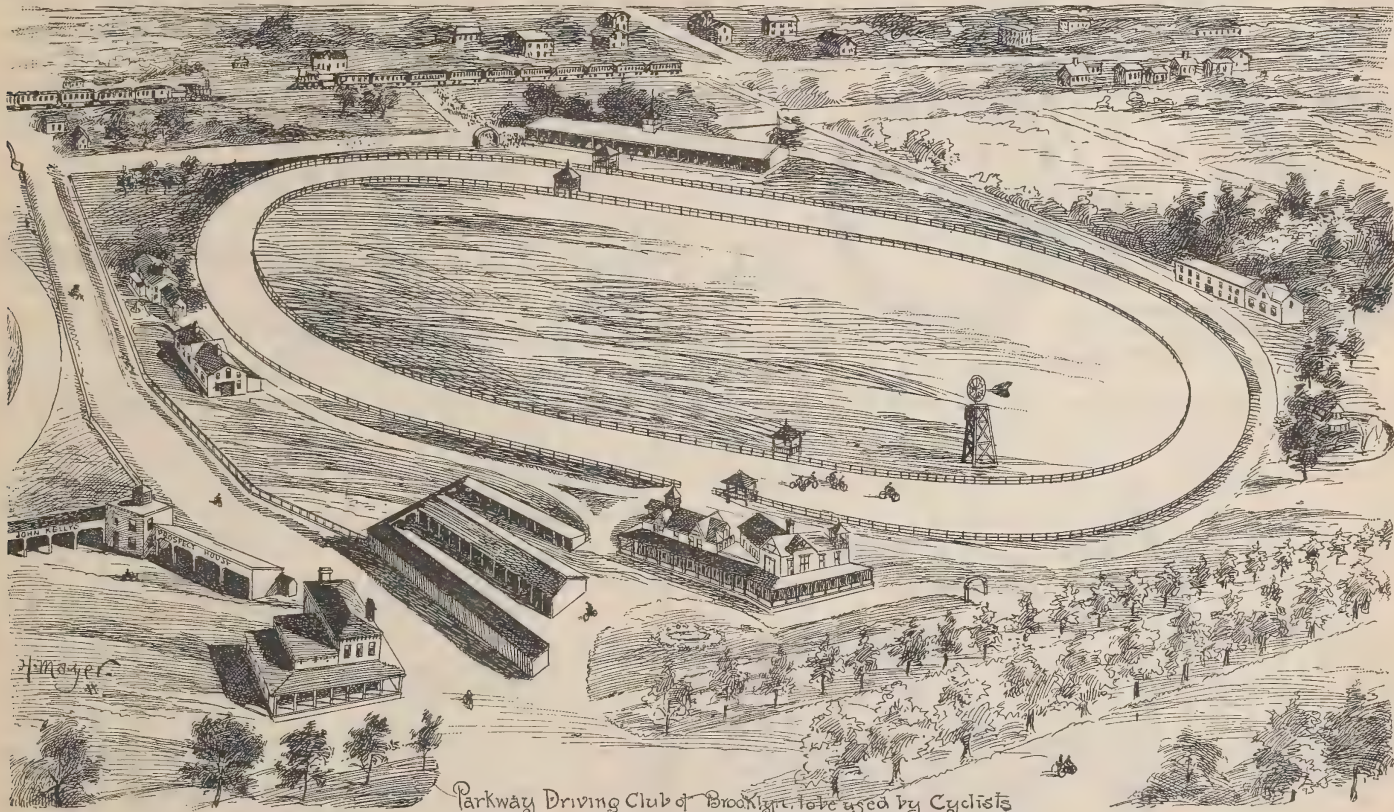
The Grounds and Surroundings to Cost Over \$100,000.

Since the days of the Revolution, when the British officers raced their imported thoroughbreds over the level plains of Hempstead. Long Island has been famous as a producer and a developer of speed, not only in horses, but in men also. The very air seems to be full of speed. Who has not heard of the trotting tracks of ante-bellum days, called the Union course and the Fashion course, and the trotters who reigned supreme there; and its running tracks of to day at Sheepshead Bay, Coney Island and Gravesend? Long Island's boxers, walkers and sprinters are famous the world over. Those famous road scorchers, the King's County Wheelmen, the *bon ton* Brooklyns, the sedate Long Islands, the Bedfords, the Ramblers, the Montauks, the Amity, and full thirty more well-known cycle clubs hail from Long Island. Brooklyn, the fourth city in the Union, has nearly ten thousand wheelmen and about five thousand road horse drivers who daily

lore, besides the usual rooms for social and recreative purposes. It is aimed to make the track second to no half-mile track in the country. The board of directors will aim to admit no one to membership in this club who would not be eligible to membership in any social organization in the city. The officers are: Henry T. Booddy, president; Edward O'Flynn, vice-president; Benjamin Shreve, treasurer; Van Mater Stillwell, secretary.

TO BE OPENED NEXT MONTH.

The tracks and grounds are almost finished, and the formal opening will be held in September. The point of interest that the REFEREE and all wheelmen have in this matter is that the King's County Wheelmen will not have to go to New York city to find suitable grounds on which to hold their meets, and that it is possible that the King's County Wheelmen will hold a fall meet there. It also places Brooklyn in line for one of the league meets. Nearly three million people live within a radius of ten miles of this track, and as it is so easy of access by foot, wagon, rail or wheel, a cycle



Parkway Driving Club of Brooklyn, here used by Cyclists

for Milwaukee wheelmen only; two-mile, handicap; half-mile, scratch; boys' race; mile, three-minute class; five-mile, handicap; mile, 2:40 class; ten-mile, handicap.

The committee having in charge the bicycle races at the Minnesota state fair announce that a large number of entries will be made in the several events on the card, and that the races will no doubt be hotly contested. The programme contains five races, and will be preceded by a parade of all the wheels gaily decorated, the association having offered prizes for the most artistically decked wheels. Collie Bell, of the St. Paul club, has been chosen master of ceremonies, and all entries should be sent to him.

From St. Louis.

St. LOUIS, Aug. 22.—Carl Ellers and Ed Grath, of the Pastime Athletic Club, succeeded in making the round trip yesterday between St. Louis and Washington, a total distance of 118 miles. The start was made at 4:30 a. m. St. Louis

Jones, W. S. Foster, Howard Powell and John Waldron, of New Castle; Will Scherman, E. K. McCoy, Bob Conley, John Wilson, J. L. Townsend, C. F. Wright. All came through but Wilson, who punctured his tire beyond repair. Jones is only thirteen years old and came through as well as some of the older riders. Kodak pictures were taken of all things of any interest and of each rider, of which souvenirs will be made.

Buffalo Riders Make Centuries.

BUFFALO, Aug. 22.—Yesterday was an ideal day for wheeling and the chief centurions took advantage of it, there being five centuries made yesterday. Frank Klipfel completed his fourteenth 100-mile run in 10 hrs. 5 min. total time. He was accompanied by his brother, F. A. Force, of the Press C. C., made his tenth century, and F. F. Rich, with Harry Timming, also made one over the same course as all the others, the Buffalo-Dunkirk route. Rich and Timmins made their run in 11 hrs. 45 min. total time.
WILLIE DUNN.

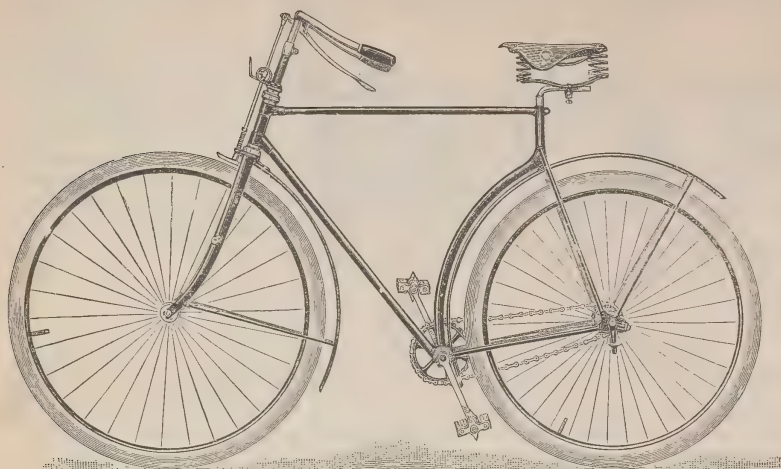
used Bedford avenue, the Eastern boulevard, Prospect Park and the famous five and a half-mile Coney Island boulevard, or, more properly speaking, Ocean parkway, as their outing ground.

THE NEW HOUSE AND GROUNDS.

Midway between Brooklyn and Coney Island, on Ocean parkway, about three miles from gate four of Prospect Park, lies the subject of our illustration, the half-mile track and grounds of the Parkway Driving Club of Brooklyn. The sum of \$100,000 was expended to pay for the land, construct the buildings, lay out the track and generally fit up the premises ready for use and occupation. The membership is limited to 300, initiation fee \$150 and annual dues \$30. The constitution, by-laws and rules of management of the property are similar to the laws adopted and in use by the Driving Club of New York. The club house is designed to provide accommodation for members on race days, and contain club parlors, separate and exclusive accommodation for ladies, a library on horse

meet, with racing cracks as an attraction, would be sure to draw a big crowd, boom cycling in the metropolitan district, prove a blessing financially to the local clubs, and go a long way toward building the new cycle club houses projected. The track has been built under the direction of an engineer who will shortly turn it over to the club complete. Ten inches of coarse sand laid on rocks and broken bricks set, is the foundation; then two feet of loam and sand mixed with a little lime for cementing purposes. The corners are raised six feet on the turns, which are of regulation trotting-track width. It is quite possible that cycle race meets will be given there every Saturday afternoon when not in use by the horsemen, and W. F. Murphy will, it is said, handle the principal part of the management.

The Cazenovia members of the Century Cycling Club, of Syracuse, gave a clam bake to the other members of the club at Listman's Grove on Cazenovia Lake last Thursday.



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

AND

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,

COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.

The James' Safety.

The "JAMES" are Scoring Everywhere.

E. E. Mocket, of Lincoln, Nebraska, won the mile and two-mile State Championship, on July 3, covering the last quarter of mile (in the two-mile race) in 34 seconds. Mocket rode a "James" Road Racer.

FIRST AND SECOND FROM SCRATCH.

At the Parkside races June 18, H. A. Githens on a 24 lb. James and George A. Thorne on a 27 lb. James won first and second places, respectively (from scratch and 60 yards), in the 10 Mile Handicap event. Githens finished a lap ahead of everybody.

Good Wheels and Good Riders Tell.

THE JAMES CYCLE IMPORTING COMPANY,

SOLE AGENTS FOR U. S.

Room B, 113 Adams St., Opposite Postoffice, CHICAGO

West Side Branch, 1403 West 12th Street.



MODEL NO. 1.



B. & A. ROAD RACER, 20 LBS.

SPECIFICATIONS.

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order.
FRAME—Finest Weldless steel tube and steel forgings, andjustable seat pillar and handle bar. 6 1-2 in. adjustable cranks.
BEARINGS—Adjustable balls to both wheels, crank axle, ball head and pedals.
FINISH—Enameled black, with handle bar, seat pillar, cranks, pedals and nuts highly nickel plated on copper.

Same Model and Specifications as Above.

TRACK RACER, weight 26 lbs.,	\$160.00
ROAD " " 30 lbs.,	150.00
FULL ROADSTER, " 34 lbs.,	150.00

THESE PRICES ARE WITH PNEUMATIC TIRES.

TELEGRAM,
THRIET,
BIRMINGHAM.

H. P. COOK
MANAGING
DIRECTOR

The New Buckingham & Adams Cycle Company, Limited.

Coventry Works, Birmingham, England.

THE JAMES CYCLE IMPORTING CO. control the sale of the B. & A. wheels in all territory West of the Ohio River. General Office, Room B, 113 Adams Street.

TESTIMONIAL from F. J. OSMOND, Esq.
Amateur Champion of the World.

Chullington Villa, Peuge Road,

S. Norwood.

MESSRS. BUCKINGHAM & ADAMS, LTD.

Gentlemen :

Having tried your new safety fitted with cushion tyres, I have much pleasure in saying that I consider it to be faster than any cushion tyred safety I have ridden, and, in fact, perfect in every detail.

Yours faithfully,

F. J. OSMOND.

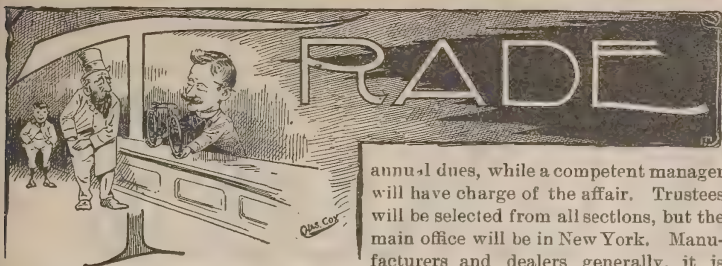
The New Buckingham & Adams Cycle Co., Ltd.

BIRMINGHAM, ENG.

The James Cycle Importing Company

CHICAGO, ILL.

A Few Good Agents Wanted.



The Gendron Quartette—New York.

The Gendron Iron Wheel Company has been fortunate in the selection of employees; and this rule holds good with its New York house, the interests of which are safe in the hands of the three energetic young men, Getz, Quinlan and Schwalbach. Mr. Getz, the cashier, went to New York about three years ago to take charge of the house there. Mr. Quinlan, who is well known on the road, track, and in New York in particular, is a five-year old employee of the Toledo firm, and is a young man pretty well acquainted with men and things, and don't go far wrong in deals with his employers' goods. Alex. Schwalbach is a well-known cycling figure in New York and Brooklyn, and is an old-timer with nothing of the Dutchman in his make up, although the name smacks of the fatherland. Schwalbach was with McKee & Harrington years ago, and urged that firm not to sell the Callemert patents to the Pope Manufacturing Company, which it did for \$300, and lost a fortune. All three of the Gendron hustlers pull together and are doing great work east for the Gendron people. The pictures are faithful ones.

The Dunlop Pneumatic Patents.

From an English paper we learn that: "Sir Edward Clarke, the solicitor-general, sat for the last time yesterday under the present government to hear an appeal against an amendment of this patent, which had been granted by the comptroller. The appeal was made by a combination of no less than eight makers of other pneumatic tires, who were represented by perhaps the strongest array of counsel ever brought together in a case of this nature, and the arguments of the opposing counsel occupied considerable time in hearing. At the conclusion of the arguments the solicitor-general said he would not trouble counsel for the Pneumatic Tire Company to reply, and proceeded to deliver his decision, upholding entirely the amendment granted by the comptroller, adding that if the comptroller had not allowed the amendment he (the solicitor-general) would have been obliged to do so upon an appeal. Costs were awarded to the Pneumatic Tire Company."

Leather Pneumatics.

George Latulip of Syracuse has invented a leather pneumatic bicycle tire. He has for a number of years been employed in the raw hide business, and conceived the idea of making a bicycle tire of this article. The invention consists of the use of raw hides between the inner and outer tubes. The tire will be seamless and be 1-16 of an inch in thickness. A machine equipped with these tires will weigh less than a pound more than if the original tire was used. It is claimed that it cannot be punctured.

A Cycle Dealers' Board of Trade.

A New York law firm, at the head of which is Isaac B. Potter, has sent out the prospectus of a cycle dealers' board of trade, and since that time the proposed by-laws have been printed. It is proposed to issue 250 shares at \$10 each, charge \$50 for initiation fee and \$75 for

annual dues, while a competent manager will have charge of the affair. Trustees will be selected from all sections, but the main office will be in New York. Manufacturers and dealers generally, it is said, are heartily in accord with the proposed board.

Auctioning off Wheels.

At Pomeroy & Son's, 82 Randolph street, a sale of bicycles took place on Wednesday of this week. Rover special '92 pattern, cushion-tired machines sold for from \$42 to \$58; ladies' pneumatic Rovers, '92 pattern, for \$65 to \$85. About a hundred machines were sold at these prices. The Humber-Rover company's agent was there and bid in any machine that he thought was going too cheap. The sale will be continued Saturday of this week.

Peoria Trade.

Fred Patee, who has been on the sick list for some time, is now on duty again. He left Saturday on a trip through the northwest. This will be his last trip this season, and on his return he will spend the remainder of the summer at home with his family.

Kirkwood, Miller & Company have just received word that Basil Riley, the



managing director of Bonnick & Company, Coventry, Eng., will sail for America September 1 with a full line of sample Telephone cycles for 1893. The Telephone has given very good satisfaction, and Kirkwood, Miller & Company will place a large order with Mr. Riley.

H. G. Rouse was in Chicago last week on business. As the season draws to a close before many months, Mr. Rouse is looking around for a line of wheels for 1893. Of course R. H. & Company will handle about the same line of wheels next year as they did this, but their trade is increasing so fast that they can take up another line and handle it very nicely.

Kingman & Company have had a good season on Centaurs and Clippers. The K. O. S. has also been giving good satisfaction. Mr. Simmons, who has been with this house for some time, looks after the bicycle department. A representative of this company is now in England buying wheels for next season's trade.

Luthy & Company are now retailing bicycles. When they first opened their bicycling department they only did a jobbing business, but the large demand for bicycles in Peoria prompted the house to retail them. They have had a very good season and expect to be strictly "in it" next year. LAUREL.

Recent Patents Granted.

The following is a list of recent bicycle

patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

180,760, seat attachment for bicycles; Maurice E. Blood, Kalawazoo, Mich., assignor to the Kalawazoo Cycle Company, same place; filed Nov. 2, 1891; serial No. 410,568.

180,838, spring for bicycle saddles; Henry Bergfels, Newark, N. J.; filed April 28, 1892; serial No. 431,075.

480,844, bicycle; George F. Hall, Newark, N. J., assignor to the Schrade & Hall Novelty Manufacturing Company, of West Virginia; filed Dec. 4, 1891; serial No. 413,978.

481,083, bicycle tire; Arthur E. Kupfer and Herman C. Kupfer, Providence, R. I.; filed March 8, 1892; serial No. 420,198.

481,053, velocipede; Robert S. Owens, Washington, D. C.; filed Feb. 3, 1892; serial No. 420,105.

481,070, velocipede; Martha E. Slocum, Meadville, Pa.; filed Feb. 27, 1892; serial No. 423,068.

481,118, velocipede; Michael J. O'Donnell, Chicago, Ill.; assignor of three-fourths to George G. Brandenburg and George R. Walker, same place; filed Dec. 1, 1891; serial No. 413,693.

Foreign Trade Notes.

This year's Stanley show will be held from Nov. 18 to 28.

Manager R. L. Philpot, of the New Howe Company, has been advised by his physicians to take a much needed rest, and has gone to Switzerland.

The Centaur Cycle Company of Coventry is now a limited company with a \$350,000 capital stock. The management remains the same as heretofore.

In May, June and July, the *Cyclist* says, exports to the United States from the Birmingham district (which includes Coventry) amounted in value to \$890,772. Of this no less than \$333,741 (or

considerably over one-third) represented cycles and cycle materials. No other single industry reached \$100,000, the nearest approach being "fancy goods and jewelry" with \$72,382. Regarded comparatively, the figures are truly astounding.

It is rather early at present to talk of next season's patterns, but a word or two may be permitted. We don't expect any radical alteration of fashion in the rear driver from the present long-based open diamond. Back bottom stays will be strengthened, and the Humber pattern bottom bracket will come into more general use, as will Carter's gear case or similar chain protector. Ball socket steering will in many instances be slightly reduced in length, as it causes a too high built frame for many riders at present. We don't look for any great alteration in weight, save in racers, which next season will probably be cut a pound or so on standard patterns, principally by cutting down lugs and other solid parts; and in specially built machines the possibilities of aluminum open up a very speculative field. The only point which will puzzle makers between now and the Stanley show is the very vital one of tires. This question, in makers' opinion, is very far from being settled, and consequently frames only will be built during the dead season in anticipation of next season's trade. The front driver will probably take another twelve months to materialize into a popular

fancy, so that in the interim we may expect a spatter of gears applicable to this type, out of which some further good may be expected.—*Scottish Cyclist*.

Chicago Trade Jottings

The Spooner-Peterson Company has received a hundred Bell Rock Scorchers lamps, weighing fifteen ounces each.

The Quadrant Cycle Company has another shipment of Scorchers on the way. There is a demand for this popular wheel.

Bliss and Ballard now ride Columbia Relays. Bode rides the new Swift racer, and Merrill is mounted on an *Æolus* racing wheels.

The Stokes company sold last week a bill of a thousand medium grade wheels to a Chicago firm about to embark in the cycle business.

A. J. Street, while on a business trip for the Taylor Cycle Company, was taken sick with the fever down in Texas, where he now lies.

Herrick of the Stokes Company is doing a rushing business in pneumatic wheels for sulkies. He took one order for twenty pairs of wheels this week.

Morgan & Wright have been able to successfully place their tires on a forty-nine inch Eagle and also on a Star ordinary by splicing the ordinary tires together.

The Coventry Machinists' Company's agents at Amsterdam, Holland, report that the jury at the Scheveningen exhibition have awarded the diploma of honor, the highest award, to the Swift cycles.

The James Cycle Company, 118 Adams street, has received a consignment of South Road racers. They will weigh twenty-two pounds with Morgan & Wright tires. This, we believe, is the lightest regular stock racer for sale.

The C. F. Stokes Manufacturing Company received on Tuesday orders for English suits, two in the same mail, one from Portland, Ore., and one from Portland, Me. The Stokes company is selling more of these suits now than early in the season.

The Elliott Manufacturing Company, 207 South Canal street, manufacturer of the Elliott roller ball bearing safety, turned out its first wheels, after three years of successful trials, last week. These were five in number, weighing thirty-two pounds. The company will enlarge the plant next year and be an active factor in the market.

A New Pneumatic Pump.

E. D. Loane, Jr., one of the staff of A. G. Spalding & Brother, better known as "Pete" among the old-timers, began riding in '81, since which time he has held sundry positions in the trade with satisfaction to his employers. He was with the old firm of Ersenbrandt & Stoffer, of Baltimore, who were subsequently succeeded by the Ersenbrandt Cycle Company; accepted position with the Clark Cycle Company, also of Baltimore, and later with the Maryland Sportsmen's Supply Company, as manager of the cycle department. It was with this concern that he made an intimate acquaintance with the Victor, believing it to have many merits distinctively its own. When the Overman Wheel Company opened its Baltimore branch with C. C. Candy as general manager "Pete" applied for and secured the position of business manager, establishing under many difficulties, the victor in Baltimore. About this time the Overman Wheel Company decided to establish a branch in Washington. Turning the Baltimore business over to Cline Brothers, he then started

NOTE TWO DAYS' RECORD OF...

“Imperial Wheels”

ECLIPSING EVERYTHING YET MADE in the way of FIRST PRIZES, taken in TWO DAYS, July 4th and 5th.
OUT OF ALL EVENTS IN WHICH “IMPERIALS” WERE ENTERED
2nd or 3rd PRIZES WERE IN ORDER WHEN 1sts WERE NOT TAKEN.

FIRST PRIZES.

1st Prize,	1 Mile,	Ill. Div. Championship.
1st “	2 Miles,	“ “ “
*1st “	1-2 Mile,	“ “ “

*BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	5 Miles,	Ill. Div.
1st “	1-2 Mile,	“ “
1st “	1-4 Mile,	“ “ Championship.
*1st “	1 Mile,	“ “ “

BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	1 Mile,	Mo. Div. Championship.
1st “	2 Miles,	“ “ “
1st “	2 Miles,	“ “ “
1st “	1 Mile,	“ “ “
1st “	20 Miles, Road-Maine	“
1st “	5 Miles,	Road-Janesville, Wis.
1st “	1-2 Mile,	Battle Creek, Mich.
1st “		Houston, Texas.
1st “		Wauseon, Ohio.
1st “		Alameda, Cal.
1st Prize,	1,760 feet, 1st class,	Van Couver, Wash.
1st “	1,760 feet, 2nd class	“ “ “
1st “		Belle Plaine, Iowa.

MORE TO FOLLOW.

SUMMARY

“Imperials” Entered in 28 Events.

TAKING 20 FIRST PRIZES.
TAKING 3 SECOND PRIZES.
TAKING 5 THIRD PRIZES.

BREAKING

TWO WORLD'S RECORDS.

ARE “IMPERIALS” POPULAR? ASK THE FAST RIDERS THAT USE THEM.

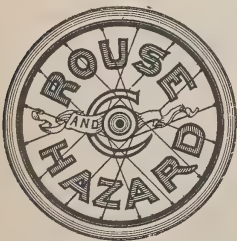
Sieg & Clementi Company, Chicago, sell hundreds of them.

CATALOGUE FREE.

AMES & FROST COMPANY,

302 Wabash Avenue, Chicago.

ISN'T IT A FACT?—



ISN'T IT A FACT?—

THAT a house that has been in the cycle trade thirteen years; that carries the largest assortment of cycles in America to select from, including the MOST POPULAR AND BEST MAKES in the world; that has unexcelled facilities for handling orders with promptness and dispatch; that carries a line of new and desirable cycles at prices that CANNOT be duplicated in any market; that extends to its patrons every courtesy consistent with good business principles.

THAT such a house can serve its customers much more advantageously than those that carry small stocks, and variety, and have had only limited experience in the business?

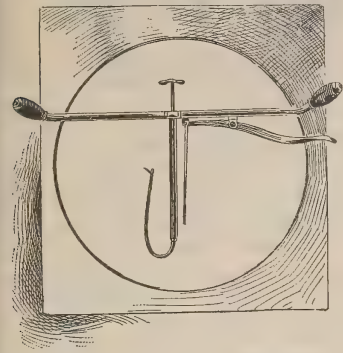
THINK OF THIS WHEN WANTING CYCLES AND WRITE TO US.

We are still selling '91 Cushioned Tire JUNOS at \$55.00, from which price we allow discounts to Dealers and Agents.

52-page Catalogue, Bargain and Second-Hand List FREE.

ROUSE, HAZARD & CO., - 89 G STREET, - PEORIA, ILL.
Manufacturers. Importers. Jobbers. Retailers.

up and hustled to the front in not much over a year the Washington business, and it has developed to-day to its present proportions under the able fostering of C. R. Overman. He resigned from the Overman company and has been for the past two years with Messrs. A. G. Spalding & Brothers, and is well known to the trade throughout the states of New York, New Jersey, Delaware and Pennsylvania, where his efforts have been of a most satisfactory character. Mr. Loane is a man quick to see and embrace an opportunity. His work is done



cleverly, and he holds to an idea until its success or failure is established. He is the inventor of several devices in connection with carriages and cycles, among the latest of which is a pump for pneumatics, for which patent application has been filed both in the United States and Canada and several foreign countries. The writer has seen this device, and Mr. Loane has already received communication from two of the leading manufacturers regarding his invention, but has as yet made no definite disposition of the pump, pending future developments. It weighs but three ounces, is not in the way, is simple, strong and durable, readily susceptible of repair, and always with you. It is illustrated exclusively in this issue of the REFEREE.

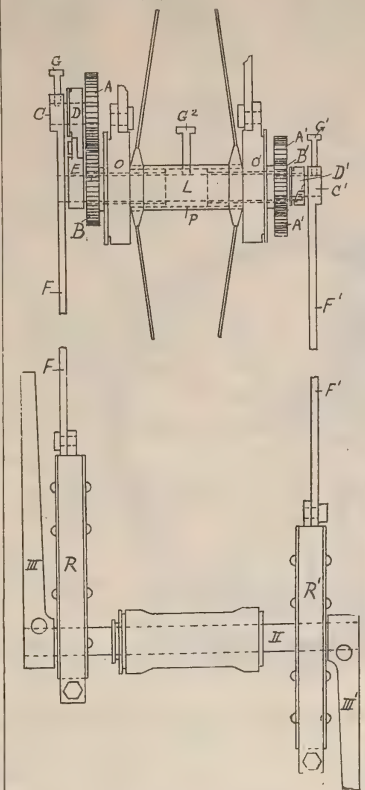
New English Inventions.

These abstracts are prepared immediately after the patents are applied for, by G. Douglas Leechman, consulting engineer, Coventry, England:

[All persons interested in opposing the grant of a patent of any one of the undermentioned applications may at any time within two months from July 20 give notice in the prescribed form of such opposition.]

No. 13,539. G. Hughes' "improved epicyclic speed mechanism for velocipedes." August 11, 1892. (Communicated by A. J. P. S. Vader, Paris.)—This invention consists of an epicyclic speed mechanism to be applied to the connecting of the pedal shaft to the driving wheel or rotary axle thereof and by means of which the former may be adjusted to operate the latter with one of three different ratios of speed. The construction employed is as follows: The shaft of the driving wheel is composed of two distinct parts, that is to say, the shaft L, which may be termed the motive shaft, and of the hollow axle (O, P, O 1) made up of separate parts but so fastened and secured together as in effect to form one solid whole. The parts (O and O 1) are each constructed of separate parts in order to form an adjustable ball bearing so that the axle (O, P, O 1) may revolve without friction on the shaft (L) and the latter within the axle (O, P, O 1). Around the bearing just described is a second ball bearing which serves to connect the axle to the frame of the velocipede. The axle (O, P, O 1) carries the driving wheel hubs made as one part with it. The pinions (B, B 1) are fixed on the prolongations of the axle (O, P, O 1) and are therefore at one with the axle. The crank arms (E, E 1) are keyed on the ends of the shaft (L) and have in their ends ball bearings (D, D 1) respectively to receive the shafts (C, C 1) of the pinions (A, A 1) which always are in gear with pinions (B, B 1). The cranks (E, E 1) are preferably fixed on the shaft (L) so that one is at right angles to the other. On the pedal shaft (II, I) are the usual pedal cranks (III, III. 1) and also two excentrics (R, R 1) the straps of which are carried on ball bearings and are connected by rods (F, F 1) to the shafts (C, C 1). Set screws (G, G 1) are arranged to connect the rods (F, F 1) with the shafts (C, C 1) respectively. The two sets of pinions can not both act at the same time. The screws (G, G 1) can not therefore both be fixed at the same time. When either of these screws is left loose the respective rod (F, F 1) simply causes the pinion A

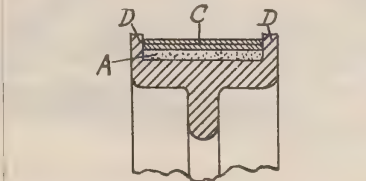
or A 1 to revolve idly on the pinion B or B 1 and consequently remain without any action on the latter. The shaft (II, I) is revolved by the pedals,



and consequently turns the excentrics (R, R 1) and gives a back and forth movement to the rods (F, F 1) which through the cranks (E, E 1) trans-

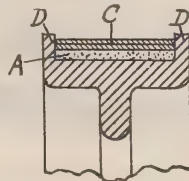
fer the rotary movement of the shaft II, to the shaft L in equal measure. The pinions (A, A 1) follow the circular movement of the cranks (E, E 1) but if either of these pinions is fixed with regard to its rod (F or F 1) as is done by screwing up the coupling screw (G, or G 1) so that the pinion no longer turns idly, its circular displacement while maintained rigid with the top (F or F 1) will cause a rotary movement of the corresponding pinion (B or B 1) on the axle (O, P, O 1) which causes the driving of the wheel. Therefore, by choosing two different ratios for the pinions A and B and for A 1 and B 1, a choice of two speeds is obtained in the relative velocity of transmission between pedal shaft (II) and driving wheel. A third proportion of speed in transmission is obtained by unscrewing both screws (G, G 1) fastening the shaft (L) with the axle (O, P, O 1), for instance, by a set screw (G 2).

No. 15,554. L. Holt's "Improvement in and relating to pneumatic or inflated tires. September 14, 1891.—This invention relates to tires adapted to be inflated with air or gas under pressure, and it consists in placing in any convenient position in the tire a film or pad of any suitable composition which will liquify under excessive heat, the object being to facilitate the repair of the tire after it is punctured. In applying the film or pad to tires of the solid wall tire, such as the Boothroyd, it is preferred to place the said film or pad in the interior of the tire against the exterior part thereof, but it may be placed between the layers of the tire if desired. In tires consisting of a separate jacket and an air tube, either with or without a



separate canvas tube or jacket, the film or pad may be placed either within the air tube, between the air tube and the outer jacket, between the air tube and the canvas tube or jacket, or between the canvas tube or jacket and the outer jacket, the latter being the preferable position. When a tire is punctured and the hole will not automatically close, heat is applied by a hot plate or other device to the part punctured, to liquify the substance forming the film or pad, the pressure within the tire being relieved if the tire has not already become deflated. Immediately the substance forming the film or pad is liquified at the point of the puncture, the heat is removed and the tire at once cooled to solidify the substance, which thus repairs the puncture between the part of the tire containing the air and the outer sheath or tread thereof. When the elastic film or pad is placed between the chamber or tube containing the air and the outer cover or jacket, it may be left loose and not attached to either part and in such cases it is sometimes so placed that it can be moved circumferentially round with respect to either or both the air tube or chamber or the outer jacket, or either the air tube or chamber or the outer jacket or both may be moved with respect to the said film or pad, so that the place of puncture in the various parts may not coincide.

No. 5,605. N. Davis' "Improved driving gear for cycles. March 22, 1892.—The manner in which this invention is carried into effect is as follows:



Instead of the two toothed wheels over which the ordinary chain wheel gears, two wheels are mounted like flanged pulleys, which have rims or flanges (D D) projecting above their edges for the purpose of receiving an India rubber band (A), which fits tightly to the surface of the wheel. One

sail for England for a month's business trip.

The Common Sense people contemplate putting out a Humber pattern safety next season.

H. P. Walden, of the Chicago club, mourns the loss of his Humber road racer, No. 14,746, which he left in front of the Pullman building Aug. 20.

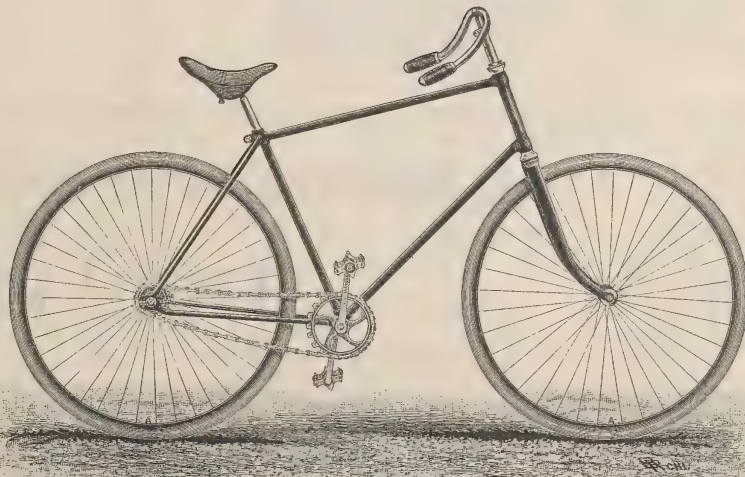
W. J. Persh, formerly traveling salesman for the Bretz & Curtis Manufacturing Company, has joined the forces of the Raleigh company and is now in the south in its interests.

George R. Bidwell, of New York, is a busy man these days, and his trips between his cyclometer factory in Newark, his works in Hartford, and his tire factory, keep the genial Bidwell on the move.

Reed & Curtis, Worcester, Mass., will be heard from next season, as with the completion of their new factory their pedals, screws and other specialties now under way will be pushed with the usual Curtis vigor.

Among the trade people who were elected to membership of the Manhattan Bicycle Club at its last meeting were Paul Angues, Arthur A. Atty and George S. Atwater. The Manhattan is scooping in trade people and all others at a lively rate.

At the South Bend, Ind., races last Saturday the riders of the James captured five first prizes, Rhodes winning three. At Englewood the same day, C. H. Peck won the seven mile road race, also time, 22 min. Peck's mount was a twenty-



NEW SWIFT RACER.

three pound James track racer. Two miles of the road was covered with slag.

McKee & Harrington intend pushing the Lyndhurst next season. Mr. McKee says next year's wheel will weigh a little over thirty pounds and will have several new features. The tubing used in the construction of the Lyndhurst is the Credenda.

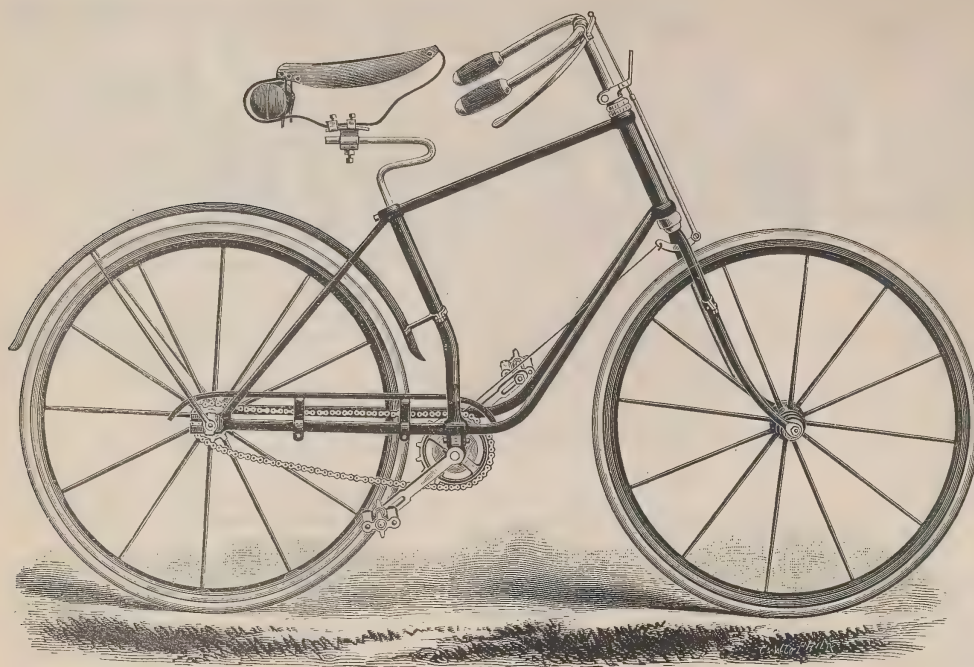
Manager Day, of R. L. Coleman & Company, received a letter the other day asking if the Western Wheel Works made a tricycle with an air circulating, refrigerating receptacle, that could be used in delivering butchers' goods to customers.

J. S. Ray, manager of G. & J.'s Broadway store, in his spare moments has constructed a true diamond, thirty-two pound safety, sans springs and other little G. & J. devices, and it looks a very promising mount. Plenty of wheel base and extreme rigidity are two of its features. The Rambler does not seem to take very well to New York or Brooklyn, although Charles Schwalbach &

The Coventry Machinists' Company has received one of the new swift racers, a machine admired by all. It is built on the lines of the Holbein, but with a wheel base a trifle shorter. It is fitted with Dunlop racing tires and weighs twenty-six pounds. If a lighter roller chain were used the weight would be lessened somewhat. The cranks are seven inches, quite too long for track work. But notwithstanding this objection it is a trim-looking and finely-built wheel, and will be in great demand.

Trade Notes.

George E. Curtis, of the Bretz & Curtis Manufacturing Company, will shortly



A Pronounced Success, Boys.

WHAT?

The Common Sense Bicycle.

BEST STEEL DIAMOND FRAME, SUPERIOR HICKORY WHEELS, PNEUMATIC AND CUSHION TIRES.

The Best Hill Climber and Easiest Runner.

Our Improved Roller Bearings are the thing.

Price, Pneumatics, \$110. Cushions, \$100

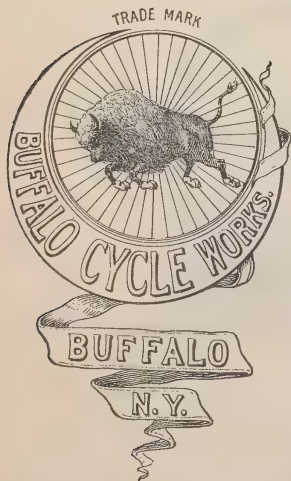
Send for Catalogue. Agents Wanted Everywhere. Liberal Discount.

THE COMMON SENSE
BICYCLE MFG. CO.,
1219 Callowhill St., Phila., Pa.

The Referee.

Will be sent to any address
at the low rate of . . .

\$2.00 per Annum.



An Honest Wheel, the Best that Brains Can Devise or Money Can Buy.

THE "BUFFALO"

Light Weight

Full Roadster.

THE PROOF OF THE PUDDING IS THE DIGESTING THEREOF.

BUFFALO CYCLE WORKS,
Buffalo, N. Y.

Jamestown, N. Y., April 20, 1892.

GENTLEMEN:—It affords me great pleasure at all times to speak of the Buffalo Light Roadster, that you built for me last year. I have been riding ten years now and have owned and ridden a number of different kinds and styles of bicycles. I have tried about all the different wheels on the market, and ought to know what the best wheel should be like. I know which wheel suits me best. I can conscientiously say that your wheel, or rather my wheel, is the strongest for the weight (37 lbs) of any wheel I have known. It is finely built on the most practical lines, and aside from being a specially handsome bicycle it is complete, durable, and simplicity itself. I want no better safety. I used to think in common with hundreds of others that the "grand old ordinary" was about as near the ideal as we could ever get, but the times demanded a low-down wheel that was safer than the "sky-sweeper" and yet as durable. Of all the hundreds of "rovers," whether chain or gear, ratchet or crank, long or short centres, long or short wheel base, two sizes of wheels and the hundred and one little details that make up the individualities of modern bicycles, I think you have embodied the essentials in the *Buffalo Light Roadster* in such a manner that it cannot be beaten. To me it is the sine quo non.

(Well known to readers of the cycling press by his non de plume, "SETAGEC.")
Fraternally yours, CHAS. E. GATES.

BUFFALO CYCLE WORKS, Buffalo, N. Y.

The Gales Model '92. The Best \$100.00 Wheel

—ON THE MARKET.



1 1/4 in. Cushion - 100.00. 1 3/4 x 2 in. Dunlop Pneumatic - 120.00

GOOD LIVE AND RESPONSIBLE AGENTS WANTED. Catalogue Now Ready.

Schoverling, Daly & Gales,

230 Broadway and 84 Duane Street,

NEW YORK.

Company are capable agents in the latter city.

Manager H. S. Graham of the Royal Cycle Works, of Marshall, Mich., is expected in New York shortly to make arrangements for the building of Royals in that section. The Royals this season have been well spoken of, and next year's wheels will, it is said, be hummers in every respect.

There will be a change in the American Ormonde Cycle Company shortly. George S. McDonald, the secretary, is to leave and accept a position with the Raleigh Cycle Company. This is from an inside source, and the relations of the trio are as friendly as ever.

The Pope Manufacturing Company, Spalding, and the Western Wheel Works people have had several telegraph orders for pneumatic sulky wheels the past week, which orders were turned over to Sterling Elliott and the Caffay Carriage Company, of Camden, N. J., which has been made a licensed maker by "Pickory" Elliott.

From various sources we learn that the English trade is in a very bad shape, that factories are carrying over large stocks and that serious trouble will occur in the ranks of some of the smaller makers this fall. As a rule the English makers are satisfied with their American trade, the few exceptions being traceable to poor management or bad wheels.

L. H. Johnson, of the Premier Cycle Company, is spending a well-earned vacation in the Adirondack Mountains, and will return Sept. 5. Treasurer H. C. Douglas, who is in charge, reports orders as good and trade much better than expected for this time of the year. By the looks of the goods being boxed and crated, the treasurer's statement could not be doubted.

Paul Angois did not sail home with Manager Bowden of the Raleigh company, although his health has suffered since coming to New York. His intention was to go home, but he will now try and become agreeably acquainted with the American climatic changes, and will spend some of his time at "Founder" Bradley's blue law colony, known now to cycling fame as Asbury Park.

The eastern friends of Joseph L. Yost, of Toledo, are glad to know that he did not succumb to the flattering inducements held out to him by the beautiful and bountiful Pacific Coast, and that he will again give to the cycling world examples of his thorough knowledge of the mechanical side of cycling. It is said that Yost's new Toledo firm will soon have its next year's wheel on view.

Joseph Cushman, of Cushman & Dennison, of "Pocket Oiler" fame, reports the sale of his oilers and pneumatic pump holders as being large; in fact, the latter article cannot be got out fast enough. Mr. Cushman is a very bright, gentlemanly young man of unlimited means, and agent for a very large estate of his uncle, and rated in the millions, so that cycle oilers and pump holders must be a hobby with him.

George S. McDonald, of the American Ormonde Company, will shortly leave that concern and take a position in the Raleigh Cycle Company's New York store. Among the agents who have already stocked and will handle Raleighs are the George R. Bidwell Cycle Company, up-town, New York city; Peck & Snyder, down-town; Bensinger, McDonald & Bowditch, Brooklyn; George C. Sweet, Buffalo; R. Thomson, Rochester and Benjamin & Andrews, Syracuse. The Raleigh company does not think that its present path and road racers, which are

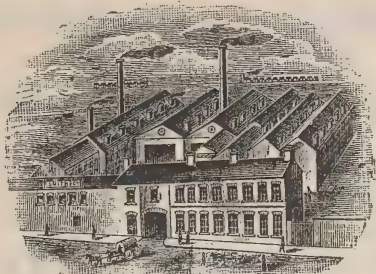


THOS. SMITH & Co.

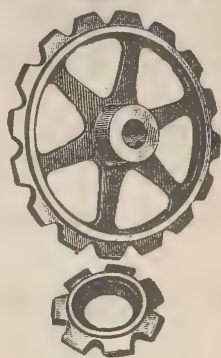
1, Wharf St., ASTON, Birmingham.



Best Material and



Workmanship Guaranteed.



STEEL STAMPINGS.

NEW PRICE LISTS NOW READY.

Telephone 2525.

Telegrams "Hector."



fitted with the changeable sprocket wheel, semi-tangent drivers, etc., can be improved upon for 1893.

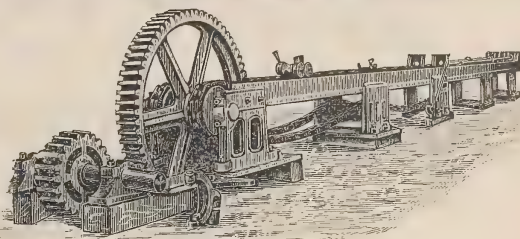
A well-known eastern tradesman, whose wife and daughters ride, sends the REFEREE the following specifications for a woman's wheel: Wheels, 28 inches; gear, 50 inch; wheel base, 44 inches; cranks, 5 1-2 inches; pedals, 3 1-4 inches; crank shaft, from ground, ten inches; handle-bar, 26 inches, slightly dropped, drawn back 1 1-2 inches; high handle-bar post; 20 inches between handle-bar post and saddle post; 29 to 35 inch leg measure; a laced dress and chain guard; free from hooks, bolts and screws around the crank hanger so as not to catch the dress; double loop frame; 1 3-4 inch pneumatic tires or 1 1-2 cushion; weight 40 pounds. Possibly others may have other suggestions to offer, but there is one point, and a good one, that the eastern man makes, and that is the distance between the handle-bar and the saddle-post. Too little space has been the rule there, especially for a short woman.

Boston's Easy Club.

They have got an "Easy Club" of cyclists in Boston. The Easy Club is composed of some of Bunker Hill's most famous cycling citizens, and was sired by that governor of North Carolina of cycling, Major Billy Atwell, D. G. F. The beauty of this club is (and here a grave suspicion that they are all Irish creeps in) that every member holds an official position. The "grand easy" office is followed by Billy Warren, who makes a lonely run to Salem three times a week, for what purpose deponent sayeth not. Major Billy Atwell is representative to the board (side-load, no doubt), Harry D. Hodges is "official tire blower," Henry G. Trickey, Boston Globe, is "supreme easy," Keith, of Keith & Butchello museum fame, is bottle carrier, and Sillman G. Whittaker, Easy Club historian. The club is not a member of the league, but indulges in frequent runs to the board and bar, and the club badge is a wheel with a small "extra dry" bottle for centre piece. The runs frequently take the form of chases, and belie the name of the club, but the police are to blame for any undue speed.

Associated Jersey Clubs.

The Associated Cycling Clubs of New Jersey held a large and enthusiastic



Machinery of most Modern practice for

SEAMLESS COLD-DRAWN STEEL TUBE-MAKING,

Seamless and Brazed Brass And Copper Tube-Making

SUGAR CANE MILLS--TRIPLE EFFECTS.

Vacuum Pans, Centrifugals, Engines, Boilers, Etc.

GALVANIZING PLANT, CORRUGATING MACHINERY.

Wire Drawing and Rolling Mills.

SAMUEL FISHER & CO., NILE FOUNDRY,

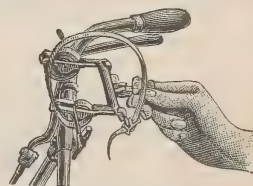
Established 50 Years.

eeow

BIRMINGHAM, ENG.

meeting at the club house of the Atlanta Wheelmen Friday last. Reports were read from the different committees and much business of importance was transacted. The recent two-day race meet held at Rahway, netted each club that is a member of the association a handsome dividend. Twenty-five per cent. of the net profits was also added to the treasury.

The election of officers for the ensuing year resulted as follows: President, J. A. Holmes, Jr., Business Men's Cycle League, of Newark; vice-president, Charles E. 'ge, of Atlanta Wheelmen, of Newark; treasurer, Dr. Lyman Clark, Union County Roadsters, Rahway, N. J.; secretary, Fred Keer, Hudson County Wheelmen, of Jersey City; board of trustees, Messrs. Swain, Atlanta Wheelmen; Kirkpatrick, Business Men's Cycle League; Day, Hud-



PATENTED.

QUAKER CITY LUGGAGE CARRIER.

Put on or taken off in a second. Price \$2.

WALL & BOYER, Manufacturers.

1714 N. Broad Street. PHILADELPHIA, PA. (Electros Furnished.)

AN OPPORTUNITY...

Two good Cycle Repairers, having sufficient capital and tools, desire to locate in some enterprising cycling town—one that is not overrun with repair men and needs such.

Address, 124, Care REFEREE.

"WE DON'T THINK"

That you will ever have another opportunity to purchase a Safety Bicycle at prices which we are now offering.

About 50 shop worn Safeties. Send for clearance sale list. Upon receipt of \$5.00 any Bicycle on this list will be sent C. O. D. with privilege of inspection: 1892 PATTERNS.

Ormonde, 1 1-2 in. cushion tire, shop worn,	\$ 90
" Clucher Pneumatic "	" 100
" Dunlop Pneumatic "	" 100
Ariel, " "	" 100
" Protection Strip, " "	" 100
" 1 1-2 in. cushion tire " "	" 90
Com. Sense, 1 1-2 in. cushion tire " "	" 85
Traveller; 1 1-4 in. cushion tire " "	" 75

These are all new, and guaranteed for one year.

LUBURG MANUFACTURING CO.,

321, 323, 325 No. 8th St. Philadelphia, Pa.

FOR SALE!

Spring-Frame Rambler

CUSHION TIRE, \$80.00.

CHAS. SCHWALBACH, Flatbush, L. I.

son County Wheelmen; Holmes, Union County Roadsters; Moore, Irvington Wheelmen; Pendleton, Elizabeth Wheelmen; Valentine, Englewood Wheelmen, and Schwartz, Hilton Wheelmen.

Subscribe for the REFEREE.

*The apparel oft proclaims the man. The bicycle always proclaims its rider. Are you willing to appear in public mounted on a wheel which is a give-away? Do you want to herald the fact that you patronize the auction shop, the pawnbroker, the seventeen-cents-per-month installment racket, etc., etc.? Or do you prefer to have a wheel that shows you to belong to the best class of cyclists? Take your choice, but you had best ride a **SWIFT** and be respected.*

COVENTRY MACHINISTS' COMPANY, LIMITED.

CHICAGO, BOSTON, SAN FRANCISCO.

MEN WE ALL KNOW.

No. 3.—Col. A. A. Pope.

The man who doesn't know who "the colonel" is, knows little about cycling.

I believe I remember once reading—it may have, even, been on the authority of the colonel himself—that the ambition of every American boy was to, some day, ride a Columbia. The colonel is the man who fired the American youth with that very laudable ambition. I can't very well go into details as to his connection with cycling, because I am not drawing salary for producing a history of American cycling, which is about the same thing. So be content and happy with what I am able to offer.

The colonel has been the most liberal patron cycling has ever known in this or any other country. He makes good bicycles, and, people say, big profits, and is as willing to part with a goodly share of them for the good of the cause as any man I ever met. They do say that the colonel owns all the racing men, league officers and cycle journals, and runs the league to suit his own ends. Once upon a time I tried to interview him on the subject and he said: "Well, what if I do run the league? I run it well, don't I?"

I was bound to admit that he did.

The colonel's connection with cycling dated from the inception of the business in this country. He thought, in those days, that he made bicycles as perfect as the selection of good material and the employment of good mechanics could make them. But he didn't. A blacksmith would do as well now, and yet how proud the colonel was as he rode into Hartford on a machine weighing one hundred and fifty pounds or thereabout, and told the Weed company that he wanted more made like it. The company undertook the job, and as a result

the man who gave the order now owns the factory, ground and everything that thereon and therein is.

The colonel has had his finger in a good many pies and has pulled out many profitable plums. Rumor credits him with the ownership, or, at least, the possession of a large portion of the stock, of a number of concerns.

As an entertainer the colonel is one of the huge successes of the season. He has a country place on the shores of Massachusetts, where the doors are never closed, and not a night passes but the hospitable rook covers some visitor.

Col. Pope is "quite some" as a speech-maker, and to the artist, I understand, we are to be indebted for a number of sketches, suggested by extracts from his speeches.

Let all the world say all it can against Colonel Pope, but when the day comes that he relinquishes his interest in cycling, the business will have lost one of the best friends and brainiest men it has ever known.

"Cupid's Chariot" a Success.

"Cupid's Chariot," a new three-act farce comedy, by Henry J. Sayers, was presented at the Grand Opera House, Kansas City, Aug. 16 and 17, to a full house, notwithstanding ninety degrees weather. The performance is an undoubted success, being above the average farce comedies, replete with good songs, dances and funny situations. The bicycle race, on which hinges the plot, if it may be called such, can not fail to excite an audience. Miss Alice Evans, a pretty little soubrette, who dances gracefully and sings perfectly, is leading lady and the heroine of the race. Her "whirlwind dance," a la Louise Fuller, brings down the house. Barber, the well-known trick rider, who undoubt-

edly gives the best stage performance of any of the "champions," was a prime favorite. Powers brothers are old-timers and are a whole show in themselves. Their one wheel act brought several recalls. Charles J. Stine, as Major Domino, is funny, very funny, in his songs and dances. Miss Ada Jewell, the soprano, who was last year with Evans & Hoey, shows a decided improvement over her really excellent work of last season, both in singing and dancing. She fascinates the bicycle boys with those "Madona glances."

The "Ta ra ra boom de-ay" song and dance by Misses Jewell, Evans, Greely and Broughton, "is great, distinctly great." The bicycle race creates much enthusiasm, was run amid great applause, and earned a "curtain call". Stein wears the Lincoln club cross-bars on the front of his duster.

Taken all in all, the play can be considered a "go," and should fill the houses wherever it appears. Properties, dress and company are A 1, and far above the average.

The company works east from here, playing at Detroit Aug. 25, 26 and 27; Hartford, Sept. 5 and 6; Springfield, Sept. 14-15. It will not play in Chicago before February, 1892. ROVER.

Could't Fool the Fair Nellie.

Ike Johnson, who has charge of the riding school of G. G. J., New York, was with Bidwell for several years and says he taught the first two women to ride a safety—Pauline Hall and Nellie Bly, the smart newspaper women reporters of the *World*. Johnson says that while giving Nellie a lesson a male reporter for another paper dropped in and asked him for some pointers for a story on woman cyclers and cycling generally. On returning to his fair pupil, he said:

"A reporter wants some cycle news." "Don't you give a line. I want a story myself for to-morrow's *World*," was the around-the-world-trotter's response. Johnson told the reporter that he was too busy. "Then I will see Mr. Bidwell," said the reporter, in Miss Bly's hearing. "No you won't, young man," softly murmured Nellie, and to the astonished Johnson she quickly said: "Take me to Mr. Bidwell the shortest cut;" and two minutes later she was seated in Mr. Bidwell's private office rattling off notes for a complete story for the next day's *World*, the male reporter being told that Mr. Bidwell was out. Johnson is colored, and like his race loves music, and between lessons has become a proficient trick rider, and rode on one-wheel playing a banjo for five minutes for the edification of a REFEREE man last week.

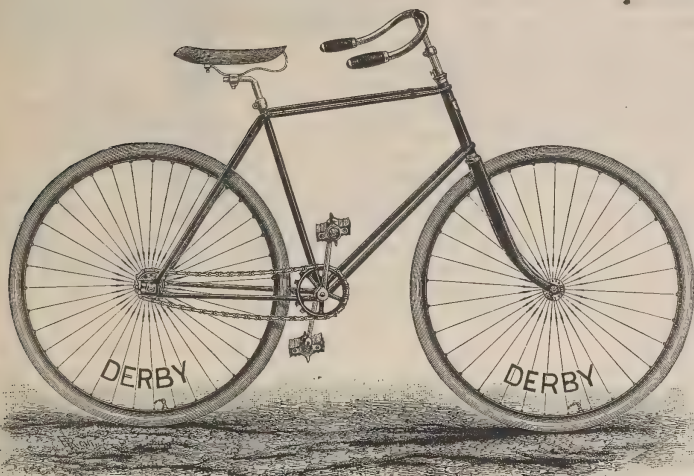
Heavy-Weight Riders.

Erie, Pa., has some pretty good-sized riders, several ranging in weight from 185 to 265 pounds. D. A. Coughlin leads, with 265 at the start, but a few months' riding has reduced his weight thirty-five pounds; Andrew McClintock, 270 pounds; Major Charles M. Cunningham, 225; A gentleman seventy-four years of age, named Slitaisky, purchased a wheel in May and now can be seen almost any fair morning at 4 or 5 o'clock exercising his 180 pounds avoirdupois. Mr. Jonson's assistant taught the latter gentleman, and reports remarkable agility in his pupil for a man of that age.

The Bergen Lady Cyclers are drawing plans for an all-day run of large proportions. Gentlemen are to be invited, and dinner served when the cyclers reach their destination. The society is in a flourishing condition and has a surplus in the treasury.

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SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.
CHAS. P. ROOT, - - - Associate Editor.
R. M. JAFFRAY, - - - Business Manager.

"LOOKING BACKWARD."

Has the referee, or have the referee and judges of the race meeting the right to create special rules to cover any point not provided for in the regular racing rules? This point was raised at Parkside on Saturday last, when a number of men were disqualified and one ruled off the track for the day for looking around! The Parkside track is a quarter-mile circuit, and, possibly, looking backward may have been the cause of some accidents. The men were warned that such action would result in disqualification, and the rule was enforced to the letter. Of course the right of the officers was questioned, and, as we believe, with good reason. Should this matter be brought to the attention of the racing board, we believe its decision will be adverse to the passage of rules to suit special occasions. Racing men are to be governed, we believe, by the rules laid down by the board, and by these alone. In this particular instance the officers ruled that looking around came under the head of foul riding. If they had been able to show that any man, by looking around, has interfered with another, or had in any way changed the result, this ruling might hold good, but in many cases no harm whatever resulted. It might be well for the board to decide this question.

FAVORING SCRATCH MEN.

The action of the racing board in condemning the action of a referee of a race meet who allowed the scratch men to compete in the final without riding the heats, is to be commended. This course was unwisely suggested by the fast men at Washington and Baltimore, and ridiculed as it should be. There is no valid reason why such a proposition should be considered for a moment. The scratch man has no more right to win the race than the man on the limit mark. The object of a handicap is to give all men an equal chance. By making one set of men ride twice while others ride but once defeats this object. The men who, as a rule are placed at scratch, have abundant chances in scratch events to win their full share of prizes, without placing the handicaps practically at their mercy into the bargain. The poor scratch man has a pretty easy time of it generally, and we need offer him no further advantages.

ONCE more will the rules relating to championships be amended. The racing board recommends that these events be thrown open to all league members, whether winners of division championships or not. Better throw them open

to all residents of the United States while they are about it. Of one thing we may rest assured—that the championships will never be a success so long as they are to be made part and parcel of the annual meet and awarded to the highest bidder, regardless of whether the dates and track be suitable. No greater farce than the championships of 1892 ever occurred in the league's history.

It remains for the Englishmen, after all, to take the first steps toward the formation of an association for the promotion of international championships. Henry Sturmer is engaged on the task. Whether the American committee appointed some time ago, and consisting of Messrs. Burdette, Geruld and Raymond, has taken any steps nobody seems to know.

MANY a time and oft, of late, have we been questioned as to the truth or falsity of the rumor that Mr. Spalding had decided to "give cycling a lift." Such a report appeared recently in one or more of the daily papers. We are assured that the scheme outlined is quite imaginary, and that the gentleman named had given no thought to the matter.

R. D. Garden has gone east and will be away a month.

The Chicago Team To Be There.

The Columbia cycling tournament at Columbus, O., Monday and Tuesday promises to be a big affair. Detroit and Chicago will be well represented, as well as Ohio, with racing talent. The Chicago C. C. sends Munger, Lumsden Van Sicklen, Githens, Bliss and Ballard, and some good racing must result. There are twenty-two events on the programme and \$3,000 worth of prizes have been put up. The relay race will be a novelty. This will be run by teams of five, each rider to ride one mile, under the following conditions: An exchange limit of 100 yards will be designated by white flags in front of the grand stand. Number one of all teams will start, riding the first mile, each carrying a courier packet, which is to be transferred to number two of the respective teams within the exchange limit; numbers two, three and four are to repeat the performance of number one, and the team represented by the first number five under the wire, wins the race. The track, a picture of which was shown in the REFEREE recently, is one of the fastest in the country, and with good weather Taylor's mile competition record is apt to go, and the one breaking it will receive a diamond pin worth \$100.

Louisville Getting Ready.

The Louisville people are making a great effort to have as big and successful a meet Sept. 29 and 30 as any on the western circuit. The merchants of the place have donated a handsome lot of prizes, and among the lot is a piano, besides several high grade bicycles. Dr. Tileston is an energetic worker and has done much to make the meet a worthy one. The illustrations shown elsewhere are the result of a few shots on the occasion of the last meeting at Louisville. The track is a sixth-of-a-mile circuit, the greater part of the center being occupied by an artificial lake. In all parts of the ground are cages of animals and birds. That the "direct representation," so often claimed by some of our contemporaries, is not always a sham, is proven by our photograph of "the Bearings staff."

Mr. Quilp, the manager of the place, conducts it more as a hobby than as a speculation, and the wheelmen are indebted to him for much kind attention.

A SUCCESSFUL CLUB.

The Columbia Wheelmen About to Occupy Their New Home.

The Columbia Wheelmen of Chicago are rapidly coming to the front, their members rather excelling as long distance road riders. This club was the outcome of too much politics in the Aeolus Cycling Club, and about twenty-five men withdrew and formed the Columbia Wheelmen some two years ago. From the start the club had a healthy growth. In the old Aeolus club house they grew and thrived until last spring, when the club's great success drew general attention, with the result that offers to build a club house were quickly accepted. They are now on the verge of entering their new home at 311 West Division street, which has cost \$15,000. The club's membership is nearly 200, and, still better, all are hardy riders. At a recent monthly meeting no less than eighty were in attendance, over sixty of whom rode to the meeting.

WILL JOIN THE A. C. C.

The club is about to make application for membership in the Associated Cycling Clubs, and is desirous of taking a more prominent position locally. On their Sunday runs the Columbia Wheelmen turn out more men than any other club. The members travel well together, and theirs is a strong bond of fellowship which augurs well for the club's future prosperity. It was principally through the splendid performances of the club's racing men that it has sprung into prominence. The racing talent has been developed in the club ranks entirely, and presents many coming champions. The interest taken in racing is in no better way exemplified than by the entry list of 125 for the annual road race, which occurs Sept. 11.

SOME OF THE FAST MEN.

Emil Ulbricht of this club has become probably the best known through his performances on the road early in the spring, and the great number of century runs which he has made. Ulbricht was tied for the second time medal in the Waukesha race, and starts for the Elgin-Aurora century course record next Sunday. Fred Nessel is the club's leading rider. His performance in the Pullman race was a notable one, and his great ride in the Waukesha race is well known, when he cut the record to 48:11, a cut of over five minutes, lowering the colors of most of the western fast men. Nessel rode to Milwaukee, lowering Munger's time ten seconds, doing the ninety-six miles in 6:55. He goes for the 100-mile track record in September.

GOOD ON TRACK, TOO.

Nessel rode fourth in many races at Springfield to Lumsden, Barrett and Munger, and showed he was equally good at short distances. L. Tagholm was one of the seven Chicago men who rode inside record time. He lately rode to Lake Geneva and return, 173 miles, in 18:45, accompanied by Paulsen of the same club, who two weeks later rode to Milwaukee and return, the first double century over country roads in Chicago, in 20:05, unaccompanied. President Erickson and Captain Greenburg themselves set the examples and ride many centuries. The club has a hundred strong riders on the road, and next season will be ably represented on the path by a team of five, under charge of a competent trainer.

Another Good Trick Rider.

Sunday morning at 5 a. m. Thomas S. V. Morrison and a party of his north side friends started from Lake View for a century run over the Elgin Aurora circuit, about 129 miles the round trip

from the starting point. On a wager Morrison was to ride the entire distance without handle bars on his machine. That he performed this feat is the testimony of Tom Heywood, W. S. Kaehler, A. G. Seeger, Loyd Chick, James B. Dyer, E. P. Seeger, J. N. Starrer, H. A. Stacey, W. G. O'Donnell and W. W.



Rattray. The entire distance was covered in twelve hours, his actual riding time being ten hours. His mount was an Ariel safety, loaned by D. T. Ganse. The roads were terrible. From Chicago to Elgin they were deep and rutty and it was all the men with handle bars could do to keep on their wheels, yet Morrison hammered out twelve miles an hour. From Elgin to Aurora, against a strong head wind, he covered eight miles of the distance in twenty-eight minutes. From Aurora in the wind was stronger, yet he came home, fresh and ready to ride farther. Up and down hills he even dis-



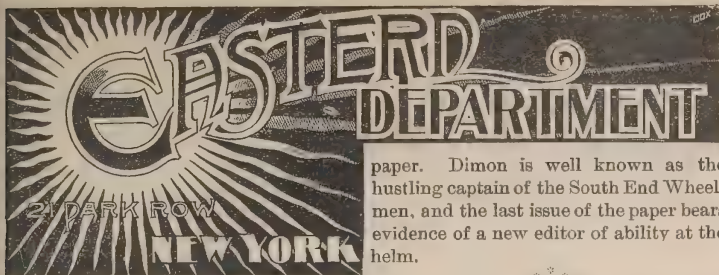
tanced his pace makers, and where the roads were worst he apparently rode easiest. The rider met with no accidents and simply astounded his friends and riders he met on the road by the apparent ease with which he rode. Morrison rides a wheel like a centaur. He rides an Aeolus racer handle bars off and on the rear wheel only, and mounts into the saddle, standing up with arms folded. He also rides the wheel forward while in reverse position on the pedals, guiding by the seat only.

Nancy Hanks, 2:05 1-4.

Again the trotting record went on Wednesday, when on the kite track at Independence, Ia., Hanks was driven a mile by Budd Doble in 2:05 1-4, two seconds faster than her record made at Washington Park. The quarter was reached in 30 sec., half in 1:01, and three-quarters in 1:34. The running horse, Abe Lincoln was her pace maker. Another good bit of work was done by Flying Jib in the 2:20 pace, three successive heats being won in 2:10, 2:10 and 2:07, respectively. Bicycles will have a hard time to reach these figures.

L. Fewsmith Fails.

The failure of L. Fewsmith of Cleveland is reported, and it is said he will not be able to pay over twenty cents on the dollar. He handled the Warwick, the Eclipse and a line of cheap wheels.



Editors Frank Egan and C. A. Dimon.

NEW YORK, Aug. 29.—This is a world of changes, and if the Rev. John Jasper's declaration that the "sun do move" isn't true, things and events on the earth's surface move for a surety. Only this past week the air was charged with a well defined rumor that a new, well-backed cycling journal was to take the field, and inquiries as to a plant and



Louisville.

staff to conduct the new venture was being made, and is, for aught I know, being made still. But, like a flash of lightning, came the following telegram from Philadelphia: "Frank Egan takes editorial charge of *Sporting Life's* cycling department, and severs his connection with all other papers. Crowther takes business department of *Life*." This came of a visit by Egan to Philadelphia, having been called there by wire, and the surprise hit Egan as much as it did others, I'm told.

PACKED UP HIS GOODS.

Egan confirms the news, and a visit to his cosy flat on Twenty-second street and Eighth avenue last night, found Frank packing all his belongings into barrels and crates preparatory to leaving his dearly beloved Gotham, possibly forever. New York without Frank Egan seemed an impossibility, but much as he will be missed he will enthuse life into the Quakers, and as Frank said in parting, "I'll either make a big success or a horrible failure of my new position; there won't be anything half-way about it. I have severed my connection with all other papers and will not write a line outside of the *Life*." In packing up Egan carefully wrapped up a disfigured looking thing called the amateur rule, which he will hang over the editorial desk in Philadelphia, and expects only one or two more squeaks out of it. In wishing Frank Egan god-speed in his new field, I am sure it echoes the sentiment of those who know the incisive, fearless writer, who, with one or two others, have brought the rest of the cycling papers in line with opposition to the amateur rules as they now exist. Frank Egan may not believe in a deity, or that women are angels, but he does believe that the amateur rules want changing. *Au revoir*, Frank Egan.

DIMON'S NEW JOB.

This reminds me to say that C. A. Dimon, who has labored so faithfully for the REFEREE in Philadelphia, has taken editorial charge of *Cycling* in that city, and proposes to make it a live local

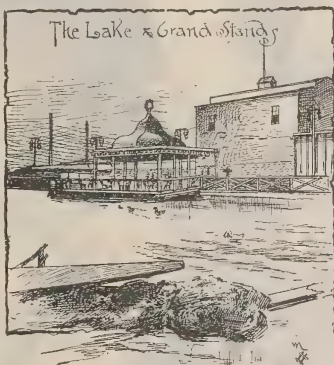
paper. Dimon is well known as the hustling captain of the South End Wheelmen, and the last issue of the paper bears evidence of a new editor of ability at the helm.

They Wanted Zimmy.

As expected, A. A. Zimmerman comes in for a general roasting at the hands of the M. A. C. cycling carnival committee. Zimmerman entered, verbally, but, finding his western engagements and possibly his tired condition would prevent him doing justice to himself, he asked the M. A. C. people, through a letter to Chairman Moneypenny, to let him off, and took it that they would do so, as he gave valid reasons for wishing to remain west. The M. A. C., although not in possession of his entry in due form, and in face of Mr. McDermott's letter asking to be excused, kept advertising Zimmerman as a starter and even placed his name on the programme, which was injudicious, for there is no doubt the lack of enthusiasm was caused by the crowd coming to see the great rider, and after seeing his name on the programme looked in vain for the famous Jersey "skeeter."

HE KNEW HE WOULD DRAW.

The M. A. C. knew that Zimmerman



Louisville.

was the magnet, and let the club say what it likes, it wilfully misled the public by advertising an impossibility. This might be excused with professional showmen, but not in a club of the M. A. C. standing. If the dailies which printed the explanation of the M. A. C. tournament directors and blasted Zimmerman, knew the facts, they would feel that they were entitled to an explanation from the Zimmerman side. The M. A. C. seems to be going into the show business, and an article denouncing such methods of a supposed amateur club, in the *Evening World* last Friday, hits the case. Backing professional pugilists is not in keeping with the idea of what constitutes an amateur club, and this is what the *World* called attention to. The M. A. C. has done much to demoralize amateurism, and while the club has also done much to promote athletic sports, it is fast tending towards professionalism of the worst kind, and the directors should call a halt.

A FEW OPINIONS ABOUT IT.

These are a few remarks of the dailies on Zimmerman's non-appearance, which show the famous rider has been placed before the public in an unjust and unfavorable light:

Zimmerman, the champion, was entered in all the principal events, but failed to put in an appearance, he having gone to Cleveland, where larger prizes were offered. His absence caused considerable disappointment, and the M. A. C.

officials were very sore over it, claiming that Zimmerman had given positive promises to be on hand.—Press.

There was much expressed disappointment at the absence of Arthur Zimmerman, who had given the club's officials his promise to compete, but broke it without apparent compunction. Director Moneypenny has papers in his possession absolving the M. A. C. from any charges of hippodroming or desire to parade Zimmerman without authority. There was a plenty of cycling stars present to make Zimmerman's flunk a matter of small moment.—World.

The Cherry Diamond officials were very indignant at the failure of Zimmerman to appear, and asserted that in view of his definite promises to do so his action was very shabby.—Sun.

The Boy Girl in Cycling.

A writer some time ago alluded to the prevalence of the effeminate side of a good many cyclists in *Cycling*, who are never happy unless they are covered with love tokens and their wheels present a ribbon-bargain-counter appearance. The "sissy" in cycling is not altogether a pleasing object, and not flattering to either sex, and there is nothing more calculated to give one a dose of dyspepsia than to see a "sissy" rider careering along with ribbons a yard long flying from his handle bar. If the admittance of women to clubs causes this there is more need of drawing a line so as to not admit them than to keep "cul-lud" folks out of the league. What woman feels dignified in riding with a simpering youth who vies with her in what is pardonable in woman, or seeing the many soft-brained dudes usurping her privileges of extraordinary personal adornment. Such cattle should be ducked, like an old hen who persists in setting on china eggs. This sounds like one of the ribbon brigade, taken from to-day's personal column of the *Herald*:

"A young man, stranger and bicyclist, on vacation, would like to meet some lady riders living in New Jersey and Philadelphia. Address Y. Y. Z., *Herald*."

Potter the Orator.

I am in receipt of the *Boston Journal*, sent me by somebody interested in good roads, in which there appears an account of the annual meet of the Massachusetts Boot and Shoe Club. The *Journal* devotes nearly a page to the speeches, and



Louisville.

the promoters of the meeting recognized cyclists by inviting two such distinguished men and orators as Colonel Pope and Isaac B. Potter, editor of *Good Roads*. The colonel was away from home in Alaska, looking, possibly, for a summer residence for the riders of "blue rims," but Potter was on hand.

A COMPLIMENT TO COLONEL POPE.

In alluding to the distinguished son of Massachusetts, Albert A. Pope, the chairman said he "hoped to have with us to-day a man who measures time not by days, weeks or years, but by cycles. I refer to Colonel Albert Pope, whom we all love for his fresh enthusiasm and generous help to all that is good. But we have with us a man who knows all about roads, from Alpha to Omega, and

whom I met for the first time to-day, and find to be a right good fellow. I take pleasure in introducing Isaac B. Potter, of New York, editor of *Good Roads*." In an eloquent talk which occupied a column of nonpareil, Potter told those influential men the tale of roads in this country, from when the Mayflower landed off the coast of Massachusetts to this progressive age of the League of American Wheelmen. The Boot and Shoe Club is to be commended for its generous recognition of good roads and cyclists, for it seems entirely unselfish, for the reason that bad roads are hard on shoes, and the use of the cycle certainly saves shoes. Thus Potter scores one for good roads, and at the same time aims a blow at the shoe industry.

A New Jersey Boulevard.

The great drawback to cyclists who wished to ride into the heart and best points of Jersey in the past has been the wretched bed of sand extending from Jersey City to Newark, fourteen miles distant. From Newark the rider can wend his way over good roads into any part of the state. Now hope reigns, and the cyclists will be glad to learn that after more than twenty years of complications arising from tedious legal proceedings and political jobbery over the project, ground was formally broken yesterday afternoon at Bayonne for the Hudson County boulevard. The work of beginning the road was conducted under the auspices of the Hudson County Board of Chosen Freeholders.

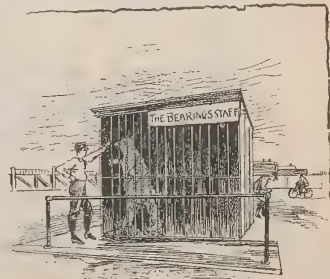
WILL BE A BIG JOB.

The new boulevard is to extend from the Bergen Point shore of the Kill von Kill to the Bergen County line, a distance of fourteen miles. Its width is to be one hundred feet. The legislature passed an act permitting an appropriation of \$1,000,000 by Hudson County for constructing the road, but the cost of the boulevard will far exceed that sum. There are two hundred houses to move in the upper section. Chief Engineer Harrison expects to have the work advanced as far as the Hudson County court house, on Jersey City Heights, by the spring of 1893. Several large bridges are to be built, and in addition to awards for damages to adjoining realty the county authorities expect to be permitted to set off benefits to be derived by contiguous property.

With the boulevard completed the run from Jersey City to Normal and beyond will be a favorite one, and thousands will use it, as many live in New Jersey and are employed in New York, and now they have to patronize the railroads.

FRANK HALL'S PARISIAN SCHEME.

Frank Hall is not altogether unknown in America; in fact, he is well known as a man with large brains and little honesty



Louisville.

in the conduct of tournament schemes, and New York and San Francisco know Frank Hall very well. He gave very successful six-day pedestrian races in

P. J. BERLO:



New York and San Francisco, and report said Frank Hall benefitted most by them and would not care to give others in these places. This may be wrong and "Hall may be all right," and the further fact that he has been conducting great skating rink enterprises in the Olympia, London, Paris and other places with other people's money and has been successful, may go for a good deal.

EVERYBODY TO BE IN IT.

Frank Hall's latest scheme, I learn by a letter, is to give a seven-day night-and-day race in Paris, and all the long distance riders of America, England and France are to compete. It will be a success, no doubt, as the French will surely flock to see the horrible in cycling, and night and day work is horrible, to my personal knowledge. There is something soothing in the information that it is to be given in Frenchland, and which won't injure cycling much, because the French won't understand. Lamb, Wood and Howell curse and swear in English, thus we will be spared the information that Lamb called the referee and spectators naughty names.

Is Burdette a Candidate?

Said a member of the racing board to me Friday: "I have it on the best of authority that Colonel Burdette will not be a candidate for re-election to the L. A. W. presidency, and my authority is—," mentioning a cycling editor who affects to train a little with the Hartford wire-pullers. Calling on a still greater gun in the cycling political world I mentioned the news, and as he winked his other eye he replied: "Won't he, though? You wait and see. When the time comes he will be found like Barkis, but may not seek the office in the acceptance of the term."

MORGAN.

Palmer's Talk on Trade.

Harry Palmer prints a very useful and instructive article on "The Cycle Trade" in this month's *Sporting Goods Dealer*, and reads the English and American trade a valuable lesson. He tells of an English firm which sent to this country a traveler who knew nothing of the country's trade, and who closed a deal with the first attractive talker he met, and his firm is now out \$20,000. Palmer speaks of the glamor of the cycle trade, and altogether the three-column article is worthy of the *Tribune's* ex-sporting editor and also worthy of reproduction by any paper.

Berlo's New Racer.

P. J. Berlo showed the REFEREE his latest creation in racers Friday, and this one proves P. J. is a clever mechanic. The new "Berlo Racer" weighs nineteen and a quarter pounds. It has wooden rims, six-inch cranks, saddle fastened on a three-inch post, which is in turn solid on the frame. The wheel is geared to sixty-eight inches, has three and a quarter Bidwell-Thomas tires, and is painted gold, or rather pure gold leaf is used, while the words "Berlo Racer" are in bold black letters across the frame.

Brer Wilcox in Gotham.

Secretary E. C. Wilcox of the Stover company was a welcome visitor to Gotham last week, and the "old uns" and the "young uns" in the trade were glad to see the Phoenix hustler. [In order that the Freeport man went home in good time, Mrs. Wilcox and Wilcox, Jr., accompanied the Freeport youth, and notwithstanding an exciting time in Philadelphia, E. C. looked happy and reported that the family had enjoyed a delightful trip east, Ocean Grove, N. J., having claimed their attention for a few days.

THEY LIKE THE SCHEME.

GOTHAM DEALERS IN FAVOR OF A CYCLE BOARD OF TRADE.

A Majority Believe It Will Solve Many Problems—Some Do Not Think Well Of It, However—Some Of The Opinions.

The proposed "Cycle Dealers' Board of Trade," finds hearty endorsement, judging from the following opinions gathered by the REFEREE the past week. There seems to be a general opinion that the scheme should embrace and control prices, deal with price-cutting and regulate the installment and renting business, if the retailer be allowed to become a member of the board. The originators of the scheme, the law firm of Potter, Baldwin & Miner, in their prospectus and proposed by-laws, are seemingly contradictory on this point, and it seems to be an open question if the proposed scheme refers only to the manufacturer, wholesaler (pure and simple) and the jobber of cycles and sundries, for section or article five in the prospectus says: "Any person in good standing engaged in the manufacture of bicycles or cycling sundries, or dealing in the same, can become a member of this board of trade by purchasing one share of stock," etc. Then article one in the proposed by-laws says: "Any firm or person in the United States, of good standing, doing business as manufacturers of, or wholesale dealers in cycles and cycling goods, shall be eligible to membership." So the by-laws and prospectus do not agree as to the qualifications of a member. One wholesaler in New York thinks that the retailer should not be admitted to membership, and gave his reasons as follows: "The retailer is much more numerous than the wholesaler and could at any time combine and dictate the terms and policy of the proposed board." In answer a retailer said: "That's all nonsense; we could not do anything of the kind, for the manufacturers and wholesalers are so much better off financially and we are dependant to a great extent on them. The retailer wants protection from price-cutting and those who rent and steal wheels. Several abuses could be straightened out."

WHERE THE HEADQUARTERS WILL BE.

A question will arise as to where the headquarters of the board shall be, and it is learned Boston would like to get it, but a wholesaler of Gotham said that New York would earnestly protest against Boston being the place. A circular sent out by Rouse, Hazard & Company to the jobber and wholesaler is causing favorable comment, and its purpose is solely to combine the jobber and wholesaler against the man who orders a lot of wheels early in the season, and when pay-day comes ship them back to the seller. This would not interfere with the board of trade scheme, but the latter could no doubt regulate that matter also. Attached to Rouse, Hazard & Company's circular are the names of a majority of American wholesalers who are in sympathy with the move, for as George R. Bidwell remarked: "We have all suffered more or less by the return of wheels through people over-estimating their capacity of sales, or lack of pushing them." Mr. Bidwell said in response to a query: "Sit down and I'll tell you what I think of the matter. Yes, the dealers' board of trade is a good thing. It is something that has been wanted, and should receive the support of all who wish to see certain abuses corrected, and the trade controlled in a conserva-

tive and wholesome way. I cannot for the life of me understand why jealousy and ill-feeling should exist in the cycle trade. There is room for us all, and by working in a measure together we assist each other, and thereby strengthen, instead of weakening each other. I have signified our firm's willingness to join the proposed board of trade, and if wise counsel prevails in its deliberations and bickering and personal feeling are thrown aside, it will be a royal help to the cycle industry."

THE SCHEME TAKES WELL.

Secretary M. L. Bridgeman of the American Ormonde Company—"Mr. Willis and myself are in hearty sympathy with the movement, and our company did not hesitate to declare itself in line at the start. We believe in it and should like to see the headquarters in New York if possible."

Treasurer Douglass of the Premier Cycle Company—"While President Johnson is not here, I can voice what I know will be his opinion, and that is favorable to the scheme, for our trade has grown to such an extent that the board of trade would be of great assistance to us. Personally, I am in favor of anything that will assist the trade, and the proposed Cycle Dealers' Board of Trade will no doubt do so."

Messrs. P. Angoris and A. A. Atty of the Raleigh Company—"Why, certainly, count us in on the proposed scheme; the Raleigh Company will always favor anything that will keep sharks out of the trade and correct the many abuses which crop out. In England we have what is called the Wholesalers' Board of Trade, which issues monthly a black-list of people who are shaky and have not kept faith with any of the wholesalers, and the scheme is doing much good in weeding objectionable people out of the trade and protecting the members against many possible losses."

George S. Atwater, of the Stover Bicycle Manufacturing Company's Broadway wholesale and retail store—"It is full time something was done. I tried to organize a Washington dealers' association to do away with certain abuses there, but the principal objectors to the scheme kicked because they were afraid those who entered into the agreement would break it to satisfy their own greed. Now this proposed cycle dealers' board of trade is all right, providing stiff penalties (cash-in-advance penalties) are enforced when the board's rules are violated. That is the only basis on which I would, or would advise anybody, to join the association."

THEY ALL WANT IT.

Secretary Vogel of the Gendron Wheel Company, who was in New York on business, was run to earth, and this is what the genial Toledo man said—"There seems to be no valid reason why such an institution should not be a general thing for the cycle business. The furniture trade, the hardware trade, the stationers and the jewelers have their boards of trade, which seem to be working well, and therefore I see no reason why such an important and growing trade as the cycle business should not have its board. I am sure our company will favor it if it is organized on a basis of equity and reliability."

Messrs. Getz, Quinlan and Schwalbach of the Gendron New York force, all echoed their chief's opinion.

T. S. Ray, the quiet, sedate manager of the G. & J. Broadway store, thought the scheme would be acceptable—yea, a blessing to local dealers, in order that the installment and renting business and price-cutting could be regulated. He also thinks stiff penalties for wilfulness or forgetfulness in carrying out the rules should be enforced.

That gay, handsome vegetarian, Sidney Bowman, Zimmerman's friend, who presides at Bowman, Collins & Mult-hall's, Eighth avenue, believes that the retailer is in more need of protection than the wholesalers, and thinks the proposed board of trade "an all-firing good thing," and believes the retail trade should have every thought when the scheme is brought to a head. Price-cutters and those who resort to "ways that are dark and tricks that are vain," in the cycle trade, should be dealt with heavily, and with a stuffed club if need be.

ONE IS AGAINST IT.

L. B. ("Barney") Whymper of Schoveling, Daly & Gales' cycle department, is a young man of decided opinions and expresses them so forcibly that it bodes ill success for an argument—"No, we don't want anything to do with a board of trade; we belong to one now, and get reports from Dunn and Bradstreet, and can get one in quick order when we require it, so you can say, Mr. REFEREE, 'we pass'."

The elegant, impressive and altogether popular "Pap" Worden was seen in all his oriental splendor at the M. A. C. races, and although busy receiving congratulations on his splendid appearance, said: "Why, yes, the Remington people will undoubtedly favor any move that will control and benefit the cycle trade, and although, as you know, the Remington is too good a wheel to need protection [this with a truthful look toward seventeen reporters], we will willingly enter into an agreement or join a cycle dealers' board of trade in order to assist our less fortunate brothers. Yes, you can count us as one of the allies to the scheme."

Elliott Mason, manager of the Pope Manufacturing Company's New York house, remembers a previous attempt at forming a cycle dealers' association, and sighed when he thought of the end of some. "Do you think that the members will take enough interest in it? And do you think they will agree and stick to the rules and regulations?" These are some of the queries Mason, with half-closed eyes and a far-away look, shot at the interviewer. Elliott Mason is one of the "old uns" of the trade, and has sold Columbias so long, and has seen so many changes, that he has become very conservative; and when Mason talks he generally talks to the point. "Yes, in a way I favor the scheme, providing it is organized properly, and will properly fill the field it is intended for. The trade is powerful enough to support a first-class institution of the kind."

W. L. Duryea, Keating Wheel Company—"Yes, we should have a board of trade to control the cycle business, especially the wholesale, which means the jobber and manufacturer."

A FEW MORE OPINIONS.

Col. Scheffey, of A. M. Scheffey & Company, wholesalers: "I have not looked into the matter much, but if the board of trade is useful in another line it ought to be in the cycle trade. We are doing an extensive wholesale business, and of course consult Dunn or Bradstreet very often in regard to credits."

J. Freidenstein, of the Anglo-American Iron and Metal Company: "We place reliance on inquiries and Dunn and Bradstreet reports to protect us against possible losses, but our dealings are with manufacturers principally. I look upon such schemes as boards of trade as hand-les to some scheme or other, and to provide salaries for people and others uninterested. I don't think the plan will work; and if it does it won't be for long."

J. S. Bretz, of Rockaway Manufacturing Company, Liberty cycles: "We

sent our firm's name as a member the moment it was started. We not only believe in a cycle dealers' board of trade, but we think it a necessity and will work for it."

W. B. Stilwell, of Peck & Snyder's cycle department: "A good thing; can't be organized too soon."

Manager Day, of R. L. Coleman & Company, Barclay street, who is a smart and energetic wholesaler, said: "While our firm has not sent in its name as a proposed member, we think well of it and will undoubtedly join a dealers' board of trade if started properly."

McKee & Harrington could not be seen, but it was learned that McKee is in favor of some such organization to regulate the trade and has so expressed himself.

This, therefore, can be taken as a fair census of New York opinion on the proposed cycle dealers' board of trade, and the result was surprising, as it is overwhelming in favor of such an organization. A member of the law firm which started the scheme, said the replies to inquiries are almost unanimous in favor of an organization.

MEN WE ALL KNOW.

No. 4.—W. M. Brewster.

Chance, and the fact that St. Louis possessed the biggest brewery and a good name for hospitality, took the league meet of 1887 to the city by the "Big Muddy," and then the league became acquainted with a man who has been its treasurer ever since, and has become one of the most famous persons in the cycling world.

"Pop" Brewster first saw the light in Cincinnati, though how long ago is a secret locked firmly in the bosom of the family. No one seems to know except Pop himself, and he won't tell. At a guess we should place him at—well, say thirty-eight. He may be more—he certainly is not less. He has dabbled in railroad matters nearly all his life, and at the time of his introduction to the league and for a long time thereafter, was located at St. Louis. Two years ago he moved to Quincy, Ill., but now he has returned to Missouri, and will make his headquarters in the classic city of St. Joseph. He travels extensively, and knows the country from one end to the other.

"Pop" Brewster is a character rarely met with. I remember, once, writing something about him—the editor would not publish it then so I'll try to ring it in on him now—on this order: "He is a thoroughly well-informed, practical man. Everyone who is favored with his acquaintance is fond of him, and all that his enemies can find against him is that he lives in St. Louis. His stock of stories and fund of honor are inexhaustible."

He is well informed. Ask him who is the author of the latest dime novel; he knows. Ask him at what time of day his ancestors among the Mayflower deckhands first saw America; he knows. Ask him who'll be the next pres—well, he don't know; says he's out of league politics, and I really begin to believe it. For—pardon the digression—he doesn't seem to take the same interest as of old in league matters. A laxity of action seems to have come over him, and the strings which he once held so firmly and pulled with such excellent effect have been dropped, one by one, probably because other and more important interests have demanded his attention. It is to be hoped that the league is not to lose this excellent officer, but appearances favor the opinion that his interest is waning.

(One of the most hospitable natures in

the world is Brewster's. Nothing is too good for his friend. As an entertainer I have never seen his superior. "The Bill Nye of cycling," some have called him, and not inaptly, for a quaint style of delivery, ready wit, and superb cheek serve to keep any assembly in which he may be in a constant roar.

Not altogether unmixed with sarcasm, however, are remarks occasionally dropped by the treasurer, and cutting, indeed, have been some few of these let fall, quietly but effectively on the heads of friend and foe alike, for W. M. B. is no particular respecter of persons.

As a writer Brewster is great. With Garden at one end and Brewster at the other a pen and ink war was once waged



which would have driven many men into a lunatic asylum. That was before they met personally. Now, they hug each other and drink out of the same cup—figuratively. Many attempts have been made to induce him to write for the cycling press, and once he did so for awhile, but soon withdrew.

Thus we find the opinion of the world to be that Brewster, as an entertainer, is great, as a politician, a huge success and as a friend, most sincere. May the cycling fraternity be blessed by the addition of many men like him.

The Lincoln's Sunday Run.

The Lincoln Club run Sunday was to Milwaukee by boat Saturday evening. Frank Chase had full charge of the trip in the absence of Captain Newman. Owing to the races only a part of the crowd were a wheel. The riders went to Waukesha, those who were not on wheel's going by train and returning over the twenty-mile course in a bus. Peck, Jones and Spooner made a century over Milwaukee's regulation course. Eleven hours were consumed in the trip; eight hours riding time. The Waukesha country roads and hills, taken as a whole, are no better than the Elgin-Aurora century course. The party returned Sunday evening.

The C. R. C. Annual Century.

The annual century run of the Century Road Club occurs this Sunday over the Elgin-Aurora course. The start will be from the corner of Halsted street and Washington boulevard at 4 o'clock, sharp. Registry books will be opened in Hunt's place, where name, club, wheel ridden and time of starting will be taken. Captains will marshal their club men at some given point to avoid confusion and may register the party. All the arrangements en route will be very complete. This promises to be the greatest affair of the kind ever held, and to be so must have the hearty co-operation of every local centurion. Out-of-town riders will congregate at the Gault House on West Madison street Saturday night, that all may be called at the same time.

NEW ENGLISH RECORDS

TWO GREAT PERFORMANCES DURING THE PAST MONTH.

The Hundred-Mile Path and the Land's End to John O'Groat's Records Lowered—Tire Makers Busy—International Races.

LONDON, Aug. 20.—This has been another week of big performances. On Saturday, at Herne Hill, the Surrey B. C. tried the experiment of running a 100-mile path race with pacemakers. Owing, however, to the fact that these aids were only allowed to the leader, and men who were left had to struggle on unaided and as best they could, the event, so far as actual racing was concerned, proved a failure. Man after man, unable to go the pace in the first hour, cracked and then retired, the result being that before half the distance was covered only J. E. L. Bates and J. H. Adams were left on the path. Both were on rear-driving safeties, the former, who has fallen out with his old club-fellow and companion, S. F. Edge, having deserted the M. & C. geared ordinary for a New Howe safety, and Adams, of course, riding a Whitworth. In my last letter I believe I told you to look out for some records for Adams. In this very race he put up a new set of figures; from sixty-four miles to the finish, his 160 miles time being 5 hrs. 4 min. 18 3-5 sec. This, although less than a minute faster than Shorland's F. D. record, made in the first hundred miles of the Cuca cup race, is undoubtedly a very fine performance when the conditions under which Adams rode are taken into consideration. Throughout the whole of the race the wind was very strong, and during a great part of it rain fell quite heavily. Bates, although much fatigued by fast work in the first hour, when he was trying to break up S. F. Edge, finished the distance in 5 hrs. 8 min. 55 3-5 sec. Adams last mile was covered in 3 min. 16 2-5 sec. and the last quarter-mile in 47 4-5 sec.

FLETCHER'S BIG RIDE.

On Tuesday the veteran T. R. Marriott of the firm of Marriott & Cooper put in a good performance on the road with F. W. Briggs of the North Road C. C. Mounted on an Olympia tandem tricycle the pair established a record for that class of machine from London to York, doing the distance in 15 hrs. 20 min. On Wednesday R. H. Carlisle reduced the Edinburgh to London record by some hours. The big performance of the week, however, has been that of Lawrence Fletcher, the famous secretary of the equally famous Anfield B. C. Starting on Monday, he succeeded in beating the record between Land's End and John O'Groat's, which T. A. Edge established this summer, by forty-five minutes. His time was five minutes under four days. Fletcher is a man of many parts. For years he has been one of our best road riders. He is a most capable secretary and organizer; he is a forcible orator and also an author of promise. The great house of Cassell & Company has lately published a romance of the Rider Haggard type from his pen. The title is "Into the Unknown," and the first edition—a large one—is already exhausted, and a second is being prepared.

BUSINESS MATTERS.

Last week I told you that the tire makers were more busy than the cycle makers, and this continues to be the case.

Messrs. Gormelly & Jeffrey have every reason to be satisfied with their experi-

ment of opening offices in Coventry. Already the business promises well.

Messrs. Wittens & Bradbury of the Preston Davies Tire Company have been making a business tour through the country, and they also are contemplating opening a depot in Coventry. To my mind the Preston Davies tire is one of the very best and one of the very few of those which will be largely used in the future.

Mr. A. H. Overman is still here and leaves for home about the middle of next month. This week Mr. Jaffray of the REFEREE left us, and the advent of Mr. J. J. Prial is announced. Next week Mr. Oscar A. Pappe of Pittsburg, Pa., departs for Liverpool, after making a long tour on a Reform safety through parts of Europe, Asia and Africa. He intends to visit the World's fair at Chicago and then to start on another long trip, this time visiting the southern hemisphere.

FOR THREE WORLD'S CHAMPIONSHIPS.

There is a prospect of the institution of world's championships at an early date. At the last meeting of the N. C. U. general committee Mr. Henry Sturmer mooted a scheme, and it was left to him to form a sub-committee to consult with the governing associations in other countries. His idea is that there should be three races—one mile, ten miles and fifty miles—each year, and that the first meeting should take place in Chicago in 1893.

Just as I close this letter I learn that at Coventry, this afternoon, E. Oxborrow lowered the professional mile, safety, record to 2 min. 21 3-5 sec. The correctness of the time is vouched for by a number of watch-holders, including E. H. Godbold of *Bicycling News*.

The West Side Track Scheme.

The west side will have a track. Charles H. Stephens has secured an option for a five-year lease of ground at Forest Home station of the Wisconsin Central, and Chicago, St. Paul & Kansas City Railroads. The tract is ten acres in extent and can be leased for five years with an option for another five years.

It is easily accessible by electric road and may be reached over boulevard roads. It is proposed to build a three-lap track of boards, thirty feet wide on the back stretch and forty feet on the home stretch, which is to be 490 feet long. Mr. Stephens is an enthusiastic and level-headed worker in the Illinois club, which organization has subscribed \$1,500 of the necessary \$4,000. All the west side clubs are at work with subscription papers. The west side men have had offers to consider, have entreated, only to have their ardor dampened by failure. Their fast men have grumbled about it and have been unable to spare the time and expense for training at Parkside. That many are speedy has been proved by showings made, on the road mainly, but often on the path. The Illinois club, once a prominent factor in local racing, has now come toward the front again with a number of good men. Had they the chance more could be developed.

Hendee Was Worried.

George M. Hendee (who, according to our solid but slow-going friend, *Bicycling World*, would soon sail for England, accompanied by his bicycle) arrived home from a month's trip abroad last week, and brought back some experience, a few lamps, foot balls and other knick-knacks. Hendee was afraid of the customs people but escaped unharmed. Mrs. Hendee, who is visiting in Paris, will remain in the gay French capital some time. J. C. Spears of Worcester, who makes the Majestic for Hurlbert & Company, accompanied Hendee on the trip.

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But Sanger Didn't Show Up.

MILWAUKEE, Aug. 29.—A great crowd of wheelmen assembled at the Union depot Saturday evening to welcome home from the Chicago Cycling Club's meet their club mate, Walter Sanger. The large throng was not composed entirely of wheelmen, but was augmented by all kinds of people anxious to do honor to the Milwaukee flyer. As the train rolled into the depot the building fairly echoed with the club's familiar cry. It was the intention to give Sanger a demonstration such as he would not soon forget, as a testimonial of their kind feeling toward him as a brother wheelman and their appreciation of his desire to carry to the front the colors of the Milwaukee Wheelmen. An extensive programme had been prepared and all arrangements made, but the boys were doomed to disappointment. Sanger failed to show up. Wallie, like Zimmerman, is of a modest, retiring disposition, and on hearing that a demonstration was on foot stayed over in Chicago until Sunday.

MILWAUKEE MEN DID WELL.

Sanger's work at Chicago was very satisfactory to his many admirers and friends in Milwaukee. His riding the first day of the meet called forth unbounded praise from the large crowd

present, and special recognition and generous treatment from the great Chicago dailies. All the Milwaukee men did well and are worthy of hearty praise. Price made a good showing, also Andrae, Parks and Schimmel.

TRACK SCHEMES ON FOOT.

The various Milwaukee dailies give a great deal of space to the writing up of what they term bicycle news. The dearth of sporting news in general for some time past has led the different sporting editors to vie with each other in the sensational way. Everything appertaining to the sport is dished up. It would seem that their only object is to write against space and swell every little item of interest up to such an extent that it loses all resemblance of the truth. The latest scheme promulgated in the columns of one daily journal is the building in Athletic Park of a bicycle track by the proprietor, H. P. Quinn. It gives the information that the Milwaukee Wheelmen have agreed to have him build a four-lap track, which is guaranteed to be the fastest in the country, at an expenditure of \$3,000 or \$4,000. The truth of the matter is the wheelmen, while fully appreciating the need of a track, are alive to the fact that in order for them to reap the harvest their efforts in the past year deserve, they must build a track themselves and exercise as far as possible absolute control over all racing events. The Milwaukee Wheelmen have quite a little nest-egg laid by for the purpose of building a track, and the money made at their field day sports and the minstrel

show to be given this fall will be devoted to the project.

ON A TRIP ABROAD.

Julius Andrae, the veteran bicycle dealer, departed for Germany last week, leaving New York Tuesday on the steamer Havel. This is Mr. Andrae's first vacation in many years, and the unexpected announcement of his proposed trip caused no little commotion in the establishment. It is just thirty-seven years since he landed in this country, and thirty years ago he laid the foundation of his present large business. He first began the repairing of bicycles in 1879, and commenced selling them in 1885. Mr. Andrae deserves the much needed rest, and will visit the home of his boyhood and spend several months with relatives and friends.

SMALL PARAGRAPHS.

H. A. Coleman, chairman of the entertainment committee of the Milwaukee Wheelmen, accompanied Sanger in his swing around the circle, taking in Sarnia, Detroit and Chicago.

Fred Schroeder and John Jay Baumgartner, of the Milwaukee Wheelmen's racing board, attended the three C.'s meet at Chicago last week for the purpose of securing additions to the entries for the field day races Sept. 10.

Fred Schmitz, ex-state champion, has resigned his position with the Sercombe-Bolte Manufacturing Company, and has engaged in the photograph business.

JACK ROYAL.

Two New Denver Cycle Clubs.

DENVER, Aug. 27:—The Colorado Wheelmen and the Overman Wheel Company Club are the latest additions to Denver's cycling organizations. Both are quite original; and one of them, at least, deserves more than passing mention. The Colorado Wheelmen mem-

bership is at present limited to twenty-five, which limit is now filled. The members are mostly racing men, and have organized with the idea of benefiting one another by working together. Instead of attempting to procure and fit up a white elephant in the guise of a club house, they expect to equip some suitable quarters as a first-class gymnasium, where men that are training or that want to keep in condition can have the same and even more privileges at much less expense than through the agency of an athletic club. The officers are: President, W. W. Hoag; captain, E. R. Pynchon; first lieutenant, W. Goyett; treasurer, R. H. Biegel; secretary, J. S. Van Buskirk; manager, Louis Block. Among the members of the club are, last year's road race time medal winner, this year's time medal winner, the crack century rider and the state champion, as well as several lesser lights in the local racing world. All around it is an organization that will be heard from sooner or later.

THE OTHER CLUB.

The Overman Wheel Company's Club is composed of the thirteen employes of the Denver branch. The uniform of the male members consists of black pants and stockings, white cap and sweater. The company's monogram, when worked in on the white sweater with black material, is very striking.

The Stokes Manufacturing Company is now quartered in its new location at Eighteenth and Stout, next door to the Overman Wheel Company. With these houses here Denver can boast of as handsome cycle stores as one could find.

With the Stokes people, the Overman, and the Kenwood and Rambler agencies all within a block of Eighteenth and Stout streets, this part of town can easily be called a second cycle row. Higgins.

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Hannan and Whitney will have to move to be in fashion.

Labor day, Sept. 5, the Denver Athletic Club gives its fall field sports. Among the events are a half and one-mile, open, and two and five-mile, handicap bicycle races. Most of the local cracks will appear, although few have had time to train, on account of the club delaying the advertising of the event.

SPECTRE.

Dakota's L. A. W. Membership.

MITCHELL, S. D., Aug. 27.—South Dakota in the last few months, from a list which placed her at the foot of the ladder as regards league members, has been jumping upwards at quite a rapid rate. At the beginning of the year her membership list contained but four names; at this writing it includes sixty-four names—quite an increase. This rapid increase has in part been due to the work of W. J. Healey, secretary of the Mitchell Wheelmen, who has spent considerable time and money in an effort to secure a membership sufficient to entitle the state to representation in the national body. The city of Aberdeen sent in eighteen applications, Watertown six or seven, and Mitchell twenty-three. It is the intention of the cyclers in the state to hold quite a meet next year so far as prize list is concerned.

Fred Pattee, the genial representative of Rouse, Hazard & Company, of Peoria, was in town transacting business the past week. He also made a flying visit to the Svendsgaard Company, Fergus Falls, Minn., and Hutchinson & Phillips, of Sioux City, Iowa, as well as a visit to the Nebraska Cycle Company, of Lincoln, in which concern Pattee is interested. While here he took in a sample of the immense roads of this section.

The abundant crops produced in this state this year will be the means of caus-

ing a good demand for wheels this fall and the coming year.

To Try Military Cycling.

ST. LOUIS, Aug. 29.—George M. Wilder and O. L. Rule rode to Jefferson Barracks yesterday and completed all arrangements for the Cycling Club's first attempt at military service. Fifteen members of the club will ride to the barracks early Sunday morning, Sept. 18, and after strapping on their carbines, etc., will be given orders by Colonel Young to proceed at once to some designated point and to send two men back from there at all possible speed, to make a full report to him regarding condition of route, together with sketch of country gone through. After sending their two men back to headquarters to report, the main body will start back to the barracks at a moderate pace.

The distance to be traveled will not be over sixty miles and it will not be a race, as the men must keep together. The two men sent to report on the roads are not likely to have any trouble sketching the roads, as there are very few roads in the St. Louis riding district that the Cycling Club boys do not know like a book.

Character on the Wheel.

When it was said of a successful wheelman that his prestige was won by his legs and not by his brains, or words to that effect, a grave error was made. If the originator of the thought had witnessed the struggle for supremacy between the contesting wheelmen on the road between Waukesha and Milwaukee; and if he was possessed of intelligent observation and discrimination, he would not have spoken so carelessly.

That contest (and as well others of like character) was one of brains as well as of brawn.

There was driving power behind the eyes that gleamed over the forewheel as determined and strong as the power that moved the pedals.

Indeed, is it not true that the muscle is brought into activity only through the will power—the brain?

When the contestants who left Waukesha reached the foot of Undertaker's hill the real struggle began. The trained muscle was but the servant of the thinking force.

Look at the principal contestants. Observe, as they begin the ascent, the courage, the cunning, the diplomacy. Strength is to measure strength; endurance to measure endurance; strategy to outwit strategy. Speed will be determined later.

There goes an ambitious rider who thinks only of his present strength; but he is trailing his vitality on the rough road while a more thoughtful competitor drives, carefully, avoiding the dangerous places and marking out a straighter line. Still another racer, more mindful of his vitality than the one now far in advance on the hill, lags further in the rear than other speedy men. And so, throughout the struggling mass, the thinking force will be found with the speedy, successful force.

But finally the last rough place and the last hill are passed, and, like a sunburst after a storm, the rainbow vision of success rises over the level path beyond for those who thought as they rode.

Now catch a gleam of sparkling eyes! See the tensify of muscle, urged into activity by the intensity of purpose!

From hip-joint upward, all emotion. From hip-joint downward, all motion. Mind, heart, soul, muscle—all in harmonious combination—fierce, determined, fearless, even reckless now! The glory of victory is already burning in their hearts. It is a grand race, and one of

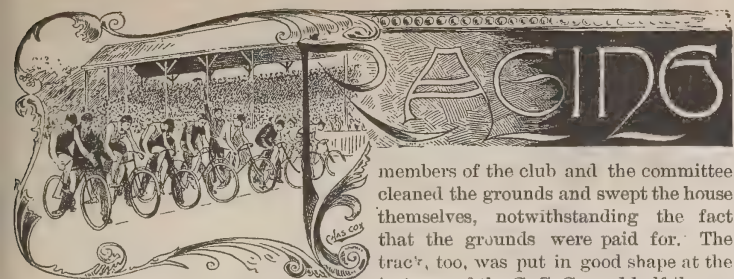
brain more than of brawn. The prestige of success cannot lie in the winner's limbs alone. The guiding power is in his head.

D.

Ulbricht Makes a Record.

Emil Ulbricht established a record for the Elgin-Aurora course, Sunday, riding the 104 miles in 7:13:00 2-5. He was timed by J. M. Erwin and George G. Greenburg, and paced as follows: To Melrose by W. J. McMahon and L. Tagholm; to Addison by John Erickson and L. Tagholm; to Ontarioville by G. Paulsen, and into Elgin by J. Hoeck. He reached Elgin in 2:25, ten minutes behind Cutting's claimed time. The roads were rough and rutty. Wilkinson, of Elgin, took him into Aurora in 1:20, placing him five minutes ahead of Cutting's time. Here he was rubbed down and had his tire fixed. To Naperville, Bartholdi and George Webb took him, and G. Olsen and "Bob" Fisher paced him to Downer's Grove. From here to Riverside he rode on a flat tire with Erickson and W. Christiansen pacing. Erickson and Woolas took him to Oak Park, and M. Nessel and J. Clark to the finish. He looked badly used up. Over 500 people saw the finish of the ride. His time from Aurora was 3:45, against a head wind. About a half-hour in all was lost. This is not better than Cutting's time, but is record, as it was properly checked and timed.

On Sunday the Peoria Bicycle Club will run to Lacon and take dinner at the hotel in that place, and it is safe to say the boys will do ample justice to the viands set before them. Lacon is situated on the east bank of the Illinois river, thirty miles north of Peoria. The road from Peoria to the little city follows the Illinois river, making the same graceful curves and stretches as does that noted stream.



Two Big Days at Parkside.

The two days' meet of the Chicago Cycling Club at Parkside last Friday and Saturday was unquestionably the most successful affair of the kind ever held in the Garden City in point of attendance, good racing and finances. The event was gotten up hurriedly, but carefully, and as a result the Chicago club is in the neighborhood of a thousand dollars the richer, while the people of the city have had a taste of good racing, notwithstanding Zimmerman and other cranks were not present. It is doubtful if more people could have been accommodated on the grounds, for there is a very limited seating capacity in the grand stand and club house. Friday several hundred ladies were admitted free, and it is safe to say every one saw the races Saturday. It was a crowd of high-class people each day, and intense interest was manifested in the races, particularly by the fair sex.

POOR TRANSPORTATION FACILITIES.

Notwithstanding the fact that the Illinois Central people had been requested to put on extra cars each day to carry the estimated large crowds, only the regular trains were run, and as a result the people were compelled to ride on top of cars and on the engine's tender. The trains were behind time, and Saturday the races began an hour late. Many people at Van Buren street were unable to board the train at all, and some returned home in disgust. It seems that when a big cycle event is on, and the Illinois Central is depended upon to carry the crowds, there is always a mishap and the people do not reach their destination at the time figured on. Good railroad facilities would have increased the gate receipts materially. Fortunately for the ticket sellers at the gate, many had purchased their tickets before hand and on the train, and as a result there was little delay at the gate, but it took six and eight to take the tickets at times.

THE CROWD WAS GREAT.

So eager were the people that they went over the fences, and club members collected tickets along the line. A rush was made for the grand stand, particularly on Saturday, and in a few moments every seat was filled, while the verandahs and club house roof, and every available spot around the track were occupied, packed in some places. On Friday at least 2,000 attended, and Saturday there were between 3,500 and 4,000 people on the grounds. Englishmen would laugh at such a "gate," but it beats anything Chicago ever saw—her people are just now becoming interested in cycle races, and another year very successful tournaments may be run. The Parkside grounds will not accommodate more than 4,500 at the most, and a large proportion of that number is compelled to stand. It was an orderly crowd and easily managed. A police sergeant said: "That's the best behaved crowd for its size I ever saw; our services were useless here."

GROUNDS AND TRACK IN GOOD ORDER.

The grounds of the cricket club were in apple-pie order, also the club house, but it was due to the race committee that such was the state of affairs, for the

members of the club and the committee cleaned the grounds and swept the house themselves, notwithstanding the fact that the grounds were paid for. The track, too, was put in good shape at the instance of the C. C. C., and half the expense was borne by the club leasing the grounds. It is a queer way to run things, but the only thing that could be done with the grounds management. It might here be stated that if the cricket club would be liberal to some extent the Parkside grounds would prove a profitable investment, but as things are now run it will be a long time before they will pay expenses.

KEPT THE TRACK CLEARED.

Considering the size of the crowd the track and enclosure were kept well cleared, so that the officials had some chance to work. There was a large delegation of daily newspaper men, and some of those who found flaws in the management were the ones who were most in the way. The regular cycling newsgatherers knew their places and helped to keep order. The Lincoln C. C. band occupied a prominent position in a tent on Friday, but as the members missed the train Saturday the musicians did not put in an appearance on that day, much to the disappointment of the crowd. Starter Conkling and Clerk Anderson kept the riders busy, and every race was started with great promptness.

* * *

Friday's Races.

A very few moments after 3 o'clock the novice race was started with an even baker's dozen of men, seven having been barred because of having won prizes on the road. Allen set the pace to the half, when Dale took it up and opened a wide gap, winning by fifty yards in 3:00 2-5. The first start was marred by a fall, and in the second Clark fell at the first turn.

HALF-MILE, HANDICAP.

Lumsden was on scratch and Davis at thirty-five yards, and the latter had it all his own way in the first heat, winning by twenty-five yards, with Leonhardt a few feet ahead of Lumsden, who did not gain on Davis at all. There was more interest in the second heat, Van Sicken winning from twenty yards, and Helmich, sixty yards, and Rhodes, scratch, being close up. In the third heat Slusser took things easy and won from the eighty-yard mark in 1:05 4-5, while Thorne beat out Johnson for second place with an advantage of twenty yards in handicap. Sanger, in the fourth heat, caught the field from scratch on the last eighth, and had no trouble in getting in first, with Nelson second from eighty yards. Sanger mowed down his men beautifully, and the crowd gave him a hearty cheer as he crossed the tape. Smith won the last heat by twenty-five yards, though Bliss made a hard fight to make up sixty-five yards. Githens did not make up the ten yards on Bliss, and was, in fact, unplaced.

TWO-MILE, TEAM.

It seems to be good luck or good riding on the part of the Chicago C. C. team, for the club has not lost a team race this season. Lumsden, Bode and Winship battled for the big club, while Steele, Stilwell and Helmich attended to the Lake View's interests. Points were counted at the end of each mile, the first being finished first by Lumsden, then by Bode, Steele, Helmich, Winship and Stilwell—13 to 8 points for the Chicago

gos. The last mile Lumsden also came in first, with Bode, Stilwell, Steele, Helmich and Winship close up—12 to 9; total, 25 to 17 points.

ONE-MILE, OPEN.

The mile, open, brought out fourteen of the best in the two heats, each of which made a fine race. Referee Sheridan placed a 2:40 time limit on the heats, and both were well inside. Munger, Van Sicken and Bliss kept up a hot pace in the first heat, and Andrae quit after the first lap, Callan on the second and Ballard, thinking the third to be the last lap, spurted, only to be compelled to quit. Munger won well ahead of Van Sicken and Bliss, who nearly made a dead heat, the former winning by an inch; Price fourth.

In the second heat George Thorne fell at about fifty yards, while Johnson and Sanger kept up a merry gait, with Githens close up. On the spurt Sanger went to the front and won from Githens, Johnson and Davis close up and Hunter some yards behind.

THREE-MILE HANDICAP.

This event brought out just thirty starters, all the scratch men starting but Lumsden. It was a big field for a quarter-mile track and the scorers were kept busy, the riders being stretched out away around the track. The scratch men, Rhodes, Munger, Sanger and Githens, soon caught the seventy-five-yard men, Johnson, Van Sicken and Bliss, and a moment later George Thorne was picked up. This bunch kept well together and cut down the field with apparent ease. The spurt was commenced by Munger on the last quarter, Sanger and Githens keeping close up. At the last turn Sanger went up and passed Munger, while Githens closed up the gap, went past Sanger, and won by an open length, George Thorne and Leonhardt being but a few yards back.

HALF-MILE SCRATCH.

Rhodes, Munger, Sanger, Ballard, Helmich, Davis, Dever, Hunter and Price started in this event, Helmich making pace for the first quarter. On the turn Hunter ran wild, forcing Davis to the edge and nearly over the bank. Ballard was also forced up and went over, receiving several bad cuts. Sanger and Price improved their opportunity when the others left the pole, and got a good lead, finishing first and second, respectively, with ease, while Munger got third and Rhodes quit altogether.

FIVE-MILE, HANDICAP.

The last event on the card was the five mile handicap, and so large was the field that it was almost impossible to tell how the race stood, except that Tagholm was in the lead, for with five hundred yards the scratch men only made pace for him and he hung on to the last, being still a lap ahead of them at the finish. It was a grand race and all the good men were in it. Repeatedly the back mark men tried to shake off Tagholm, but he held on. There was an immense field and but one accident, Price falling at about three and a half miles. Steele from 400 yards worked like a beaver and caught everybody ahead of him but Tagholm, while Leonhardt lost second place only by a scratch.

THE SUMMARIES.

One-mile, novice—Russell Dale, I. C. C., 1; Leroy Rogers, G. C. W., 2; J. S. Allen, 3; time, 3:00 2-5. Also started, E. Berger, John Schneider, J. Clark, who fell, and C. J. Gilmore.

Half-mile, handicap—First heat—C. W. Davis, C. C. C., 35 yds., 1; A. Leonhardt, Cal. W., 75 yds., 2; time, 1:13 2-5. Also started, A. E. Lumsden, scratch; R. M. Tidd, St. Louis, 50 yds.; H. A. Dever, Rockford, 60 yds.; C. J. Gilmore, 75 yds.; A. W. Swigert, 75 yds.

Second heat—N. H. Van Sicken, C. C. C., 20 yds., 1; A. Helmich, Jr., L. V. C. C., 60 yds., 2; W. A. Rhodes, I. C. C., scratch, 3; time, 1:11 1-5. Also started, E. C. Bode, C. C. C., 35 yds.; F. E.

Hunter, Indianapolis, 50 yds.; M. Nessel, Col. W., 60 yds.; D. Dreier, C. C. C., 70 yds.; J. C. Clark, Col. W., 75 yds.; J. L. Allen, 80 yds.

Third heat—R. W. Slusser, L. C. C., 80 yds., 1; George A. Thorne, C. C. C., 45 yds., 2; J. S. Johnson, Minneapolis, 20 yds., 3; time, 1:05 4-5. Also started, L. D. Munger, C. C. C., scratch; C. W. Price, Milwaukee, 40 yds.; J. F. Stillwell, L. C. C., 55 yds.; C. A. Fox, L. V. C. C., 60 yds.; G. W. Mitchell, 70 yds.

Fourth heat—W. C. Sanger, scratch, 1; M. Nelson, Cal. W., 80 yds., 2; C. E. Parkes, Milwaukee, 60 yds., 3; time, 1:11 1-5. Also started, H. R. Winship, E. C. C., 30 yds.; E. W. Ballard, C. C. C., 40 yds.; J. Schneider, Cal. W., 65 yds.; O. C. Green, C. C. C., 70 yds.; J. E. Lonn, La Porte, Ind., 100 yds.; O. R. Barnett, C. C. W., 90 yds.

Fifth heat—C. P. Smith, I. C. C., 75 yds., 1; J. P. Bliss, C. C. C., 10 yds., 2; F. T. Andrae, Milwaukee, 40 yds., 3; time, 1:13 2-5. Also started, H. A. Githens, C. C. C., scratch; Roy Keator, L. C. C., 55 yds.; F. W. Newland, I. C. C., 60 yds.; E. Berger, 75 yds.

Two-mile team race (points scored at end of each mile)—Chicago Cycling Club, Lumsden, Bode, Winship, 25 points; Lake View Cycling Club, Steele, Stilwell, Helmich, 17 points. Lumsden and Bode finished first and second, respectively, in each mile.

One-mile, open—First heat—L. D. Munger, C. C. C., 1; N. H. Van Sicken, C. C. C., 2; J. P. Bliss, C. C. C., 3; C. W. Price, Milwaukee, 4. Also started, E. W. Ballard, C. C. C.; W. Callan, L. V. C. C.; F. T. Andrae, Milwaukee.

Second heat—W. C. Sanger, Milwaukee, 1; H. A. Githens, C. C. C., 2; J. S. Johnson, Minneapolis, 3; C. W. Davis, C. C. C., 4. Also started, G. A. Thorne, C. C. C.; F. E. Hunter, Indianapolis; W. A. Rhodes, I. C. C.

Three-mile, handicap—H. A. Githens, C. C. C., scratch, 1; W. C. Sanger, Milwaukee, scratch, 2; L. D. Munger, scratch, 3; G. A. Thorne, C. C. C., 175 yds., 4; A. Leonhardt, Cal. W., 350 yds., 5; time, 8:33 3-5. Also started, Johnson, Van Sicken, Bliss (fell), Winship, Nessel, Tidd (fell), Ulbricht, Keator, Stillwell, Peck, Fox, Helmich, Parkes, Newland, Dreier, Callan, Smith, Mitchell, Swigert, Barnett.

Half-mile, open—W. C. Sanger, Milwaukee, 1; C. W. Price, Milwaukee, 2; L. D. Munger, C. C. C., 3; time, 1:18 2-5. Time limit, 1:18, but race allowed. Also started, Ballard, Helmich, Davis, Dever, Hunter.

Two-mile, handicap—L. Tagholm, Col. W., 500 yds., 1; Gus Steele, L. V. C. C., 400 yds., 2; A. Leonhardt, Cal. W., 500 yds., 3; J. Schneider, Cal. W., 475 yds., 4; O. C. Green, C. C. C., 340 yds., 5; time, 14:56. Also started, Munger, Rhodes, Sanger, Githens, Bliss, Johnson, Van Sicken, Andrae, Winship, Thorne, Ballard, Price, Keator, Ulbricht, Stillwell, Nessel, Peck, Smith, Callan, Barnett.

* * *

Saturday's Events.

There was more interest taken in the races on Saturday than on the previous day, and the racing was better, too. Van Sicken fell on the west turn, and Bliss received another tumble, but neither was hurt. Ballard did not ride, owing to the cuts received Friday.

HALF-MILE, HANDICAP, FINAL.

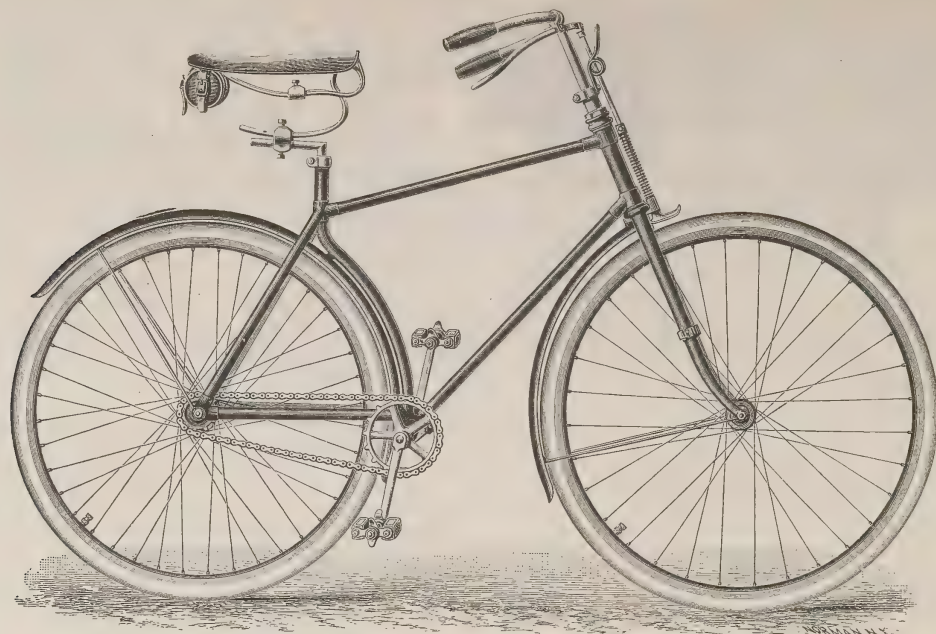
The first event on the programme was the final of the half-mile handicap, and all who qualified started. Davis, from fifteen yards, finished first easily, six yards in front of Van Sicken (20 yards), who was two lengths ahead of Sanger (scratch). Sanger nearly caught Davis at one time, but the speedy Chicago man opened up a gap and won in 1:09 2-5 from his mark.

MILE, THREE-MINUTE CLASS.

This event had thirty-three entries, and was run in two heats. Steele had little trouble in getting first place in the first heat, with Parkes, Green and Oakley close up, the time being 2:47 2-5. In the second heat Dale spurted the last eighth and won easily in 2:53 1-5, with Leonhardt, Barnett and Hrach in the order named. Parkes, Dale and Barnett fell in the final, and Steele crossed the tape first and Leonhardt second. Both men were disqualified, however, the first for looking around and Leonhardt because he cut across the field. Green, who finished third, was given the race, and Oakley was awarded second.

MILE HANDICAP.

There were four heats in the mile handicap, Parks being first in the first heat, with Lumsden second and Andrae third. Van Sicken fell on the west turn. In the second heat Sanger won



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 { Roadster, 42 lbs., }

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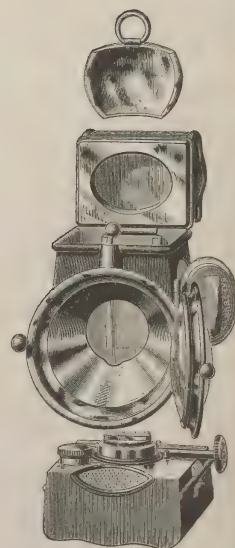
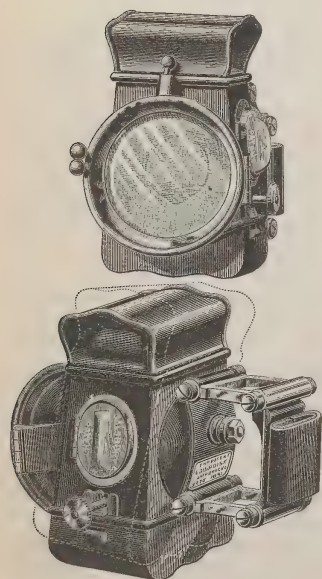
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A FEW CHOICE EVENTS. _____

May 30,	Worcester, Mass.,	1st 4 times.
" 30,	Manhattan Field,	1st 2 "
June 6,	New Haven,	1 Mile Safety.
" 6,	" "	1/2 Mile H'dcap.
" 4,	Cambridge,	1 Mile Scratch.
" 4,	Philadelphia, 1/2 and 1	" "
" 13,	Cortland, N. Y.,	1 " "
		2 " Lap.
		1/2 " Scratch.
		1 " H'dcap.
" 17,	Buffalo,	1st 3 times.
" 21-22,	Scranton,	1st 4 "

Three out of four New Jersey State Championships. At Washington, 4 firsts, 2 seconds, on the first day.

Also at Orange, June 25th; Cleveland, June 22nd; Vineland, June 28th; Asbury Park, June 30th; Patterson, July 2nd; Hartford, July 4th. They were first in each place several times.

Finally, Frank Waller at Oakland, Cal., rode 363 miles in 24 hours on a Bidwell-Thomas Pneumatic.

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from scratch amid great cheering, while Leonhardt, from 145 yards, was second, and Rhodes third from forty-five yards. The two following heats were merged into one, three men to ride in the final. Johnson had forty-five yards and won by a half length, George Thorne being second and Githens third from twenty-five yards. The final fell to Leonhardt with Parkes second and Johnson third.

THE BOYS' RACE.

This was probably the most interesting event of the day, and little twelve-year-old Paul Schimmel and Fred Kurtz went over the tape almost neck and neck, the former an inch or two in the lead. Callan, who never should have been in the race, was beaten out by two much smaller lads, and finished an extremely poor third. Schimmel's time was 2:52. He was advised not to go into the race because the others were so much older and larger, on he replied: "What the—do I care," as big as life. He'll make a good one some day.

QUARTER-MILE, SCRATCH.

On the result of this race Milwaukeeans

fidet, but they took the defeat gracefully and were among the first to congratulate the victor.

TWO-MILE SCRATCH.

Munger will travel to Springfield at the expense of the *Mail*, having captured the trip-to-Springfield prize in the two-mile scratch race. A time limit of 5:45 was placed on the race by Referee Sheridan, and the winner's time was 5:30 2-5. The men changed pace and Rhodes attempted a run-away game, but soon dropped out altogether. George Thorne got in next to Munger, Bliss third, Davis fourth and Githens fifth—five C. C. C. men in a string.

ONE-MILE ORDINARY.

The three-mile ordinary event was changed to a one-mile to save time. Wing, of Ottawa, was on a pneumatic pony Star, Young on a pneumatic ordinary, and Bamberger on a solid ordinary. Wing romped away on the start and won in 2:56 3-5, while Bamberger beat out Young. All looked around and only this saved the first man from being disqualified.

I. C. C., 2; time, 2:44 1-5. Steele finished with ease, but was disqualified for looking around.

One-mile, handicap—First heat—C. E. Parkes, Milwaukee, 125 yds., 1; A. E. Lumsden, C. C. C., 23 yds., 2; F. T. Andrae, 95 yds., 3; time, 2:33 4-5. Also started Van Sicklen (fell), Tidd, Mitchell, Barnett.

Second heat—W. C. Sanger, Milwaukee, scratch, 1; A. Leonhardt, Cal. W., 145 yds., 2; W. A. Rhodes, I. C. C., 45 yds., 3; time, 2:33 1-5. Also started Dever.

Third heat—J. S. Johnson, Minneapolis, 45 yds., 1; G. A. Thorne, C. C. C., 75 yds., 2; H. A. Githens, C. C. C., 25 yds., 3; time, 2:30 2-5. This was third and fourth combined. Also started Hunter, Nesel, Newland, Munger, Helmich, Gilmore.

Fourth heat—O. C. Green, C. C. C., 150 yds., 1; C. W. Davis, C. C. C., 40 yds., 2; time, 2:31 2-5. Also started Bl's, Price, Steele, Keator, Swigert.

Final heat—A. Leonhardt, 1; C. E. Parkes, 2; J. S. Johnson, 3; time, 2:28 3-5.

One-mile, boys—Paul Schimmel, Milwaukee, 1; Fred Kurtz, 2; W. Callan, 3; time, 2:52.

One-mile, open, final—W. C. Sanger, Milwaukee, 1; J. S. Johnson, Minneapolis, 2; H. A. Githens, C. C. C., 3; time, 2:47. Also started L. D. Munger, Bliss (fell), Price, Davis.

Quarter-mile, scratch—First heat—A. E. Lumsden and W. C. Sanger (tie), 1; R. M. Tidd, St. Louis, 2; time, :36. Also rode Rhodes, Van Sicklen, Price, Dever.

Second heat—L. D. Munger, 1; G. W. Mitchell, 2; time, :37. Also rode Thorne, Helmich, Hunter.

The Philadelphia Races.

Rain for several days previous and threatening weather all day Saturday, had a disastrous effect on the Quakers' meet, but under the circumstances it was a most successful affair, although disappointing to the club, which had expected an attendance of several thousand people. There were some 1,500 present, notwithstanding the gloomy outlook, and shortly after the races were commenced the sun came out bright and warm. The track was wet and soggy and unridable at the pole in some places. Tyler, Relph, Riverside Smith and Hazleton were the principal men from out of town, although there was an abundance of local talent, which showed up in great form.

Tyler won the quarter-mile open in good shape, but met defeat in both the half and mile open events, the only two in which Taxis rode. In the mile, Smith went for and captured the lap prizes, but on the finish Tyler set pace for nearly the whole lap. Taxis took advantage of this, and challenged on the stretch, win-



left quite a little money in Chicago. They thought Sanger would beat Lumsden. In the first heat Lumsden and Sanger ran a dead heat for first place, according to the judges, but spectators say Lumsden won by six or eight inches. There was no cheering on either side then; all waited for the final. Price and Tidd also qualified in this heat, and in the second it was Munger, Andrae, Bliss and Bode in the order named. Andrae was disqualified for looking around, and the rule was made to apply to the remainder of the races. In the final Lumsden, Sanger, Price, Munger and Bliss started. Lumsden took the lead immediately and got well ahead. On the east turn Sanger ran a little wild, while Lumsden took the turn perfectly. The latter kept his lead and Sanger never gained an inch; in fact, he seemed to lose a trifle, and amid the wildest cheers the Chicago man shot over the tape three lengths ahead, while Munger and Bliss brought up the rear. The time, 3:5 2-5 sec., is record for the track for a starting quarter. The loss of this race by Sanger made the Milwaukeeans quite disconsolate. They had expected to see him beat the Chicago man and were con-

FIVE-MILE, INVITATION, HANDICAP.

Great interest was centered in this race, the Walker cup, held by C. T. Kinsley, being the first prize. Sanger, Munger, Lumsden, Andrae and Ballad did not ride, and Githens quit early in the race. Rhodes soon fell back and was pacing Kinsley, for which he was ordered off the track. Van Sicklen's sprocket wheel became loose and he was out, while Johnson and Bliss at 170 yards caught Thorne (300 yards) in two miles. This bunch then kept overhauling the field, and at four miles had all passed. The spurt of the last quarter was a grand one, and Thorne showed his ability by getting in first by two or three lengths, Johnson second, Bliss third, Keator fourth and Steele fifth.

THE SUMMARIES.

Half-mile, handicap, final—C. W. Davis, C. C. C., 15 yds., 1; N. H. Van Sicklen, C. C. C., 30 yds., 2; W. C. Sanger, scratch, 3; time, 1:09 1-2. Also started Bliss, Johnson, Thorne, Tidd, Leonhardt, Helmich, Slusser, Nelson and Smith.

One-mile, three minute class—First heat—Gus Steele, L. V. C. C., 1; C. E. Parkes, Milwaukee, 2; O. C. Green, C. C. C., 3; time, 2:47 2-5.

Second heat—Russell Dale, I. C. C., 1; A. Leonhardt, Cal. W., 2; J. I. Oakley, I. C. C., 3; time, 2:53 2-5.

Final heat—O. C. Green, C. C. C., 1; J. I. Oakley,

Final heat—A. E. Lumsden, C. C. C., 1; W. C. Sanger, Milwaukee, 2; L. D. Munger, C. C. C., 3; time, :35 4-5.

Two-mile, scratch—L. D. Munger, C. C. C., 1; George A. Thorne, C. C. C., 2; J. P. Bliss, C. C. C., 3; time, 5:30 2-5. Also started Githens, Rhodes, Davis, Price.

One-mile, ordinary—Frank Wing, Ottawa, 1; E. D. Bamberger, I. C. C., 2; W. B. Young, C. C. C., 3; time, 2:56.

Five-mile, invitation, handicap—George A. Thorne, C. C. C., 300 yds., 1; J. S. Johnson, Minneapolis, 170 yds., 2; J. P. Bliss, C. C. C., 170 yds., 3; Roy Keator, L. V. C. C., 400 yds., 4; Gus Steele, L. V. C. C., 400 yds., 5; time, 14:42 2-5. Also started Githens, Rhodes, Kinsley, Leonhardt, Green, Peck.

PRIZES AWARDED SATURDAY.

When the races were over Saturday night the winners and their friends gathered at the C. C. C.'s house, where the prizes were given out. There was a good delegation of Milwaukeeans, who had yelled themselves hoarse when Sanger, Price, Parkes and Schimmel made their excellent showing; also the Illinois and Chicago "push." The club house was decorated with Chinese lanterns. Refreshments were served during the evening, and the visitors departed, while the club's officials stayed, counted cash and congratulated themselves on the success of the meet.

ning handsomely. In the half, Smith crowded both Tyler and Taxis closely on the stretch in the final, and a bad accident was narrowly prevented. Taxis had a slight lead at the time, and Tyler was compelled to slow up or go into the fence. He chose the former, finishing a good second.

One feature of the meet was the speed shown by Howard Wunder, a local man who has been doing good work in practice, and who showed that he was capable of the same speed in a race. First and second prizes were given in each trial heat run, with the exception of the novice. Following is the summary:

One-mile, safety, novice—First heat—John Fretz, Pottstown Wheelmen, 1; George Rocket, Tioga A. A., 2; David Bechtel, Pottstown Wheelmen, 3; time, 3:00 4-5.

Second heat—John B. Kendrick, Jr., Park Avenue Wheelmen, 1; S. Rich, Jr., 2; Charles Miller, Eclipse Wheelmen, 3; time, 3:03 3-5.

Final heat—S. Rich, Jr., 1; John Fretz, 2; Geo. Rocket, 3; time, 3:07 2-5.

Quarter-mile, open—First heat—H. B. Martin, Asbury Park Wheelmen, 1; J. R. Hazleton, Rockaway A. C., 2; H. Gill, Jr., F. A. W., 3; time, :36 2-5.

Second heat—H. C. Tyler, Springfield Bicycle Club, 1; H. T. Wunder, T. A. A., 2; George C. Smith, Riverside Wheelmen, 3; time, :35 1-5.

Final heat—H. C. Tyler, 1; H. T. Wunder, 2; J. R. Hazleton, 3; time, :35.

One-mile, championship of Quaker City Wheelmen—John A. Meade, 1; C. Z. Bahl, 2; W. E. Edge, 3; time, 2:54 2-5.

One-mile, 2:45 class—First heat—H. T. Wunder, T. A. A., 1; A. A. Gracey, P. A. S. C., 2; F. B. Marriott, South End Wheelmen, 3; time, 3:00 4-5.

Second heat—George B. Waters, Centaur Cycling Club, 1; L. Geyler, Century Wheelmen, 2; H. N. Swank, Park Avenue Wheelmen, 3; time, 3:04 2-5.

Final heat—H. T. Wunder, 1; L. Geyler, 2; George B. Waters, 3; F. B. Marriott, 4; time, 3:13 2-5.

One-mile, record—W. W. Taxis, Park Avenue Wheelmen, 1; H. C. Tyler, Springfield Bicycle Club, 2; T. R. R. Springfield Bicycle Club, 3; J. R. Hazleton, R. A. C., 4; time, 2:40.

One-mile, ordinary, handicap—C. Z. Bahl, Q. C. W., 150 yds., 1; John H. Draper, A. C. S. N., scratch, 2; C. L. Lagan, unattached, 40 yds., 3; time, 2:53.

Third-mile, handicap—First heat—B. F. McDaniels, W. A. C., 70 yds., 1; C. M. Bailey, Time Wheelmen, 65 yds., 2; H. H. Reeves, P. A. W., 50 yds., 3; H. B. Martin, Asbury Park Wheelmen, 35 yds., 4; time, :45 4-5.

Second heat—Bert Beggs, W. A. C., 60 yds., 1; John A. Meade, Q. C. W., 25 yds., 2; W. N. Price, W. W., 25 yds., 3; George B. Waters, C. C. C., 40 yds., 4; time, :40 3-5.

Final heat—Bert Beggs, W. A. C., 60 yds., 1; C. M. Bailey, T. W., 65 yds., 2; A. B. Martin, A. P. W., 30 yds., 3; H. L. Reeves, P. A. W., 50 yds., 4; time, :45 2-5.

One-mile, 3:10 class—First heat—John Fretz, Pottstown Wheelmen, 1; Raymond Pawley, Asbury Park Wheelmen, 2; E. E. Heiser, Lewisburg, 3; time, 3:11.

Second heat—S. Rich, Jr., 1; H. L. Reeves, P. A. W., 2; W. D. Venn, W. W. C., 3; time, 3:08 2-5.

Final heat—S. Rich, Jr., 1; H. Fretz, 2; W. D. Venn, 3; time, 3:16 4-5.

Half-mile, open—W. W. Taxis, 1; H. C. Tyler, S. B. C., 2; George C. Smith, Riverside Wheelmen, 3; time, 1:25 1-5.

One-mile, tandem, handicap—Ely and Artman, Q. C. W., 200 yds., 1; Donnelly and Bilyeu, scratch, 2; time, 2:38 2-5.

One-mile, safety, handicap—S. H. Bilyeu, Park Avenue Wheelmen, 70 yds., 1; J. R. Hazleton, Rockaway Athletic Club, 55 yds., 2; L. Geyler, C. W., 115 yds., 3; C. Z. Bahl, Q. C. W., 175 yds., 4; time, 2:33 3-5.

One-mile, championship of Frankford Bicycle Club—H. Crankshaw, 1; R. S. Arrison, 2; time, 3:31 1-5.

One-mile, Quaker City Wheelmen, handicap—John A. Meade, scratch, 1; James Artman, 50 yds., 2; C. Z. Bahl, 30 yds., 3; C. R. Ely, 130 yds., 4; George T. Hellig, 150 yds., 5; W. E. Edge, 40 yds., 6; time, 2:50 1-5.

* * *

Zimmerman at Cleveland.

Friday and Saturday at Cleveland Zimmerman had everything his own way in each race he started, and rode rings around A. C. Banker, Dorntge, E. C. Johnson and others. Good weather and good crowds prevailed, and if Zimmerman hadn't distanced everybody the racing would have been interesting; but there were some good finishes among those who finished second and worse. A temporary open grand stand fell Saturday and several ladies were badly frightened but not hurt. Zimmerman must have had fun with the Buckeyes. In the three-mile lap race he scored every lap, thirty-seven points, and made ten laps while Banker was covering nine laps. The summaries follow:

FIRST DAY.

One-mile, novice—A. T. Brown, Cleveland, 1; C. C. Van Tine, Findlay, O., 2; time, 3:00.

Quarter-mile, open—E. C. Johnson, C. A. C., Cleveland, 1; W. S. Campbell, M. A. C., New York, 2; time, 3:35 4-5.

Half-mile, 1:20 class—R. O. Baumann, Dayton, O., 1; Fred Nessel, Chicago, 2; time, 1:16.

One-mile, handicap—F. C. Chandler, Cleveland, 1; Joseph Graves, Cleveland, 2; time, 2:27 3-4.

Half-mile, open—A. A. Zimmerman, N. Y. A. C., Freehold, N. J., 1; E. C. Johnson, C. A. C., Cleveland, 2; time, 1:16 4-5.

Two-mile, lap—A. A. Zimmerman, N. Y. A. C., Freehold, N. J., 1; C. W. Dorntge, B. A. C. Buffalo, N. Y., 2; time, 5:26 4-5.

Two-mile, 5:30 class—W. Le Messure, G. B. C., Rochester, N. Y., 1; Robert O. Baumann, Dayton, O., 2; time, 5:36 3-5.

One-mile, open—A. A. Zimmerman, N. Y. A. C., Freehold, N. J., 1; August F. Crooks, B. A. C., Buffalo, N. Y., 2; time, 2:52 2-5.

SECOND DAY.

Half-mile, handicap—Arthur J. Brown, Cleveland, 1; T. B. Rigby, Toledo, 2; B. O. Gamble, Catawba Island, 3; time, 1:08 1-5.

One-mile, handicap, Cuyahoga County championship—Joseph Graves, Cleveland, 1; Robert F.

Goetz, Cleveland, 2; F. B. Bauman, Cleveland, 3; time, 2:35.

One-mile, three-minute class—L. C. Johnson, Cleveland, 1; Harry P. Smith, Cleveland, 2; Mattie Martin, Milwaukee, 3; time, 2:48.

Quarter-mile, open—A. A. Zimmerman, Freehold, N. J., 1; E. C. Johnson, Cleveland, 2; C. W. Dorntge, Buffalo, 3; time, :34 2-5.

Two-mile, handicap—W. D. Banker, Buffalo, 1; F. H. Brown, Cleveland, 2; W. Le Messure, Rochester, 3; time, 1:58.

One-mile, 2:30 class—C. W. Dorntge, Buffalo, 1; A. N. French, Columbus, 2; A. T. Crooks, Buffalo, 3; time, 2:42.

Half-mile, open—A. A. Zimmerman, Freehold, N. J., 1; E. C. Johnson, Cleveland, 2; W. D. Banker, Buffalo, 3; time, 1:18 5-8.

One-mile, handicap—L. C. Johnson, Cleveland, 1; A. J. Brown, Cleveland, 2; R. F. Ooets, Cleveland, 3; time, 2:23 2-5.

One-mile, open—A. A. Zimmerman, Freehold, N. J., 1; F. H. Brown, Cleveland, 2; A. C. Banker, New York, 3; time, 2:48 4-5.

Half-mile, handicap—H. P. Smith, Cleveland, 1; Arthur J. Brown, Cleveland, 2; D. P. Jones, Cleveland, 3; time, 1:07 2-5.

Three-mile, lap—A. A. Zimmerman, Freehold, N. J., 1; C. W. Dorntge, Buffalo, 2; W. Le Messure, Rochester, N. Y., 3; time, 8:05 1-5. In this race Zimmerman distanced the entire field, but by previous agreement the prizes were distributed as the men finished.

One-mile, tandem—Joseph Graves and H. A. Lindsey, Cleveland, 1; C. W. Dorntge and A. T. Crooks, Buffalo, 2; H. P. Smith and T. C. Collings, Cleveland, 3; time, 2:31.

* * *

Buffalo Racing News.

BUFFALO, Aug. 29.—Much interest centers about the coming fifty-mile handicap road race, to be held by the Press Cycle Club for its members on labor day. It will be run over the Brocton-Blasdel course, and as it will be a straight-away race, some fast time will likely be made, and some new fast men may be developed.

The Wanderers B. C. will hold its fifteen-mile handicap road race the same day, but in the morning.

Many of our wheelmen will visit Rochester Monday and take in the sports and games to be held there. The boys generally are much interested in the success of our men at Cleveland, and it is hoped they will go on to Columbus and return with the bulk of the prizes.

DEFINITION OF "NOVICE."

Much doubt exists in the minds of many racing men as to the true meaning of the word novice, also as to the proper construction to be placed upon class entries. Many argue that a novice is one who has never won a prize up to the date of the event in any competition, open or closed; others that it means they may win the prizes in simple club races, i. e., their own clubs, and still be eligible for a novice race at an open meet. This latter construction is a fair view of the question. [The decision of the racing board and the executive committee, when appealed to by the management of the Parkside meet, was that any person having won a prize, on road or path, was no longer a novice, and as a result several were not permitted to ride in the novice race.—Ed.]

WANT A NEW TRACK.

There is a great demand for a half-mile track here, to be the exclusive property of the wheelmen. It will never be among the athletic attractions of Buffalo so long as there is the entire want of the right kind of interest and enthusiasm. Twice this summer has a call been extended to all the clubs to meet and complete the organization so well begun for the association of all the wheelmen in Buffalo, and not one man responded, not even the secretary. To form this protective league or association would be one of the first steps towards getting what every interested wheelman wants, a bicycle track; but with the usual fear and narrow-mindedness, all remain at home or somewhere else, thinking "the other fellows will look after it all right enough."

The cycling section of the Eagle pleas-

ure club held its twenty-mile handicap road race Saturday afternoon. The Martin course was used and the event proved interesting to the many spectators. There were five starters, four of whom finished, in the following order: Fred Miller, time, 1:20; J. Madler, 1:21; Martin Miller, 1:18; Louis Waller, 1:10.

WILLIE DUNN.

* * *

The Manhattan Races.

Ten thousand people, a cloudy day, track rather damp, and enthusiasm the same over the Jersey "skeeter's" non-appearance, were the features of Saturday's meet. The crowd was a royal one, and there is no doubt that two-thirds went to see Zimmerman, but saw him not. The racing was positively tame. Windle did not seem to be the Windle of old. He looked half-fit and did not take kindly to the track or his work. His one win aroused a little flurry; but Taylor, modest, gentlemanly George Taylor, was the star, and shone as he never did before; he positively sparkled. Banker rode well and looked happy, and Pete Berlo looked bluer than the rim of the wheel he used at one time; in fact, Berlo's work in the shop on his new racer seemed to have made him slow. The notables were out in force. Referee Raymond looked as if he had personally signed everything before leaving his office; a broad smile illumined "Pop" DeGraff's face; R. B. Money Penny, "director of cycling" for the M. A. C., looked the astute young man he is. President Miller, of Springfield, with Andy McGarrett, was on hand, and all sighed and longed to see Springfield and a real live race meet with everybody up. Jim Sullivan, editor of the *Sporting Times*, is becoming a cycling crank, and took more interest in the proceedings than some of the old hands. Kerrison, of the Boston *Herald*, was there; so was Egan and Crowther of *Sporting Life*, and Frank Prial of the *Wheel*, and there were more newspaper men than seats to go around.

The one-mile open was ridden twice before it was declared a race. The time limit was 2:35, and Wheeler was first in 2:40 1-5, and the event was ordered ridden over. Then Berlo won in 2:37 2-5, which, though not up to the limit, was accepted by the officials, and Berlo was awarded the lot. Special prizes for the quarters were won by Mulliken, Judge and Stedman.

In the two-mile open Taylor won the race and made the last quarter in 33 4-5 seconds, which is the track record. Windle captured the half-mile open by a fine spurt.

The race of the day was the five-mile eastern championship, for which five handsome prizes were given. There were ten starters, and Taylor won, taking the lead on the last lap. Berlo caught him on the beginning of the stretch, but Taylor pulled away and won by two lengths. The summaries follow:

Quarter-mile, open—George F. Taylor, M. A. C., 1; W. W. Windle, M. A. C., 2; P. J. Berlo, M. A. C., 3; time, :35 3-5.

Two-mile, open—George F. Taylor, 1; George A. Banker, 2; P. J. Berlo, 3; time, 5:44 1-5.

One-mile, handicap—first heat—C. S. Thompson, Mercury W. C., 170 yds., 1; H. B. Arnold, M. A. C., 60 yds., 2; O. S. Brandt, M. A. C., 180 yds., 3; time, 2:23 2-5.

Second heat—H. C. Wheeler, M. A. C., 30 yds., 1; W. S. Campbell, M. A. C., 50 yds., 2; E. A. McDuffee, M. A. C., 40 yds., 3; time, 2:27 1-5.

Third heat—P. Grosch, Orange Wheelmen, 115 yds., 1; Durant McClean, K. C. W., 160 yds., 2; H. C. Skinner, K. C. W., 160 yds., 3; time, 2:27 4-5.

Final heat—C. S. Thompson, 1; Durant McClean, 2; H. C. Skinner, 3; time, 2:35 1-5.

Half-mile, handicap—first heat—N. K. Townsend, M. A. C., 100 yds., 1; Harry Hawthorne, Orange A. C., 90 yds., 2; A. C. Watson, Union County Roadsters, 110 yds., 3; time, 1:08 4-5.

Second heat—George W. Hannon, Prospect Wheelmen, 100 yds., 1; Warren A. Clapp, 160 yds., 2; C. M. Murphy, K. C. W., 40 yds., 3; time, 1:09 1-5.

Third heat—C. S. Thompson, 100 yds., 1; O. S. Brandt, 100 yds., 2; George F. Royce, P. A. C., 100 yds., 3; time, 1:09.

Final heat—C. S. Thompson, 1; A. C. Watson, 2; N. K. Townsend, 3; time, 1:08.

Half-mile, open—W. W. Windle, 1; George A. Banker, 2; A. B. Rich, Staten Island A. C., 3; time, 1:18 4-5.

Five-mile, eastern championships—George F. Taylor, 1; P. J. Berlo, 2; A. B. Rich, 3; time, 14:12 3-5.

One mile, 2:25 class—George A. Banker, 1; E. A. McDuffee, 2; Carl Hess, 3; time, 2:45.

One mile, open—P. J. Berlo, 1; H. C. Wheeler, 2; C. E. Steadman, Hartford Wheel Club, 3; time, 2:37 2-5.

* * *

Maywood's Field Day.

The fourth annual field day of the Maywood Athletic and Cycling Club was held at its grounds, First avenue and South Sixth street, Saturday, a large attendance being present to witness the events. The club has recently built a quarter-mile track, upon which the bicycle and running events took place. Briefly summarized the cycling events resulted as follows:

One-mile, boys'—W. Hatch, 1; R. Brewer, 2; time, 3:25.

Quarter-mile, scratch—A. A. Coupland, 1; A. C. Vaillancourt, 2; time, :46.

One-mile, handicap—A. A. Coupland, 1; C. J. Schoening, 2; time, 3:08 3-4.

Half-mile, scratch—A. C. Vaillancourt, 1; time, 1:36 1-4.

Two-mile, handicap—C. J. Schoening, scratch, 1; A. P. Parish, 150 yds., 2; time, 5:45.

The ten-mile, handicap, was the crowning event of the day, and the assemblage could hardly wait until this number was called. A year ago Norton Brothers offered a silver cup valued at \$125 to the one who should succeed in winning the time prize two out of three times. William J. Maas carried off the time in 33:18, Parrish winning first prize with a ten-minute handicap in 39:41. This year Maas could not ride, and Aleck Vaillancourt was picked as a sure winner, but he failed to train, and after riding two miles dropped out with a severe side-ache. Then young Corysland showed his heels and came romping in as he pleased in 31:58, with Schoening a close second in 32:27. Hart, with a six minute handicap, managed to cross the line first in 37:58, closely followed by Parrish. The track was in prime condition and the day an ideal one for the sport. There is now a movement on foot to hold a union field day, Oak Park, River Forest and Maywood clubs participating, about October 1.

* * *

Century Makers at Buffalo.

BUFFALO, Aug. 29.—Last week the Buffalo Exposition Cycling Association held what was to have been its final meeting, but owing to the unsettled state of its business it is still in existence. A large number of the delegates were present, representing nearly all the clubs. The secretary-treasurer reported that the entry fees of sixty per cent. of the contestants had not been paid, which money should go to Manager Robinson. He was directed to take steps necessary for its collection. This being about the only business of any importance the meeting adjourned subject to the call of the chair.

In reference to the lack of accommodation at the cycle races on the 25th, we have since learned that the temporary seats had been engaged subject to order; but the order was delayed until the morning of the 20th, and it was then too late, as it was proposed to accommodate 15,000 people, and the seats were not put up simply for the want of time.

Large parties of wheelmen took advantage of the ideal weather to make country trips, and the favored runs were well patronized yesterday. Charles Haigh, Boston P. C. C.; A. H. Davis and W. J. Helfer, Utica C. C.; T. E. Youngs, Pittsburgh Wheelmen; M. Hardenburg, Hornellsville; William Nolan, Lockport, and



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ARTHUR D. BLACK, Loekwood Cycling Club.

E. C. Stanfro, Springville, were some of the visiting wheelmen who were shown the city by many of the local cyclists.

F. A. Foel and Duke Smith, of the Press C. C., attempted a double century yesterday, and if the tire on Smith's wheel had not burst at Harbor creek both would have come through all right; but as it was Foel, alone, finished the 200 miles in 23 hrs. 15 min., making his twelfth century for the season. Klipfel, the "undaunted" of the Ramblers, finished his fifteenth century at 3:15 p. m. It was made over the Buffalo-Dunkirk course, and took him 8 hrs. 45 min. This makes a new record for this course and beats his own time by ten minutes.

Messrs. Reister and Wagoner, also of the Ramblers, made a hundred-mile run over the same course in eleven hours.

WILLIE DUNN.

Races at Norristown, Pa.

Norristown, Pa., wheelmen held their second annual tournament Saturday last, a good crowd attending. There was no fast time made, owing to the track being in a poor condition because of heavy rain falls. The summaries follow:

One-mile, novice—John Haas, Eclipse Club, 1; George Keim, West Chester, 2; time, 3:28.

One-mile, 3:20 class—I. C. Shalkop, Pottstown, 1; H. W. Olf, Wellington, 2; time, 3:09 3-4.

Half-mile—R. Parker Rich, Northwest Wheelmen, 1; F. A. Demorest, Reading, 2; time, 1:25.

One-mile, handicap—R. P. Rich, scratch, 1; J. Cope, Norristown Wheelmen, eighty yards, 2; time, 2:49.

One-mile, championship of Montgomery and Chester Counties—C. J. Craft, Norristown Wheelmen, 1; J. F. Cope, Northwestern Wheelmen, 2; time, 3:07.

Quarter-mile, open—R. P. Rich, Northwestern Wheelmen, 1; F. Demorest, Reading, 2; time, 1:40 1-2.

One-mile, 2:40 class—C. J. Craft, Northwestern Wheelmen, 1; J. F. Cope, Northwestern Wheelmen, 2; time, 3:07.

Half-mile, boys—H. F. Coates, 1; William Thomas, 2; time, 2:35 1-2.

One-mile, open—R. P. Rich, 1; F. A. Demorest, 2; time, 3:06 3-4.

One-mile, club—C. J. Craft, 1; J. F. Cope, 2; time, 3:25.

Waller Will Try Again.

The Oak Leaf Wheelmen, of Stockton, Cal., will give a "record" tournament on Sept. 16. At the close of the races Frank Waller will start for the twenty-four-hour record. A large corps of good pacemakers will be furnished. Waller has kept in good shape ever since his first long ride, and will get in fine condition by the 16th. He feels as confident of making a new record as he did in his previous attempt, and expects to place the figures at about 420 miles. The track on which he will ride is the new half-mile built for the Oak Leaf Wheelmen.

Good Programme at Winona.

The race meet of the Minnesota Division L. A. W. occurs at Winona, Sept. 6, 7 and 8. The following programme of events has been prepared for afternoon

and evening races: Half-mile, novice; mile, handicap; quarter-mile, boys; mile, state championship; mile, three-minute class; quarter-mile, state championship; mile, open; five-mile, open; twenty-five-mile, championship of the northwest; mile, handicap; two-mile, open; five-mile, state championship; mile, open; two-mile, three-minute class; mile, championship of Winona; quarter-mile, flying start, in heats, open; mile, state championship; mile, championship of northwest; two-mile, boys; five-mile, handicap; five-mile, boys; five-mile, open; two-mile, handicap.

Hyslop and Smith Win All at Montreal.

Not over 2,500 people attended the race meet of the Montreal B. C. Saturday, though the weather was all that could be desired. Smith and Hyslop had things their own way, winning five out of the six events between them. There is now great rivalry between the two men, though they are members of the same club, the Toronto B. C. Joseph Yerberry, an Englishman, fell in the mile ordinary event, and was badly but not seriously cut. The events and results were as follows:

Half-mile, open—Hyslop, Toronto B. C., 1; E. J. P. Smith, 2; time, 1:16 4-5.

One-mile, open—William Hyslop, 1; E. J. P. Smith, 2; time, 2:53.

Third-mile dash, in heats—William Hyslop, won two heats; time, 49:50 1-5; Smith, 3.

Three-mile, lap race—E. J. P. Smith, 1; Hyslop, 2; time, 8:44 1-5.

Two-mile, open—G. W. Wells, Wanderers B. C., 1; Smith 2; time, 5:40.

Two-mile, handicap, open—C. J. P. Smith, 1; F. Louran, Montreal, 250 yds., 2; time, 5:24 4-5.

Labor Day at Rochester.

ROCHESTER, Aug. 28.—Hartford and Syracuse, it is conceded, will get the galaxy of racing men for their meetings Labor Day, September 5, still Rochester has a right to expect a few of the cracks to come here and compete in the annual tournament under the auspices of the Ramblers' Bicycle Club. Considerable interest, more especially in this city, is manifested in the approaching races, which promise to out class the international rowing regatta off Ontario beach between Hanlan, O'Connor, Hosmer and Gaudaur, the various ball games, etc. Prizes of tempting value are at stake in the various events, and it is anticipated that they will not be fairly won without a lively struggle between the large fields of participants which are expected.

General Race Notes.

The St. Johns (Mich.) Wheelmen have arranged a neat programme for next Thursday, when eight races, a sixteen-mile road event, and some neat prizes will be given. The races will be as follows: One mile, novice; one mile, open; Two mile handicap, open; one mile, club championship; five mile handicap, open;

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Sept. 5th and 6th.

FIRST DAY.		SECOND DAY.	
<i>LIST</i>	One-mile, Novice Half-mile, Handicap, open. One-mile, 2:40 Class. Quarter-mile, Open. Two-miles, Ordinary Handicap One-mile, Indiana Record Indiana Riders. One-mile, Old men over 40 yrs. One-mile, Open. Half-mile, 1:10 Class. Five-miles, Handicap, Open. . . .	One-mile, Zig-Zag, Handicap. One-mile, Ordinary, Open. . . . Half-mile, Open. One-mile, 3:00 Class. One-mile, 2:25 Class. Two-miles, Handicap, Open. . . . Half-mile, Juvenile, under 14. One-mile, Handicap, Open. . . . Three-miles, Lap.	<i>Valuable</i> <

Valuable Prize List, comprising 10 High-grade Pneumatics, Watches, Diamonds, Medals, etc.
Fastest Mile Track in the West. Address
A. C. NEWBY, Sec'y,
144 E. NEW YORK ST.

THE CRACKS COMING . . .

TO THE Sixth Annual Race Meet, Labor Day, Sept. 5
Syracuse Cycling Club.. KIRKWOOD PARK, SYRACUSE, N. Y.

What the Cracks Say: "Splendid treatment."—W. F. MURPHY. "The boss race city."—Geo. BAKER. "White people."—L. D. MUNGGER.
Commencing at 2:30 p. m. Twenty short and exciting races. New York State's fastest riders. \$1,500 in valuable prizes. Special handicap event for Syracuse racers. Excursion rates on all railroads. Entries close August 29, with H. R. SCHELL, 222 East Onondaga St., Syracuse, N. Y. Entry fees, 50 cents for each event.



"Perfect" Pocket Oiler.—Best and neatest oil can in the world. Throws only a small quantity of oil at a stroke; no leakage; handsomely nickel-plated. For sale everywhere. Price, 50 cts. each.

"Perfect" Rocket Oiler.—Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. For sale everywhere. Price, 25 cts. each.

"Perfect" Pneumatic Pump Holder.—Best and most convenient device for carrying a pneumatic pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling, handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON,
172 9th Ave., N. Y.

A Fair Field, No Favor,

And May the Best Man Win!

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
J. B. Woolas	Pullman Road Race	Greyhound	15 miles	53 40	
Bert Harding	De Soto course	Imperial	45 miles	3 hrs. 29 min.	Breaking Record 29 min.
L. D. Munger	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time.
L. D. Munger	do	Imperial	1 do do	2 22	" " now.
George K. Barrett	do	Humber	1-4 do do	33	" " equalled.
George K. Barrett	do	Humber	5 do do	13 19	" " equalled.
W. C. Rands	Poorman Race	Monarch	18 do	51 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger	Team race in New York	{ Imperial	2 do		Beating Manhattans and Kings County.
G. K. Barrett		{ Humber			
J. W. Thorne		{ Humber			
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Wankegan	Reform	Broke Record		
Roy Keator	Spring field, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	Springfield, Ill		2 miles	5 31 4-5	
G. K. Barrett					
J. W. Thorne					
John Johnson.	Winona. Minn	Freeport Elliptic	1, 2 and 5 miles	2 30½; 5 22; 14 37½	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League }	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo. div. meet, Springfield July 4, 9 won on M & W. Tires
Bert Harding		Imperial	1 do do		
C. R. Kindervatter		Imperial	2 do do		
Fred Nessel	{ Waukesha to Milwaukee, Road Race }	Speedy	16½ miles	48 min. 11 sec.	M. & W. Racing Tires†
Emil Ulbrecht		March-Davis		49 do 22 do	
John Johnson		Humber		49 do 22 do	
G. A. Thorne				49 do 51 do	M. & W. Road Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		{ M. & W. Racing Tires †
Emil Ulbrecht	do do do	March-Davis	100 do		
A. D. T. Simmons	do do do	James Racer	100 do		
J. B. Woolas	Minnette Club Race	Greyhound, '92	10 do	30 35	Heavy Roads, 1st p. & t'e.
J. Reitzner	Waukesha Road Race	James, 23 lb racer	16 1-2 miles	2d Place	Racing Tires.
T. W. Smith	Elgin-Aurora	James Racer	100 miles		do do
R. Dale	do do	B. & A. Racer	100 do		do do
C. D. Cutting	do do	March-Davis	100 do	17 hr. 16:24 Riding Time	do do
E. C. Carruth	Crookston, Minn.	{ "No name." }	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
		{ Svenggaard }			
*Austin Banks	Capital Club Run,	Reform	150 miles	22 hours	This trip attempted several times before but never accomplished, as wheels always broke down. Not a wheel or tire broke on this trip.
Elmer Anderson		Road			
C. F. Hart		Racers			
Jos. Mino	Denver to				
Ed. Smith	Colorado Springs				
O. E. Boles					
Walter Banks					
W. C. Rands	Detroit Road Race	{ Monarch and King of Scorchers }	25 miles	1 hr. 15 m 50 4-5 s.	
Emil Elbricht	Elgin-Aurora Course	James	100 miles		
Fred Nessel	Chicago-Milwaukee	Sunol	140 miles	6:55	Racing Tires
W. C. Rands	Alma, Mich.	Monarch	{ 2 m. h'd fr'm s'ch }		
			{ 3 m " " " }		
			{ 5 m open }		
H. S. Hull	South Bend, Ind	Smalley Model D.	2 mile handicap	5:20 1-2	
A. B. Edmonds	Des Moines, Ia.	"Pacemaker"	{ 1-4, 1-2, 1, and 5 miles. }		{ All Iowa State Championships }
John S. Johnson	Sioux City, Ia.	Elliptic	{ 2 m. h'd p'p' s'rat'h }	{ 5:06 }	Won all open events.
			{ 1 mile open }	{ 2:27 2 5 }	

†Best time by 5 min. 9 sec. ever made over this course.

†It is a hard test to drive Racing Tires over such a course. Spooner says, road worst he ever saw it.

*First fifty-two miles has elevation of 2,000 feet. Rained for two days previous to trip. Twenty miles through cold rain and hail storm.

MORGAN & WRIGHT,

MANUFACTURERS OF RUBBER GOODS,

331-339 West Lake Street,

CHICAGO.

quarter-mile dash, open; special race, one mile; half mile dash, open.

Bloomington, Ill., holds a meet Thursday next.

The annual fall meeting of the Maine division will take place at Biddford Monday, Sept. 5.

W. F. Murphy, who has been ill, is out again, and expects to be in shape to do some racing by November.

The Cook County Wheelmen give another ten-mile handicap road race over the Oak Park course the latter part of September.

W. A. Rhodes, who intended making a trial for the hundred-mile record the 20th, has indefinitely postponed his attempt. Lack of condition in the cause.

The Metropolitan Association of Cycling Clubs of New York, will hold a monster race meet in October. It is expected that all of the cracks will be present.

All the eastern and western cracks, including Zimmerman and Windle, will compete in the race meet of the Associated Cycling Clubs of Philadelphia, to be held on the Tioga track at Westmoreland, Sept. 17.

The following is the programme of the race meet to be held at Alameda Cal., on Sept. 5: Half-mile, safety, novice; quarter-mile, safety, scratch; half-mile, safety, handicap; one-mile, safety, handicap, and two-mile, safety, handicap.

The Alabama L. A. W. championships are to be given under the auspices of the Mobile Athletic Association at Mobile, Sept. 9. The prize list is the most important feature and contains the most handsome lot ever offered in the south.

There is \$250 at the Cook County Wheelmen's pretty home with which to cover a like amount from the Minnette Cycling Corps. The latter has made a challenge and it has been accepted. Cutting is ready to ride at any time.

The date of the Oak Leaf Wheelmen race meet to be held at Stockton has been set for Sept. 16, and entry blanks will be out in a few days. The blanks for the meet of the Alameda club on Sept. 5, and of the Garden City for Sept. 9, are already out.

The Toulon Bicycle Club, of Toulon, Ill., will hold its second annual tournament on Friday, Sept. 9. This club held a very successful tournament last season, and is figuring on holding a much more successful one this year. The prize list amounts to \$300.

William S. Campbell, of geared ordinary fame, is confident that the improved high wheel is much faster than the safety, and thinks that it will figure prominently in next year's races.—*Bi. World*. And yet W. S. C. lowered his colors to a solid-tired ordinary at Washington!

The Indianapolis tournament occurs Sept. 5 and 6. The prizes comprise ten wheels, a Caligraph, gold watch, diamond rings, etc., over \$2,000 in value. There are five open and five handicap events. The track is a mile in circumference and eighty feet wide with very fine surface. Several Chicago riders have entered, among them Bliss, Keator, Ballard, Root, Young and others.

The racing board has sanctioned the following race meets: Ariel Cycling Club, Glens Falls, N. Y., Sept. 6, 7, 8 and 9; St. John's Court of Forresters, Hyde Park, Mass., Sept. 5; Chenango County Agricultural Association, Norwich, N. Y., Sept. 20, 21, 22 and 23; Danbury Agricultural Society, Danbury, Conn., Oct. 4; Riverside Wheelmen, Riverside, Cal., Sept. 9; Baltimore Clubs, Baltimore, Md., Sept. 12; Louisville Cy-

cling Club, Louisville, Ky., Sept. 29 and 30; Athletic Club of the Schuylkill Navy, Philadelphia, Penn., Sept. 17.

The Yost Bicycle Company has originated and will execute a novel idea in the way of a track. It will be constructed near the works and will be a quarter of a mile in length, thirty feet wide and built of asphalt. It will be constructed this season and the opening will be accompanied by a tournament.

The Milwaukee Wheelmen's field day, Sept. 10, promises to be one of many surprises. The racing board has on its hustling toga and is leaving no stone unturned to make the event one to be long remembered. First class prizes will be offered, and the track on which Sanger rode a mile in 2:19 1-2 can not be said to be slow. For entry blanks address F. J. Schroeder, chairman, foot of Walnut street.

"Birdie" Munger has gone to the country to recuperate. He complained of feeling tired Saturday at Parkside, yet rode in all contests. Birdie has had nine bad falls on the track this season, none of them his own making. He can show the outlines of scores of cuts and bruises on his body, a fair map of his season's career on the path. He goes to Springfield, and will be on the western circuit.

Great interest is being taken in the coming bicycle meet to be given under the auspices of the Toledo Cycling Club, at the exposition grounds. Many from out of town have already entered, and a successful meet is looked for. The events are as follows: One-mile, novice; quarter-mile, open; five-mile, handicap; half-mile, boys; one-mile, T. C. C. championship; one-mile, open; three-mile, lap; half-mile, open; one-mile, Toledo wheelmen only.

The Iroquois Cycle Club of East Baltimore held very interesting races at Bay Ridge last Thursday. Leo Rosenfeld won the one-mile novice in 2:56 1-2. Eli G. Hecht won the one-mile safety in 2:56. Baumgarten walked away with the quarter open, 43 1-2 sec. Ferdinand Frankel proved the victor in the half-mile handicap, 1:15. Hecht had an easy thing in the half-mile open, 1:23 1-2. The one-mile handicap went to Rosenfeld in 2:56.

The first annual race meet of the Harrisburg (Pa.) Wheel Club will be held at Island Park Monday. The half-mile track is excellent and has a home stretch eighty feet wide. The programme is as follows: One-mile, novice; half-mile, tandem; half-mile, ordinary; quarter-mile; two-mile, handicap; one-mile, H. W. C. championship; one-mile, team; half-mile, open; half-mile, boys; one-mile, handicap; one-mile, three minute class; fifteen-mile road race.

The outlook for the bicycle races in Peoria on Tuesday, September 27 is certainly very encouraging. The actual value in prizes is \$2,490. This is a large list for one day. It will be the fourth annual race meet given by the Peoria boys. In the one-mile safety open the first prize is a Kroeger upright grand piano, rosewood finish, full size, and valued at \$900. Zimmerman is the owner of all the pianos the Peoria bicycle club has offered in prizes, and the probabilities are he will make a strong bid for this one should he come. Five high grade pneumatic tired safeties, three elegant gold medals, two type writers (one Caligraph and one People's), two gold stop watches, together with many other valuable and useful articles, help make up the prize list. The track will be put in record-breaking condition.

Subscribe for the REFEREE.



Peoria Trade.

Kingman & Company expect next season to have one of the largest sundry departments in the west and job sundries on a large scale. They have had a very successful season and will go in on a more extensive scale.

Peoria is well supplied with first-class repair shops, the largest of which is Rouse, Hazard & Company's, which employs nine mechanics. Next on the list is Kirkwood, Miller & Company, with six, Kingman & Company and Luthy & Company employ men enough to do all the repair work necessary. Any repair work on a bicycle is performed here in Peoria, be it ever so difficult a job. R., H. & Co. have an enameling oven, and a first-class nickel plant is located in the central part of the city. Repair jobs from all over the United States find their way to Peoria.

Trade is slowly dropping off. It will pick up again, no doubt, during September, but the backbone of it is broken and the rush part of the season is over. Of course a great many wheels will yet be sold, as the fall is the best season of the year to ride. The Peoria houses have all done a good year's business and are now beginning to cast their eyes about for '98 wheels.

LAUREL.

The Swift Holds Many Records.

Probably no machine on the market to-day has a better record, for all around work and record breaking, than the Swift. Pretty nearly all the long distance records have fallen to riders of the wheel made by the Coventry Machinists' Company. Only recently Holbein, on a thirty-five pound Swift, covered 359 miles on the road in twenty-four hours, a remarkable performance when compared with the 361 miles made on the track, and which stood as record for a year. This record was also made on a Swift, and only one machine was used in the entire ride. The Club tricycle, also made by this company, holds all the three-wheeler records up to twenty-four hours. The Swift holds to its credit the championships of Missouri and Tennessee, and in many road races it has had no trouble in carrying its rider through in the fastest time. Beside this good record, the Scheveningen exposition, the annual national fair of Holland, has just awarded the Swift the first prize and diploma. Surely this is a good record for a popular wheel.

Changes in the Ormonde Company.

The exclusive announcement in last week's REFEREE that Secretary George S. McDonald was to resign his position with the American-Ormonde Company and join the Raleigh company caused some surprise in trade circles. President Willis, in conversation with the REFEREE man, said that the old secretary leaves the firm with best of feeling all around, and M. L. Bridgeman, who has somewhat tired of the road, will be the new secretary, and everything will run as smoothly in the future as in the past. Mr. McDonald will retain his stock in the Ormonde company and also act as a director. Mr. McDonald takes the managerial reigns of the Raleigh company, and Mr. Atty will attend to the secretary's labors. The report that the Ra-

leigh company is to build Raleighs in this country is again revived, but, as manager Bowden said to the REFEREE some weeks ago, they are in no hurry; just looking around, having no definite plan in view.

Rich's Sixteen-Pound Racer.

John D. Gluck of R. Downing & Company, and president of the Union League Wheelmen of Westfield, N. J., is building a sixteen-pound racer for A. B. Rich. Aluminum six-ounce rims are to be part of the light-weight racer, and several new features of Gluck's own idea. Mr. Gluck, before becoming chief secretary for the well-known Downing founding firm, was for seventeen years superintendent of the Ward line of steamers, and to see him handle about thirty clerks in the New York house would give anybody an idea of his executive ability. A regular enthusiast in racing and road riding, he sometimes gets up a sprint that astonishes the boys, and is loud in his praises over the roads around Westfield, and credits Charles R. Peckham with being the principal author of same, \$50,000 of the latter's cash going as an earnest of his practical opinion of good roads. A thirteen-year old boy of Mr. Gluck's rode a mile in 3:17 1-4 last 4th of July.

Featherstone's New Building.

A. Featherstone, corner Sixteenth and Clark streets, has started the foundation for an addition to his already large plant. The additional real estate, buildings and machinery to equip it, will cost about \$100,000, and when finished will make one of the most complete bicycle plants in the world. It is expected to be finished by Nov. 15, when Mr. Featherstone will employ some 1,400 men, 400 on old trade and 1,000 on bicycles and tires. He expects to turn out about 30,000 wheels of the different grades, and already sample wheels are on the fire. Light ladies' machines, light roadsters and a few racers will be made. Mr. Featherstone stated that business has been excellent during this season and the outlook for 1898 is very brilliant.

Away in the Mountains.

Tom Crondal, the advertising man of Howard A. Smith, of Newark, is away in the Catskills, spending his vacation. Crondal is well known through his correspondence with houses all over the country, for he acts in the dual capacity of secretary and advertising man for his firm. W. H. Kirkpatrick, the firm's traveler, will skip to the mountains on Crondal's return—or, rather, to Whitford, R. I. where his relatives are. The latter gentleman astonished his club, the Atlanta Wheelmen, recently, by appearing on a run with a white enameled wheel, and dressed in white sweater, tights, cap and shoes, and was immediately dubbed "the ghost."

Will Build Wheels this Winter

There are some prospects that the H. B. Smith Machine Company, of Smithville, N. J., will get up steam next year and once more turn out wheels as successfully as in the past. What seems to be lacking with the firm is a good, live superintendent who would enthuse the company, which has plenty of capital, machinery and facilities equal to the best. From a talk with Manager Hall, of the New York branch of the company, these facts were gathered, and also that

3-BEAUTIES-3

The James Safety.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
FULL ROADSTER, Weight 35 Pounds,	- - - - -	\$150 00
TRACK RACER, Weight 25 Pounds,	- - - - -	\$155 00
TRACK RACER, Weight 23 Pounds,	- - - - -	\$160 00

We Guarantee These Weights.



"B. & A." SPECIFICATIONS.

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order. Finest Weldless steel tube and steel forgings, adjustable seat pillar and handle bar, 6 1-2 in. adjustable cranks. Adjustable balls to both wheels, crank axle, ball head and pedals.

Same Model and Specifications:

TRACK RACER, Weight 26 Pounds,	- - - - -	\$150 00
ROAD RACER, Weight 30 Pounds,	- - - - -	\$140 00
FULL ROADSTER, Weight 34 Pounds,	- - - - -	\$140 00

These prices are with Pneumatic Tires.

These celebrated machines are made by THE NEW BUCKINGHAM & ADAMS CYCLE COMPANY, Coventry Works, Birmingham, Eng. H. P. Cook, Managing Director, having had great practical experience, is turning out the B. & A. in great shape.

During Easter week (in England) the B. & A. captured the most prizes.

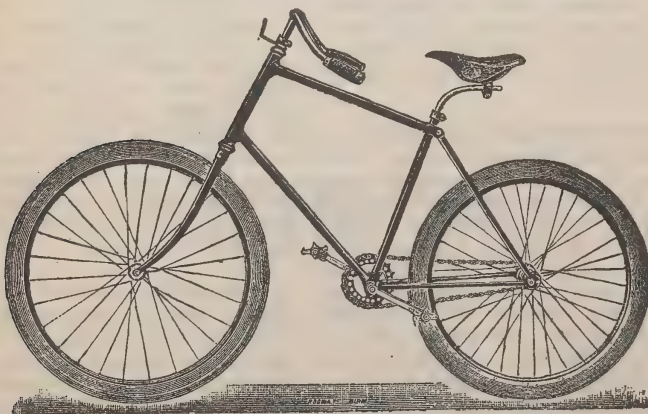
Beat the 100 Miles Record.

Mr. Peter Holliday, of the Ramblers' Club, Blackburn, Eng., beat the 100 miles record from Blackburn to Kendal, by the extraordinary time of 48 minutes, on the B. & A. Road Racer, weighing 30 lbs. This is another convincing proof of the superiority of the B. & A. machine.

B. & A. Champion Racer.



South Road Safety.



FRENCH & SONS, Balham, England.

"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. We guarantee that there is not a single casting throughout. 28 inch wheels, tangent spokes, Warwick hollow rim, round cranks, adjustable handle bar and seat pillar, ball bearing throughout, lamp bracket, geared to 64 or to suit purchaser.

TRACK RACER, Weight 23 Pounds,	- - - - -	\$155 00
ROAD RACER, Weight 29 Pounds,	- - - - -	\$140 00
ROADSTER, Weight 33 Pounds,	- - - - -	\$140 00

Any kind of Pneumatic Tires. We Guarantee Weights.



AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

the firm is still turning out a few wheels of the well-known lever pattern, for both sexes.

The Toledo Trade.

We have reproduced from the mid-summer number of the Toledo *Sunday Journal*—a very excellent publication, by the way—a number of photographs of Toledo trade men and her well-known establishments.

The Toledo Bicycle Company is the successor to the proprietors and plant of The Page Steel Wheel Company, and organized in October, 1891, with N. C. Stevens as business manager. It has been the good fortune of the Toledo Bicycle Company, under Mr. Stevens' management, to, within the short time

odd men employed at the work, and next season this number will be enlarged.

The Gendron Iron Wheel Company has become one of the most widely-known cycle manufacturing concerns in America. It has offices in Chicago, Toledo, New York and St. Louis. The company is at present cutting quite a figure in military cycling. A week or two ago the REFEREE contained a photograph of the Toledo Cadets, O. N. G., with Gendron cycles. The company's principal officers are represented in the sketches herewith.

The Chapman Hardware Company carries on an extensive business. It is managed by Frank H. Chapman.

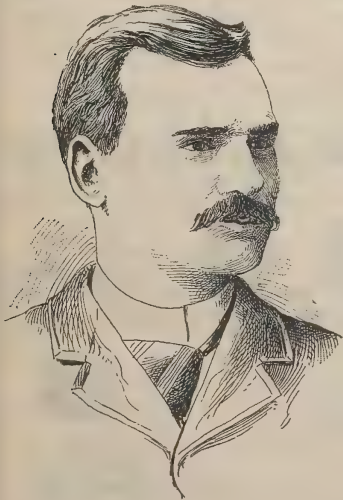


Members of the Gendron Staff.

of its organization, develop into one of the most prosperous industries in the city of Toledo. Only wheels of high grade are manufactured.

The company's present capacity is 3,500 to 4,000 wheels per annum. For next year the Toledo Bicycle Company promises the world great revelations in the speed, strength and lightness of the wheels they will put upon the market.

Mr. Stevens came to Toledo something like four years ago and took charge of the electric lighting business in this



N. C. STEVENS.

city, then in its infancy. This plant he has managed with most signal success, and besides possessing a world of executive ability, is full of mechanics, which will make him a valuable acquisition to the bicycle manufacturing industry of this country. There are at present sixty-

Will Build Common Safeties Now.

The old Broncho and White Flyer works, of Westboro, (over which the spirit of dear old "Jack"—Purvis Bruce—possibly hovers) have emerged from the maze of law suits, injunctions, etc., and Westboro is once more talking about "our bicycle works." There will be some alterations and possible additions to the pretty little works, and any man who gets within gunshot and offers anything cranky in construction will be killed on the spot. The present proprietors and managers believe a good, plain, every-day safety is what the people want, and they will make it.

New Ideas in Pneumatics.

George R. Bidwell states that he will have three ideas in pneumatics next year, and a tire that will be cemented to the rim will be one of them. Bidwell thinks seven months a fair time to experiment with tires, and at the end of that time will let the product of his and his employees' brains loose for trial and discussion. Mr. Bidwell thinks that in cycle making a consultation between the various manufacturers to adopt a certain pattern for the ensuing year would save much time, possible loss, and assist the manufacturers generally. But there can be little hope for the wish at present.

To Increase the Store Space.

Secretary Vogel, of the Gendron Wheel Company, spent just three days in New York last week, with his active managerial New York trio, and made arrangements for a large increase of room for the New York house, although the present capacity is large. The Gendron company is doing a heavy eastern business in other lines as well as cycles, and intends to push the latter next year. Secretary Vogel is one of the prominent

Elks of Toledo, and is allowed away from the herd only a few days at a time.

Selling Many Wheels.

A. M. Scheffey, the swift traveler of the wholesale jobbing house of A. M. Scheffey, returned Wednesday from a trip in Pennsylvania, and took to the road again Thursday. Mr. Scheffey is an educated cycle salesman, and can see about as far in cycle construction and what the market will buy as anybody. This young and sturdy wholesale house is doing a rattling business with its popular Wynnewood and a full line of other western wheels.

Can Braze Aluminum.

The Anglo-American Company says that it has invented a process for brazing aluminum rims without injuring the service in the least. It thinks this is very important, as that was the great drawback with the rims before, as they had to be riveted. J. F. Ives of the New York Belting and Packing Company showed the REFEREE man a complete wheel with aluminum rims, spoked and tired, which only weighed three pounds.

The New Raleigh Factory.

NEW YORK, Sept. 1.—[Special]—The Raleigh company's American factory will be located at Greenwich and Bank streets. The concern will import its machines in rough and finish and assemble them here. George S. McDonald is to be in charge of the new factory.

General Trade Notes.

Mr. Foss of Chicago will soon receive a shipment of Lion cycles, a large order being now on the way to this country.

Mr. Chapman, of the Leicester Cycle Company, is expected in America early

lamps had not been taken out of the custom house, and Snell secured them without trouble, as he got wind of the approaching failure in New York.

The Tower Cycle Company is sending a large shipment of wheels to Canada,



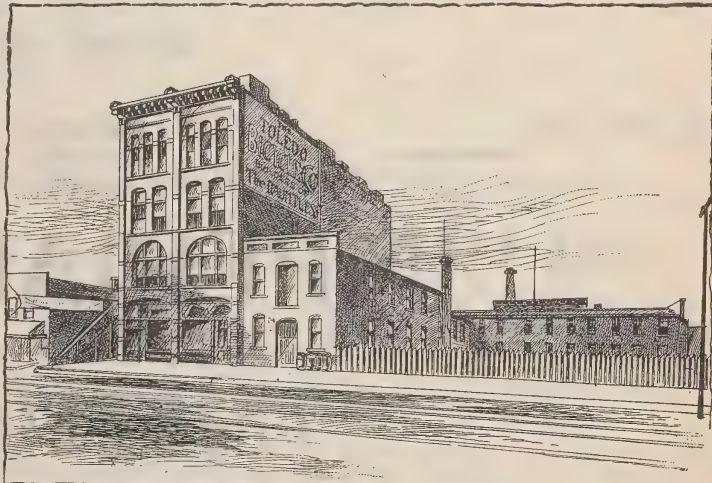
F. H. CHAPMAN.

and compliment the REFEREE on securing it the order through the advertisement in this paper.

J. W. Schoefer, the well-known Brooklyn rider and old dealer, tells the REFEREE that he is well satisfied with his job at Bidwell's, and will continue to travel south for the firm.

The Monarch Cycle Company is at present making designs for a light ladies' safety for 1893. This company also intends building all its Monarchs to weigh under thirty-five pounds.

The ever popular Stephen Golder, journalist and cycle agent, will arrive on the City of New York from Liverpool Thursday, accompanied by Mrs. Golder and baby. Mr. Golder brings a large



in September in the interests of his company.

Goodby & Son, Wolverhampton, are in correspondence with Boston people to take their agency for the United States.

Saturday A. Featherstone took out a permit to erect an addition to his present factory. The proposed building was fully described in the REFEREE some months ago.

The Pyle Cycle Company of Wilmington, Del., gives notice that it has lost a cushion-tired Phoenix, No. 3,111. It was stripped, and the front rim was indented in several places.

Samuel Snell, the well-known Birmingham lamp man, sailed for home in the Majestic last Wednesday. To a REFEREE representative he stated he was more than pleased with the business done on this trip, having sold thousands of lamps. Mr. Snell was fortunate in saving a thousand dollars' worth of lamps from the Sweeting failure. The

shipment of New Howes with him and will at once open agencies.

Mr. Mushing, of the Centaur Company of Coventry, accompanied by Mr. Lucas, of lamp and sundry fame, who visits America for the first time, leaves Liverpool for New York Aug. 31.

By a blunder a picture of E. D. Loane, Jr., of Spalding's New York establishment, and inventor of the pneumatic pump described in our last issue, was included in "the Gendron Quartette."

A cycle house desiring a competent eastern or traveling representative can be placed in communication with a gentleman of wide experience and excellent character by addressing a line to this office.

Samples of the Brooks safety are now in the hands of the New York agents, and the firm name will shortly be announced. A representative of the famous saddle and cycle works will soon be in America.

NOTE TWO DAYS' RECORD OF...

“Imperial Wheels”

ECLIPSING EVERYTHING YET MADE in the way of FIRST PRIZES, taken in TWO DAYS, July 4th and 5th.

OUT OF ALL EVENTS IN WHICH “IMPERIALS” WERE ENTERED
2nd or 3rd PRIZES WERE IN ORDER WHEN 1sts WERE NOT TAKEN.

FIRST PRIZES.

1st Prize,	1 Mile,	Ill. Div. Championship.
1st “	2 Miles,	“ “ “
*1st “	1-2 Mile,	“ “ “

BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	1 Mile,	Mo. Div. Championship.
1st “	2 Miles,	“ “ “
1st “	2 Miles,	“ “ “
1st “	1 Mile,	“ “ “
1st “	20 Miles,	Road-Maine “
1st “	5 Miles,	Road-Janesville, Wis.
1st “	1-2 Mile,	Battle Creek, Mich.
1st “		Houston, Texas.
1st “		Wauseon, Ohio.
1st “		Alameda, Cal.

*BREAKING WORLD'S COMPETITIVE RECORD.

1st Prize,	5 Miles,	Ill. Div.
1st “	1-2 Mile,	“ “
1st “	1-4 Mile,	“ “ Championship.
*1st “	1 Mile,	“ “ “

1st Prize,	1,760 feet, 1st class,	Van Couver, Wash.
1st “	1,760 feet, 2nd class	“ “ “
1st “		Belle Plaine, Iowa.

MORE TO FOLLOW.

SUMMARY

“Imperials” Entered in 28 Events.

TAKING 20 FIRST PRIZES.
TAKING 3 SECOND PRIZES.
TAKING 5 THIRD PRIZES.

BREAKING

TWO WORLD'S RECORDS.

ARE “IMPERIALS”

POPULAR? ASK THE FAST
RIDERS THAT USE THEM.

Sieg & Clementi Company, Chicago, sell hundreds of them.

CATALOGUE FREE.

AMES & FROST COMPANY,

302 Wabash Avenue, Chicago.



Tips! Straight Tips!! Tips You Should Not Overlook!!!

ARE YOU ON TO THEM?

“SYLPH CYCLES RUN EASY.”

SYLPH
SPRING
FRAME
CYCLES

Ride easier and bring more real pleasure and comfort to their riders than any other make.

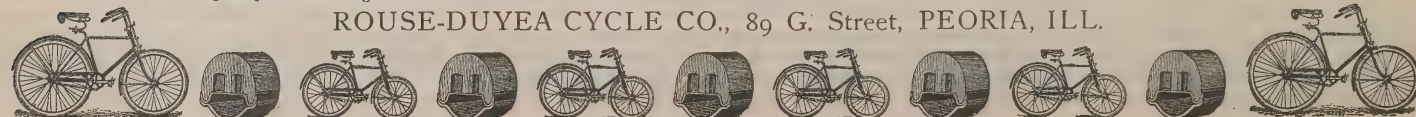
Are made of the Best Material and Workmanship obtainable, and with finely adjusted bearings, therefore wear and stand up equal to or better than others.

Are graceful in outline; finish is unexcelled if equaled, and the mechanical construction is perfect.

Stop the jolts, thus saving the rider's strength and the machine—points of great value to all cyclists.

Other tips regarding Sylph Cycles will be given in this paper from time to time. WATCH FOR THEM, or better write for our catalogue giving full particulars. Agents wanted.

ROUSE-DUYEA CYCLE CO., 89 G. Street, PEORIA, ILL.





Howard A. Smith & Company.

We present herewith a sketch of Howard A. Smith, one of the founders of, possibly, the oldest concern of its kind in Amerira, and of the several leading employes of his establishment. Mr. Smith's career was fully chronicled in our league meet issue. The firm was originally Zacharius & Smith, but for nearly ten years Howard A. Smith & Company has been the title. They have handled sundries in immense quantities, but also do a large business in wheels of all grades.

E. J. Decker has had considerable experience in repairing and building bicycles and is superintendent of the mechanical department. He is also the holder of numerous records on the road and path, a prominent member of the First Regiment, N. J. N. G., the crack regiment of New Jersey, having held the office of lieutenant for some time, and where he aspires to be as successful as he has already been in his chosen vocation.

Wilson K. Kirkpatrick, familiarly known as "Kirk," represents the firm on the road and has always been successful. Mr. Kirkpatrick was born in Newark in 1866. Attending the public schools, he graduated at the age of sixteen, and commenced business in the employ of his father in the capacity of salesman, and subsequently was admitted to the firm. His father retiring, the firm was dissolved, and Mr. Kirkpatrick connected

himself with Smith & Company. He is well known throughout the trade, and is local L. A. W. consul for Newark. He was also charter member and first captain of the Business Men's Cycle League of Newark, N. J., and a member of other cycling clubs of similar reputation.

Miss S. E. Kandle, the secretary and treasurer, is a cousin of Howard A. Smith, and comes from the same sturdy Jersey stock. She was thoroughly drilled for the art of book-keeping, and is well fitted for the position she occupies. She is a graceful rider and a worthy addition to the company.

L. C. Crondal was born in the metropolis in the year 1867, and graduated from the public schools at the age of sixteen. This graduation entitled him to a four-years' free scholarship at Stevens Institute, but he preferred to enter business life. He learned the printer's trade, but several years later, owing to its confinement, left the business to go with a large wholesale toy and sporting goods house in New York, where in a short time he became manager, acting in this capacity until the spring of 1891, when he identified himself with Howard A. Smith & Company, in the same capacity.

Miss L. C. Stilger, who acts in the capacity of stenographer and type-writer, was born in Newark, in which city she has spent the greatest part of her life. She attended the public schools and graduated at the age of fifteen. She entered Coleman Business College, March, '91,

and graduated in the short period of six months, during which time she acquired a thorough business education, including stenography and type-writing.

Trade Notes.

Thos. Saunders, representing William Bown, the Credenda Seawless Tube Company, Lamplugh & Company, the new B. & A., Birmingham, and the Crypto Cycle Company, London, will sail for America this month.

President Stover of the Stover Bicycle Manufacturing Company, Freeport, Ill., accompanied by wife and son, arrived in New York from a pleasant trip abroad last Wednesday and journeyed toward the setting sun the following day.

With the rumored several tube making plants being built in this country, it would be well to remind the builders that Samuel Fisher & Sons, Birmingham, Eng., have splendid tube drawing machinery of latest pattern and build.

Collins & Company, of Fort Worth, Texas, have placed an order with Ames & Frost for 500 Imperials for next season's delivery, taking the agency for the entire state. Ames & Frost say that the outlook for next year is particularly bright with them. During the week Secretary Walpole, who was on a century run, took an order from Frazier, of Aurora, for 1,000 pairs of Imperial sulky wheels. The new factory will soon be finished, the first story being now com-

pleted. Samples of their new light wheels will be shown this week.

French & Sons, Balham, Eng., are shipping a good many South Roads to America and are arranging for regular agencies in America next year. French & Sons are in correspondence with an American firm and figuring on a ten thousand wheel contest.

Thomas Saunders cables that he will leave Liverpool on the Umbria Aug. 27 and will reach New York, "wind, weather and tide permitting," Sept. 3. Mr. Saunders will represent Bown and other interests, and is so well known this side that his stay and travels are always pleasant.

Mr. Kirby, managing director of the Roulette Cycle Company, is to shortly leave for America, to look after the company's interests here. It is quite possible that a store or headquarters will be opened in New York. Durant, McLean & Company are the Roulette agents here now.

The McCune Cycle Company, of Everett, Mass., writes the REFEREE that the new factory is getting into shape for the manufacture of wheels, and next year it proposes to be "in it." It seems that the old firm of Jost & McCune has a knack of keeping well up in the procession.

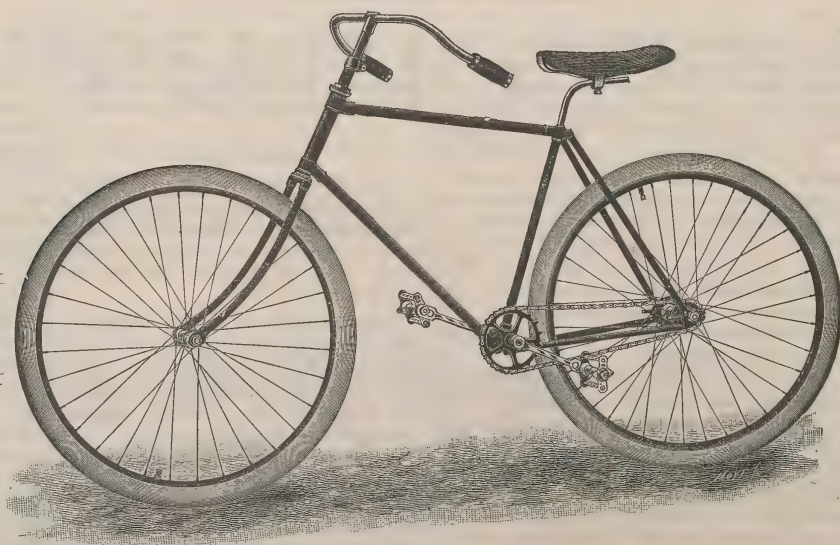
McKee & Harrington say they will use hickory rims on their Lindhurst to a great extent. This will lighten the



THEY SAY

THAT THERE IS A WHEEL OUT NOW THAT IS PERFECT----IT IS THE

CLEVELAND

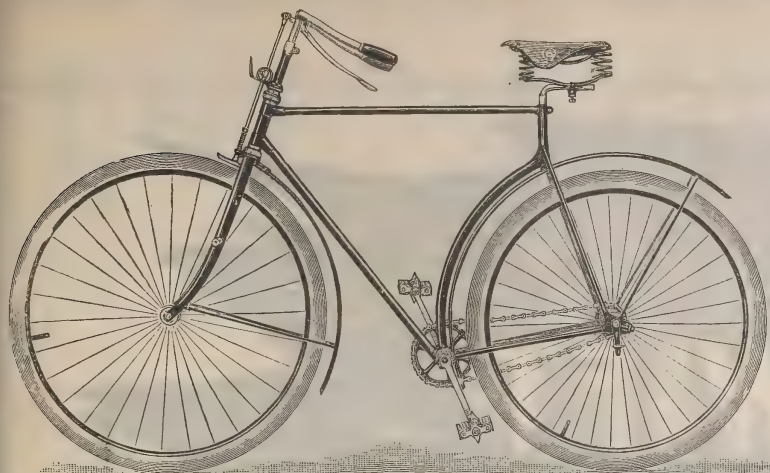


NUMBER 4.

You will find the CLEVELAND THREAD TIRE the fastest and most resilient made. Like riding on water.

Send for catalogue and list of testimonials. They have a different sound.

H. A. LOZIER & CO., 340 Superior St., Cleveland, Ohio.



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—
Lowest Possible Prices.

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,
COVENTRY, ENG.

Get our List at once.

**BEST MATERIAL AND
WORKMANSHIP GUARANTEED.**

machine, and other parts will be lightened so that the Lindhurst will scale thirty pounds. The wheel is a good looker and riders around New York like it.

Rouse, Hazard & Company, Peoria, report a number of sales in Mexico, the last order coming from San Luis Potosi last week. The fame of this firm is becoming known all over the world, as it has also sold some of its machines in South America, England and other countries outside of the United States.

Mr. Truman of Binghampton was in New York Friday showing a wheel and incidentally talking to a large western manufacturer who wants a capable superintendent. Mr. Truman says it is quite possible that he will be in Chicago ere long, as he is expected there by several people.

R. M. Jaffray, business manager of the REFEREE, arrived in New York Wednesday from Liverpool on the racer City of Paris, accompanied by George M. Hendee of Hurlburt & Company and J. C. Spears of the Spears Manufacturing Company, Worcester. The steamer had a rough trip.

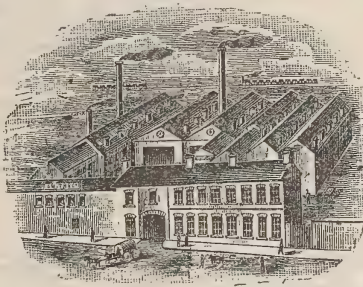
L. B. Whympier takes a two weeks' vacation, commencing Monday, and will put in the time touring leisurely over Long Island, riding when and where his fancy dictates. This the Schoverling, Daly & Gales manager thinks is about the right idea, and he may be joined by Sidney Bowman later on.

Pohn P. Gill of Augusta, Ga., who sells Columbias in that pretty southern city, called on the REFEREE's New York office the past week and reported that Augusta is laying Asphalt streets, and a boom for cycling is therefor at hand. The REFEREE man introduced the Georgian to Editor Potter of *Good Roads*, who talked vitrified brick, asphalt and other roads in plenty.

Starley Brothers, J. K. Starley, Humbar & Company, have sent an expert accountant to Toronto, Can., to go over the books of the Stark Cycle Company, which failed some time ago. The Stark company has asked the English firms for a two year's extension of time to pull through, and if the expert finds things as represented by the firm which has faith in its ability to right itself in time, the extension will be granted.

A Relationship Problem.

Two ladies out walking met a gentleman; he raised his hat to one, and the other said: "Do you know that gentleman?" The other lady replied, his mother was my mother's only child. The publishers of the LADIES' PICTORIAL WEEKLY will give an elegant safety bicycle (valued at \$125, or its equivalent in cash) to the first person telling the relationship existing between the gentleman and the lady speaking last. An elegant ladies'



THOS. SMITH & Co.
1, Wharf St., ASTON, Birmingham.

STEEL STAMPINGS.

NEW PRICE LISTS NOW READY.

Telephone 2525. Telegrams "Hector."

Best Material and

Workmanship Guaranteed.

gold watch (valued at \$75, or its equivalent in cash) will be given for the second correct answer, and fifty other prizes, ranging in value from twenty-five dollars to five dollars each will be given for correct answers in order as received. Everyone answering must enclose U. S. postal note for thirty cents (or fifteen two-cent U. S. stamps) for one month's trial subscription to the handsomest and most popular ladies' weekly publication on this continent, which is published by a reliable firm, who are offering this prize contest simply to introduce their publication into new homes. Contestants should answer promptly, as date of postmark gives precedence. Prizes for the United States will be sent duty free. Address, LADIES' PICTORIAL WEEKLY, "C." TORONTO, CANADA.—18-2

Concession to Naval and Grand Army Veterans.

The Baltimore & Ohio Railroad will grant most liberal concessions in the way of stop-over privileges on the tickets sold for the Reunion of the Naval Veterans at Baltimore, September 15 to 19, and for the Grand Army Encampment at Washington, commencing Sept. 20. Tickets will be sold at the offices of the company and at offices of the principal railroad companies of the west, from September 13 to 20 inclusive, at very low rates, and will be valid for return journey until October 10. Both going and returning tickets will be good to stop off at all stations between Cumberland and Baltimore, a region rendered familiar to all veterans by the constant warfare along the Potomac. The signature of purchaser to tickets will not be required, nor will it be necessary to have them stamped to make them valid for return journey.

For more detailed information as to time of trains, rates and sleeping car accommodations apply to L. F. Asst. Gen. Passenger Agent, The Rookery, Chicago, or O. P. McCarty, Asst. Gen. Passenger Agent, Cincinnati, O.—18-2.

A neat little five-pointed solid silver star, with the club's colors in the centre, has been presented each of the thirty-six Cook County men who completed the club's recent century.

"WE DON'T THINK"

That you will ever have another opportunity to purchase a Safety Bicycle at prices which we are now offering.

About 50 shop worn Safeties. Send for clearance sale list.

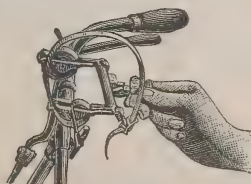
Upon receipt of \$5.00 any Bicycle on this list will be sent C. O. D. with privilege of inspection:

1892 PATTERNS.			
Ormonde, 1 1/2 in. cushion tire, shop worn,	\$	90	
" Clincher Pneumatic "	"	100	
" Dunlop Pneumatic "	"	100	
Ariel, " "	"	100	
" Protection Strip, " "	"	100	
" 1 1/2 in. cushion tire "	"	90	
Com. Sense, 1 1/2 in. cushion tire "	"	85	
Traveller; 1 1/4 in. cushion tire "	"	75	

These are all new, and guaranteed for one year.

LUBURG MANUFACTURING CO.,

321, 323, 325 No. 8th St. Philadelphia, Pa.



PATENTED.

QUAKER CITY LUGGAGE CARRIER.

Put on or taken off in a second. Price \$2.

WALL & BOYER, Manufacturers.

1714 N. Broad Street. PHILADELPHIA, PA.

(Electros Furnished.)

Geo. H. Benedict & Co.,

175-177 So. Clark St., CHICAGO.

Hello!—1700.

ELECTROTYPING,
PHOTO, Zinc, Etching, Map and Wood Engraving
BICYCLE CUTS A SPECIALTY.

"Wheels and Wheeling"

AN INDISPENSABLE HANDBOOK FOR CYCLISTS,

By LUTHER H. POTTER, author of "Cycling for Health and Pleasure."

400 Pages. 216 Illustrations.

This book is a companion volume to "Cycling for Health and Pleasure," which met with great success, but contains nearly twice as much matter. It is crowded with interesting and curious information. Beside treating of "Cycling in the United States, the L. A. W., Macadam Roads, and many other topics, it deals exhaustively with Pneumatic and Cushion Tires, giving illustrations of over sixty varieties, and describing in detail their construction and care.

This Information is Collected Nowhere Else.

PRICE, - 75c., POST PAID.

WHEELMAN CO., Publishers,
12 Pearl Street, BOSTON, MASS.

THE NATIONAL L. A. W. SOUVENIR MEDAL

made in bronze, gold finished, and the Cottage City medal finished in silver nickel. Both mailed together for 75c.; 50c. singly. A handsome offer and one you should take advantage of. The J. E. POWER MEDAL Co., makers, 15 Cornhill, Boston.



THE COVENTRY MACHINISTS CO.
GENTLEMEN:—

Your Swift cycles of last year (of which we sold over one hundred) gave such excellent satisfaction that we have decided to make an extra push on them the ensuing season, making them our leading wheel. We find that your machines are much lighter and stronger than most of the high-grade wheels now on the market. We have no fault to find with the Swift, and cannot see chance for improvement.

Yours very truly, RANKIN & BRUCE,
Providence, R. I.

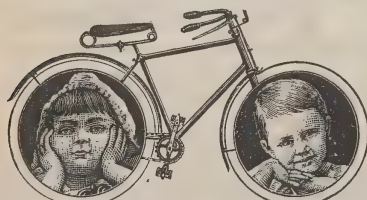
WORLD RENOWNED...

—AND—

...ABSOLUTELY TRUSTWORTHY

Loudon's Celebrated
GUTTA PERCHA CEMENT.

WORKS: **COVENTRY, ENGLAND.** Wholesale Agents: **PARKHURST & WILKINSON, KINZIE ST., CHICAGO.**



Bicycle Bargains.

Halliday Temple Scorchers, Pneumatic Tires, new.....	110.00
Referee Safety, Cushion Tires, \$140.00 grade, fine shape.....	65.00
Century Columbia, latest pattern, fine shape.....	135.00
Featherstone Ladies' Safety, \$135.00 grade, Pneumatic Tires, first-class condition.....	60.00
Columbia Light Roadster Safety, \$135.00 grade, solid tires, good shape.....	60.00
Columbia Light Roadster Safety, will fit with new rim and new cushion tires, in fine shape.	85.00
New Mail Safety, \$100.00 grade, in first-class shape.....	60.00
Hartford Safety, first-class shape.....	60.00
Victor Spring Fork Safety, solid rubber tires, \$135.00 grade, good shape.....	60.00
Quadrant Safety, \$135.00 grade, cushion tires, full ball bearings, perfectly new.....	85.00
Telephone Safety, \$135.00 grade, cushion tires, perfectly new.....	90.00
Warwick Safety, solid rubber tires, good shape, \$125.00 grade.....	50.00
Paragon Safety, solid rubber tires, perfectly new, \$135.00 grade.....	65.00
52-inch Volunteer Columbia, perfectly new.....	25.00

2,000 Wheels in Stock. Cash or Time. Wholesale and Retail.

A. W. GUMP & CO., DAYTON, OHIO.

"Make Haste Slowly"

Is an old but good proverb, especially for **Bicycle Manufacturers** and **Jobbers** to follow, who are about to place their orders for **Saddles** for next season.

YOU WANT TO SEE OUR '93 PATTERNS BEFORE YOU BUY.

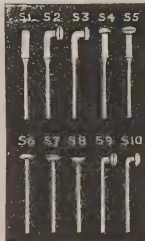
They are just as good, just as practical, and just as sensible as our celebrated **Baby Seat**. We will show them to you very soon. **WAIT.**

THE RICH & SAGER CO.,

17 Elm and 16 Courtland St., Rochester, N. Y.

ROBERT BUNTING & SONS

Telegraphic Address—"County" Sheffield.
SPECIALTIES.



TRADE
Special "Despatch"
Cast Steel for Turn-
ing, Planing and Mill-
ing Tools, Boring
Taps, Dies, Drills,
Chasers, etc.



MARK
Special "Despatch"
Cast Steel for Bear-
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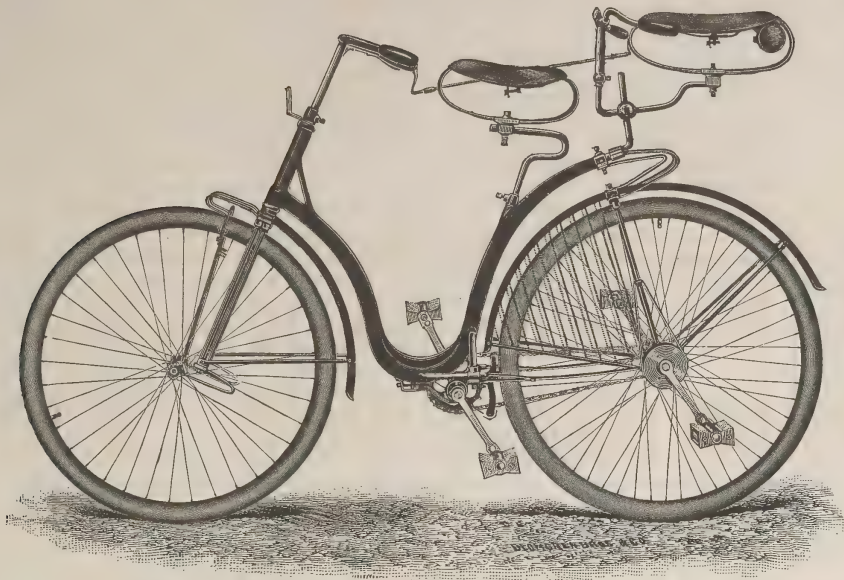
DESPATCH.
Rim Steel of all sections, Rims, Mudguards, etc.
Spokes—Sp. High Tension, Sp. Despatch, and Hard
Drawn. Files, Saws, Hammers, Tools, etc.

County Steel Wks., SHEFFIELD, Eng.



REMEMBER that none but reliable firms use the advertising pages of this journal, therefore you should consult them before you purchase.

THE WORTH—★



CONVERTIBLE TO A PERFECT LIGHT SINGLE BICYCLE IN 30 SECONDS.

From C. A. Coleman, Kearney, Neb.

July 19, 1892.

GENTLEMEN:—I have just received a Worth, and have tried it, and I find it one of the easiest riding and finest wheels that I have ever seen. You have the right thing in the right place.

From F. Huffman, President Winona Bicycle Company.

July 25, 1892.

GENTLEMEN:—Although I have other wheels in stock, I will say that I would far rather walk than to ride any other wheel but my Worth, which is certainly the most perfect wheel made. I do not say this with the experience of only a few wheels, as I have ridden almost every wheel made, and I am in a position to judge. I would not part with my Worth for its weight in gold if I could not get another.

“LADY WORTH.”



THE ONLY PERFECT WHEEL FOR LADIES' USE.

CHICAGO BICYCLE COMPANY,

Office and Factory, 250-260 Jackson Boulevard, S. E. Cor. Sangamon Street, CHICAGO.



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CHICAGO

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The Referee Publishing Company

PRINCIPAL OFFICE:

ROOMS 570-580, CANTON BUILDING, 328-334 DEARBORN STREET, CHICAGO.

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TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.
CHAS. P. ROOT, - - - Associate Editor.
R. M. JAFFRAY, - - - Business Manager.

INSTANCES OF ROAD-HOGISM.

How can road-hogism be checked most effectually? This question has been frequently asked of late, the touring season being now open. Some farmers seem to take delight in bulldozing the wheelmen into giving them a clear road, and often use forcible means.

Shall the wheelmen use forcible means, throw dirt and rocks, thrash the driver, or what?

Shall he carry in his inside pocket tracts, showing cyclists' rights on the road, to distribute among the offenders?

Are there such tracts printed?

These and a thousand other questions may well be asked.

A farmer's daughter, fresh from a central Illinois district, when told of several cases of road-hogism couldn't see it that way. She liked the cyclists and always turned out when passing them, but was certain "she needn't if she didn't want to."

Further conversation revealed an alarming state of ignorance. She informed the writer that the farmers were taught to believe that the cyclists had no right on the road; that they were required to get off and walk around every approaching team, not doing which they were liable for damages.

This, perhaps is explanatory of the recent outrages heaped upon wheelmen in certain parts of Illinois and other states. A few circulars vigorously worded might do these people a world of good—and they might not.

As matters stand, however, the cyclist must enforce his rights by fist, stone or clods of dirt, scaring the horses or holding his own in the rut until Mr. Road Hog changes his mind. There is little doubt that a great deal of road-hogism originates in this way, for drivers are often poorly informed, and not knowing the laws, yield to the "cussedness" too often a portion of their natures. Much road-hogism is pure cussedness, and in such cases a good thrashing administered by the injured party would result beneficially. Once let these fellows know that all wheelmen are not duds, give them an idea that they are able to take care of themselves and good will result. Here are a few instances of ill-treatment of Chicago cyclists upon the public highway:

C. H. Larsen met with so many cases on his trip to Niagara Falls that he purchased a revolver, carrying it openly, and not hesitating to point it at the driver. He cleared his way nicely, only once firing and then over the man's head, afterwards shooting the dog the fellow set upon him. This same gentleman, while out with a party of South

Chicago riders, met an excellent subject who refused to yield half of a poor road. Larsen held the horse while the others thrashed the road hog until he cried enough. They then invited him to call the police.

A. P. Park and F. E. Spooner met many of the class up in Wisconsin, while on a recent century from Milwaukee to Watertown and return. After yielding to several they were thrashed vigorously with a horse-whip by the last one for scaring his horses. He then whipped up and drove off at full speed. The next man met tried to hold the road. The wheelmen stayed him out and held the rut, threatening meanwhile to fight if he didn't yield. He did.

Miss Lucy Porter was with Ed. Porter on a century run to Kenosha. A road hog attempted to run over the lady and her wheel. Mr. Porter thrashed him.

The recent case of Mr. Platt is another instance, the "hog" trying to run over man and wheel, which he was trying to fix.

The clubbing so brutally given Guinea is a matter of history, a policeman being fined \$10 and costs for his brutality.

The case of Sam J. White is also fresh in the public mind, for it is still on, the L. A. W. attorney having recently sworn out the third warrant for George Colbeck's arrest, he having jumped two bonds. The league is prosecuting this case vigorously. Colbeck ran White down at Oakley and Chicago avenues July 16 last, injuring the man and smashing the machine.

A hundred cases of similar import could be recited. These men would look well in a chain gang under soldier guards, breaking stone for the improvement of our public highways.

INVITATION RACES.

Invitation races do not seem to prove very successful either in this country or in England, for those run this year have been nothing better than farces. It is customary for the tournament managers to offer exceptionally good prizes for these events, such as would seem to attract any rider, but even this does not bring out the men whose names are on the programme. In England, were some three dozen of the best men were entered—and they had promised to ride—only a third of the number faced the starter. At Parkside many of the best men did not show themselves in the mile invitation handicap, so it was not surprising that a 300-yard man got across the tape first. It is not because of a lack of interest on the part of the men that they do not compete, at least in this country, but solely because the event is placed as the last on the programme, when the men are tired out and do not feel justified in competing with great odds against them. A five-mile invitation handicap, with good prizes up, would make a grand race if put on the middle of the programme, when the cracks are in condition to do themselves justice. Tournament managers do not, apparently, arrange their programmes as best they might, for frequently several scratch events are brought together, whereas if more time for rest were given better racing would result.

CEMENT vs. BOARD TRACKS.

It is pretty generally believed nowadays that cement tracks are capable of greater speed-producing qualities than those made of clay, dirt, macadam or boards, and there is talk of building some of the proposed American tracks of that material. The Buffalo track in Paris is evidently fast, for nearly twenty-five miles have been made in an hour on it, and Shorland describes it as being "fearfully fast," even if it is five laps to the

mile. This track is well banked, but is so slippery that resin had to be used on the turns, and, as the *Scottish Cyclist* says, while it may be a good record-breaking track it is hardly safe enough for racing with a big field of starters. But if it were a three-lap track it would not only be safe but faster. There is difficulty in getting cement laid properly, and unless so put down it is worse than nothing. Thin-surfaced cement tracks invariably chip up and require too much repair work. The Buffalo track cost some \$15,000. At that rate a three-lap cement track would entail an expense of \$25,000, while a board track could be built for one-fifth that amount, and it would be much safer at all times. But of course speed is the cry of the day, and cement is, apparently, faster. Not necessarily so, however, for a properly-laid and well-banked three-lap board track has not been given a trial. It is quite sure that a board track, built after the plan of skating rink floors, would prove much more safe if not as fast as cement. Weather would have a more disastrous effect on the wooden track than on the cemented surface, however, and thus both have their advantages and disadvantages. A board track being one-fifth as expensive, would be likely to find favor with those contemplating the building of tracks.

By what right do the Manhattan Athletic Club men raise all this fuss about the non-appearance of Zimmerman at their meeting? Is the man, because he happens to be a champion, to become a slave and subject to the orders of a committee of race-promoters? We opine not. Even though he had entered in due form—which he did not—the Manhattan Athletic Club takes upon itself entirely too much when it presumes to dictate to the rider what he shall or shall not do. Its action seems to us to be a piece of extraordinary impertinence. Riders have been too much "under orders," and Zimmerman's assertion of his right to do as he pleases might be followed to advantage by others.

L. D. MUNGER states that last Saturday, at Buffalo, the heat in which Taylor's competitive mile record of 2:21 2-5 was announced, was so timed by one watch, while the other two made it 2:22. The rules were violated and the single time announced "so that Buffalo might have a record." Entertaining, to be sure.—Exchange.

A case of sour grapes. "Birdie" was heart-broken because his 2:22 was snowed under.—Buffalo Courier.

Munger had a perfect right to complain if the facts were as given above. It is customary to give the slowest, not the fastest, time. If the two watches made the time 2:22 that should have been the time announced, and Munger's record would only have been equaled.

ZIMMERMAN AGAINST TIME.

The Two-mile Record Beaten at Springfield—May Take the Trotting Record.

SPRINGFIELD, Mass., Sept. 7.—(Special telegram).—This morning Zimmerman made a successful attempt to lower the two-mile record held by Berlo. The timers were E. C. Robinson, C. F. Shean and A. O. McGarrett. The weather was clear and the track like glass, but there was a very slight wind. Times, quarters:

Quarter mile . . .	1:34 2-5	1 1-4 miles	2:53 2-5
Half mile	1:08 1-5	1 1-2 miles	3:34 1-5
Three-quarters . . .	1:42	1 3-4 miles	
One mile	2:18	2 miles	4:37 2-5

Zimmerman will probably make an attempt this evening to lower the trotting record, of course with a flying start. MCGARRETT.

The Tiffin, O., police are to be mounted on wheels, the council's committee having reported favorably on the matter.

LIVELY JACKSONVILLE.

Preparations for the Races Next Month—The Track and Grounds.

Jacksonville has always been regarded by men in the trade and other visiting cyclists as one of the liveliest cycling centers in Illinois, and yet, until this season, no attempt has been made to promote a tournament on a big scale. Early this year, however, a few of the ruling spirits in cyclo-dom concluded not to be forever outdone by Peoria, Springfield and other towns in the state, and commenced preparations for a meeting, which, at this writing, seems to need only fine weather to be one of the great western successes of the season.

The dates chosen are October 3 and 4, very nearly the closing event of the season, at which time the weather in that neighborhood is, as a rule, at its best. The committee has been at work for months, the one of most interest to competitors—that on entries—being composed of Arthur D. Black, chairman, Irving Woods and D. C. Catlin. The chairman has been the most active worker. He has attended all the leading meets, and will be found at nearly all between now and the time of the meet.

THE TRACK AND GROUNDS.

The Jacksonville track, which is shown in our illustrations, is a half-mile circuit, seventy feet wide on the finishing stretch. It is well lanked. Inside is a quarter-mile track, of cinders, which is used for training purposes when the large track is in use. The grand stand seats 3,000 people and the "bleachers" another thousand. The grounds are one mile and a quarter from the center of the city, over beautifully shaded, paved streets. They are reached by means of electric cars.

JACKSONVILLE'S INSTITUTIONS.

The city has a population of 15,000, and good hotel accommodations, at rates from \$1.50 per day upwards. The Dunlap is the league hotel. The city has a number of famous institutions. The Illinois College, with 200 students, is the oldest in the state, having been founded in 1829 by Rev. Edward Beecher, a brother of Rev. Henry Ward Beecher.

The Jacksonville Female Academy, a Presbyterian school, was founded in 1833, and has about 150 students. The Illinois Female College, Methodist, has 150 pupils.

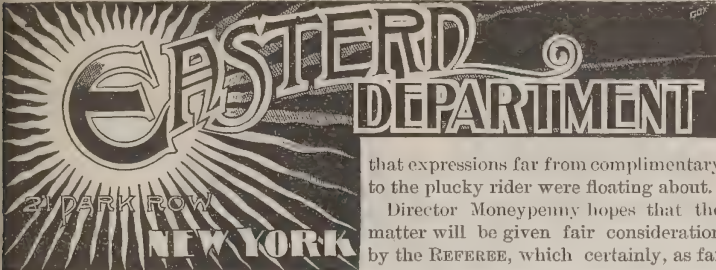
The Jacksonville Deaf and Dumb Institute is the largest in the world, while the insane asylum shelters 1,800 patients, and the blind asylum 600. These are state institutions. Besides all these, there are business colleges, financial and art institutes almost without number.

The colleges, of course, supply many wheelmen, and the rivalry between "town and gown" has always been great.

Around the city are numerous runs of from eight to ten miles.

Jacksonville is 215 miles from Chicago, 90 from St. Louis, 80 from Peoria, 35 from Springfield, and 80 from Quincy. Cheap rates from all points will probably be granted, and Chicago people are likely to be favored with a special over the Santa Fe and Jacksonville South-eastern.

SOONER or later, no doubt, the racing board will see the advisability of adopting an entry blank and making it compulsory on race promoters to use it. Some of the specimens we have seen this season—in fact a majority of them—have been absolutely useless, no particulars of performances or other information being asked for. It is a matter worthy of consideration.



Rough on the Britishers.

Between the efforts of the McKinley bill and President Harrison's twenty days quarantine proclamation the English manufacturer will in very surety be between the devil and the deep blue sea, and some half score of Johnny Bull's cycle trade representatives will spend a good many days gazing at the seemingly mocking girl "Libbie," known as Bartholdi's present to America—Liberty Enlightening the World. The belated Britisher will think all this talk about Yankee fair play and freedom is bosh. We have good cycles and little cholera in America, and the less of the latter the better; but we like to see English cycles here. We can compare them with the American production, which a Coventry manufacturer once told me originated, as a rule, in Coventry, and on that score refused me admission to the factory, being afraid I was after something new in patterns. Still, we love the Humber pattern; so do nearly all the manufacturers, and that is the reason we like to see England send us cycles, so that we can compare them with the American Humber patterns and all other kinds of patterns.

SEVERAL OF THEM WAITING.

There are several of England's representatives down the bay, and some of them may have to run the gauntlet of Dr. Jenkins' fumigating method to stamp out cholera germs, which means a sulphur and steam bath for man and his clothes. Fancy Golder (now over-due three days) being scrubbed at quarantine by the doctor's assistants, while his cargo of New Howes undergoes the same treatment!

Thomas Sanders and many others are said to be on various boats, and they will be liable to look at Liberty island, Coney island, and all the other islands, and wish the Asiatic scourge had confined its efforts to Russia.

The Zimmerman Non-Appearance.

The letters and the special wire to the REFEREE stating positively that Zimmerman would ride at Cleveland instead of at the M. A. C. meet in New York were accepted by all cyclists outside of the M. A. C. committee, it would seem, but there seems to be little doubt that the M. A. C., from their letter published herewith with that of Zimmerman's brother-in-law, Joseph McDermott, had no right to expect the New Jersey rider to be present. They did not comply with the provisions of rule G, clause 4; neither did Zimmerman. Unless a rider's entry is in writing and his entrance money is in hand, no race-promoter has any right to expect and insist on a man's being present, and has no right to advertise him—that is, if any deference is to be paid to the L. A. W. rules, and there is little in racing matters these days.

Zimmerman seems to have done the right thing when he sent his representative to ask the M. A. C. people to let him off, as he could not be pre-ent. But as if the rider was a hireling and not a gentleman amateur, they refuse to let him off and go right on advertising him as a starter. As regards the roasting Mr. McDermott speaks of, I did not see any "roasting" before the meet, but heard

that expressions far from complimentary to the plucky rider were floating about.

Director Moneypenny hopes that the matter will be given fair consideration by the REFEREE, which certainly, as far as I am concerned, it shall have. The title of this paper means fairness, and the most obscure are treated with as much fairness as Zimmerman or the powerful athletic organization Mr. Moneypenny represents. The letters from Director Moneypenny and Mr. McDermott are as follows:

FROM THE MANHATTAN'S DIRECTOR.

NEW YORK, Aug. 29 Mr. W. J. MORGAN—MY DEAR SIR—In reply to your favor of the 26th inst., asking me about the entry of Mr. A. Zimmerman at our meet, I gladly furnish the following: Upon Mr. Zimmerman's return from Europe a committee representing this club took part in his reception at that time.

Mr. De Graaf, who was one of this race committee, and also one of the movers of a reception to Mr. Zimmerman, was present.

He asked Mr. Zimmerman to compete at our meet, and Mr. Zimmerman promised faithfully to

Your favor of 26th inst. received. I thank you very much for your interest in Arthur.

There is no question that Arthur was invited by Mr. DeGraaf on the day he arrived from England to take part in the M. A. C. races and that he accepted the invitation. Later he found that he would not be able to keep the engagement without a wholesale change of arrangements, and wrote me to call on Mr. DeGraaf and tell him that he (Arthur) would not be able to compete.

On August 15 I called on Mr. DeGraaf and told him the shape that the matter was in and asked him to release Arthur from any obligation to appear. I told Mr. DeGraaf that if it would make any difference to the club financially that I would have Arthur give up all his arrangements rather than that the club should suffer in that way.

Mr. DeGraaf said that so far as he was personally concerned he was agreeable to my wishes, but he preferred to consult with the race committee. On the 16th of August I received a letter from Mr. Moneypenny saying that the committee would not release him. Some other correspondence followed.

On the 17th or 18th articles appeared in the New York papers insinuating that Zimmerman was afraid to meet Windle and had been afraid to meet Osmond, etc., and that was his reason for not appearing. That settled the matter. Our friends (?) do not say things like that. No entry was sent in and no entrance fees paid.

To sum it all up it is just like this:

They invited him. He accepted. He found he couldn't attend and asked to be released. They refused and he insisted, as he had a right to do. They then began to "roast" him in the papers.

If my wishes could be carried out I would have nothing said about it. I do not wish to enter into



The Goodwater Grove Track, Stockton, Cal.

be there. This was all that was considered necessary by the committee, they believing that, as he had given his promise, he could be counted on to be present. He did not make out any entry blank, but his promise was considered sufficient to enter him. Shortly after this Mr. McDermott, who represented Mr. Zimmerman, waited on Mr. DeGraaf and asked him to release Mr. Zimmerman from his promise, offering as an excuse that he had promised the Cleveland people to compete at their meet. Mr. DeGraaf informed him that he would have to refer the matter to the committee, which he did, and after due consideration the committee decided that they could not release Mr. Zimmerman, as they had announced to the public that Mr. Zimmerman would be there. They had also used his name in all the printed matter advertising the meet. In the interview between Mr. McDermott and Mr. DeGraaf Mr. McDermott said that if we insisted on Mr. Zimmerman's appearance at our meet he had no doubt but he would be present. These are the facts in full, and I can show you Mr. McDermott's letter if you desire to see it. As you will note by the foregoing, the committee were justified in every particular in advertising Mr. Zimmerman, and his non-appearance was no fault of the committee's but simply Mr. Zimmerman's failure to keep his promise. Trusting you will give this matter fair consideration I remain

Yours very truly,

R. B. MONEYPENNY,
Director of Cycling.

M'DERMOTT'S LETTER.

FREEMOLD, N. J., Aug. 31—MY DEAR SENATOR—

a controversy with Mr. DeGraaf or any one else. Arthur has been "roasted" so much that it don't interfere with him any more. He keeps on winning races.

I don't think the riders will be a party to any arrangement to do anything unfair.

The only difficulty we had in England was when race meet managers used his name as a card when they knew he would not appear.

Yours truly, JOSEPH M'DERMOTT.

The summing up by Mr. McDermott hits the nail on the head, and the pity of it all was the disappointment of over ten thousand people who wanted to see Zimmerman, and his absence seemingly caused the meeting to fall flat, as it was entirely devoid of that snapseen at other meets. To do justice it must be said Mr. Moneypenny got out considerable advertising before he knew Zimmerman's wishes.

International World's Championship.

The above sounds like Ducker days, doesn't it? Well, the proposer of the above is no other than the mild, conservative, well-posted, practical Henry Sturme, editor of England's greatest cycling journal, *The Cyclist*. Mr. Sturme writes me from Coventry, Aug. 19, and says the N. C. U. is in favor of such

a struggle as the above comprehensive title calls for. The N. C. U. has well placed the matter for England in Mr. Sturme's hands, and he evidently wished to give me some light on the subject by saying "enclosed find slip on same." But no slip was enclosed. From an editorial in *The Cyclist* I gather the following: The scheme is to enter into correspondence (the N. C. U.) with the governing bodies of national associations the coming winter, and arrange an annual world's championship meet, to be run in different countries each year, America being suggested for next year, owing to the World's fair.

TEAMS OF THE BEST MEN

of each country are to be selected to represent their respective countries, and here Sturme pays America a compliment by stating that at the present time we have a better collective team of riders than any other country. In this as in other things Henry Sturme shows good judgment, for there is not a shadow of doubt that America could send the winning four to any race in the world at the present time—Zimmerman, Tyler, Taylor, Windle—the greatest quartette the amateur world has ever seen up to the present time. Mr. Sturme mentions France, Germany, Holland, Belgium, Australia and America as nations, but says "France and Australia are out of the running owing to their adherence to universal professionalism." What of that, Mr. Sturme? Sanction the appearance of the cash men against the creak men.

The distances suggested for competition are anything from a quarter to fifty miles, for speed up to ten miles, and then a pace-making, gruelling fifty for those who like such sport. Profits and losses, Mr. Sturme suggests, should be equally divided by the respective contesting countries, and two official representatives be allowed to travel with each team. By this plan we might possibly welcome Hillier to America, as it seems impossible that he will come unless on racing bent.

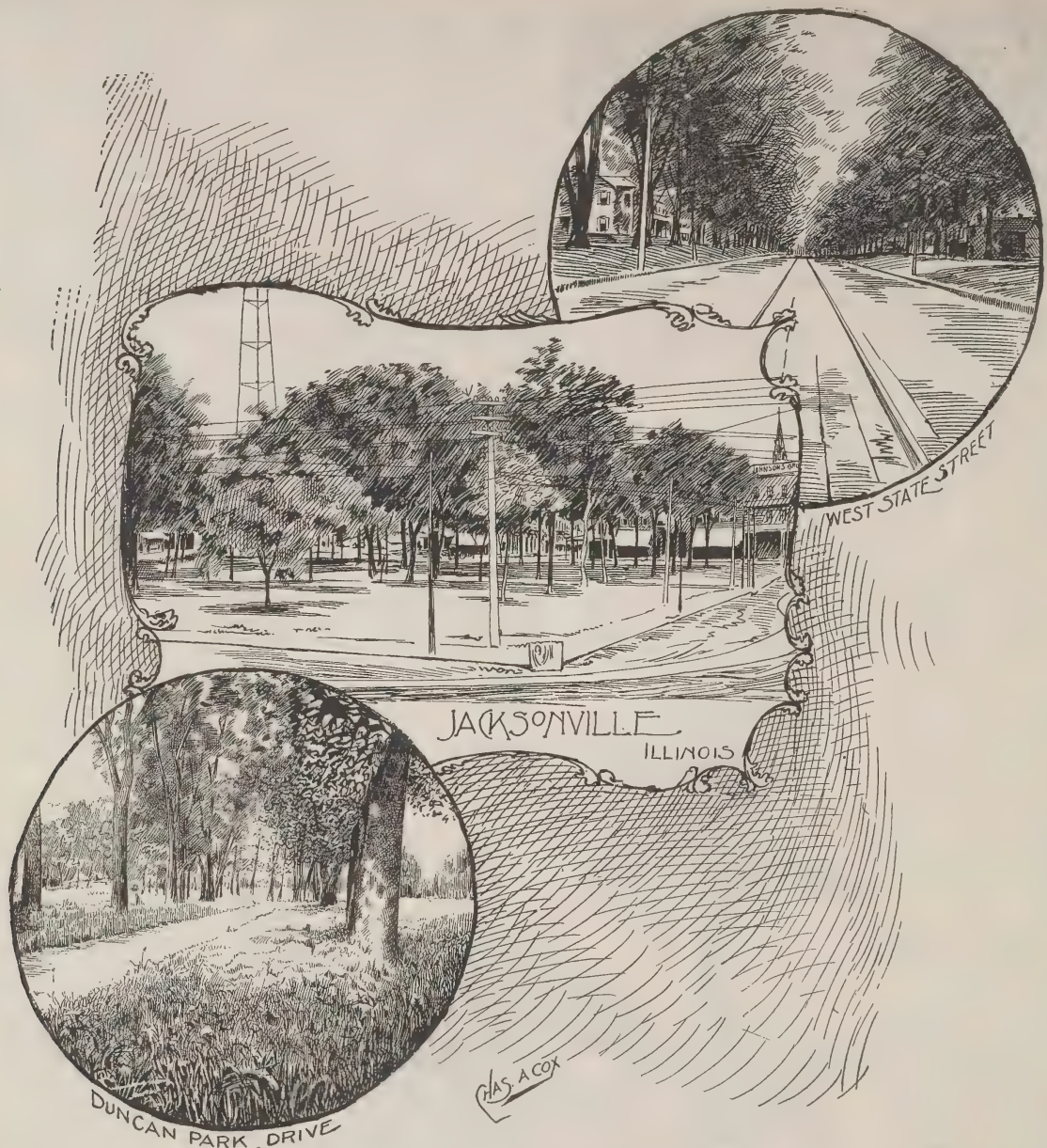
Sturme proposed this scheme years ago, when English riders were unconquerable; and it lacked "go" for that reason, probably.

BUT WHAT A CHANGE, MY MASTERS!

Now this is all very fine and large, Mr. Sturme, but in the meantime what, Oh, what shall we do with the amateur definition? I see you are wrestling with the question in England mightily, and our racing board lozes sleep and sits up nights in the repair shop tinkering with it, and the repair, like a pneumatic puncture repair, is not lasting. Therefore it would seem that the veteran cyclist editor must first wrestle a bit more with the makers, amateur question and the amateur definition, and I fancy the proposed international world's championship will easily be arranged. The question is, will the race be for amateurs, makers' amateurs or professionals? Mr. Sturme has labored well and hard for the cause of racing, both amateur and professional, and the professionals never had a better friend. I would like to see his latest, most feasible and altogether important scheme a huge success; but that ghost—the amateur definition—rises before me yet.

The Ride Around the Hub.

The junior editor of *Bicycling World*, James Cartwright, Jr., sends me a circular and letter of invitation to attend "A Wheel Around the Hub," which is a repetition of the historical Sept., 1879, ride around the Hub. That grand pioneer cyclist, Frank W. Weston—"Papa" Weston to old timers—is in charge of the ride, and it is safe to say that, with



the assistance of Fourdrinier, Cartwright, Hodges and others the two days' ride will be an enjoyable time.

Among other things my defeated racing protege says that "the new plant for his paper is now (like Mars was recently) very near to us, and only one more issue will be presented under the old form, which will be a blessing all around.

Mr. Cartwright also informs me that Arthur Zimmerman has been in Boston and secured the services of his old trainer, W. Corcoran, and the pair have gone to Springfield. If ever there was a faithful trainer Corcoran is the man, and Zimmerman will need him from this time forward.

Cartwright draws attention to the fact of "machine cleaners and ambulances" for the two days' ride around the Hub. The latter seem scarcely necessary these days.

Graves a Professional.

So the racing board has suspended and also now declares Graves of Springfield a professional! Here is a case of suffering for other people's sins as well as your own; but what glory or credit will the racing board reap from this one offender's suspension while the ninety-and-nine go scott free? This is a sop to stop the clamor for a rigid enforcement of the amateur definition, and Graves can consider himself a victim of misplaced confidence and a sacrifice to expediency. Being without backing of any kind, he was led as a lamb to the slaughter. The

manufacturer, aye, and the club which plucked the forbidden fruit and asked him to eat, will not be blamed and will continue to enjoy the freedom of the eden of amateurism; but the one led into sin will be kept out of the garden by the L. A. W. racing board's flaming sword, never again to enter its sacred precincts. Do you call this right or wrong, or is it a farce? Rip up the amateur definition; treat all men alike under the law; but the law has been proved to be inoperative, to those who will and can see.

Some Irish Bulls.

That remarkable laster in racing and *Irish Cyclist's* editor, Richard J. Meccredy of Dublin, gets off the following in a recent issue:

The "Irish Athlete" makes a particularly Irish remark in its last issue when it suggests that boys' races should be encouraged, and that "any entry should be refused in which the birth certificate shows that the lad is under, say, eleven, and over sixteen!" Quite right, I. A.; any boy who is so lost to all sense of what is proper as to be under eleven and over sixteen at the same time should certainly not be allowed to compete as a gentleman amateur.

The above reminds me of the Dublin doctor who was severe on the ice supplied to the residents of Meccredy's city, and who gravely declared that the only safe way to use ice was to boil it first.

The Irish Sportsman, L't'd.

Some five years ago when in Dublin I had the pleasure of meeting a splendid

sportsman in the person of the late lamented John L. Dunbar, editor of the above paper. Dunbar was an encyclopedia of Irish sports and was official handicapper to the Irish Athletic Association. Dunbar was then running the *Sportsman* and also the *Irish Athletic and Cycling News*, which was edited by the "Scorchers" (E. J. O'Reilly), now one of *Wheeling's* editors. The two papers were fairly prosperous, judging from what could be seen in the advertising departments, but Dunbar was too much a sportsman and race meet attendant to make a very successful editor, and there were few meetings at which Dunbar and O'Reilly were not present. Dunbar was very popular in Dublin and with the Irishman's privilege he did not agree with his neighbor, R. J. Meccredy, who was then struggling along with his *Irish Cyclist*, and many were the arguments they had over athletics and cycling, and Dunbar's feelings were shared by O'Reilly in many instances. How things change. Now, in the last *Irish Cyclist* there appears as a supplement a prospectus of "the *Irish Sportsman*, L't'd." which offers stock at one pound per share. R. J. Meccredy

FIGURES AS ONE OF THE DIRECTORS;

so does the owner, F. Percy Low, manager of *Wheeling*, who no doubt got hold of the property through the medium of E. J. O'Reilly and Dunbar's widow. The relations between *Wheeling* and the *Irish Cyclist* in the past have been somewhat strained, no doubt through O'Reilly

joining the former staff, but even with Du Cros, Sr., Meccredy and Low as directors on the *Sportsman*, everything should be lovely for a while. In the meanwhile that excellent Dublin paper, *Sport*, will be a thorn in the side of the limited company, but with such sporting people as the Irish two weeklies should pay in Ireland, and it is pleasing to see John L. Dunbar's old paper still in the ring.

More Cycling Paper Changes.

H. Crowther, late cycling editor of *Sporting Life*, dropped into the REFEREE office this morning from Boston, and joyfully announced that he will in future work for the Wheelman Company, publishers of the *Bicycling World*—a paper which though a trifle ancient recently, promises to shortly bloom like a rose in the desert, and oblige its advisers, who of late have been offering much advice as to how the paper should be conducted. Crowther will take Frank Egan's place in the editorial columns and will be a most valuable addition to the staff, as of late Mr. Fourdrinier has had his hands full arranging the new plant and attending to the paper's business details. Mr. Crowther will also attend to the advertising department of the revived and altogether new Boston paper, and will be a useful addition politically in helping to secure the *Bulletin*.

ANOTHER FIVE YEARS CONTRACT

when the present contract expires three years hence. The old brigade feels a

certain amount of respect and veneration for the old paper, and its well-wishers are many—a hundred times more than its defamers. Long may the “ancient and honorable” flourish.

Ah, yes; and report says that the “editor and proprietor” is casting longing glances toward Lake Michigan, and feeling the utter neglect the Windy City has experienced as a cycling newspaper centre, he proposes, so tis said, to send one “Betsy B.” to educate Chicago up to high class solid cycling journalism, devoid of personalities. If rumor is correct and the effort is made, there will be a time of repentance, sure as you are born.

* * *

Coffins as Prizes.

Those jokers the Park Avenue Wheelmen, of Philadelphia, evidently wanted to out-do Springfield's carriage and pair as an advertising medium for a race meet, so they “gravely” announce a coffin as a prize for one of the races at their meet. Possibly they anticipate the burial of the “amateur definition,” and by placing a two-minute time limit on the race the coffin will revert to the club, which in turn will tender it to the racing board for funeral services at the next meeting of the L. A. W. convention. Now that cholera is with us a coffin and graveyard lot might prove of more use than a piano, carriage and team, or a city lot; and the beauty of it is a coffin will keep, and the patterns don't change as often as bicycles. Altogether a coffin makes a nice L. A. W. prize, and don't in any way reflect on the organization, and it cannot, if buried deep enough.

W. J. MORGAN.

The Law of the Road.

EDITOR REFEREE:—What show has a common bicycle rider with a road hog, as you call them? I was run down by a teamster two weeks ago and narrowly escaped with my life. Is there no redress for a woman? MARION.

Courts have decided this question hundreds of times, but the decision of the New York supreme court, made recently, probably defines the law more clearly than any yet rendered. The case was where a wheelman was run into and injured, both himself and his machine, by a carriage. Suit was brought against the owner and driver of the carriage for damages. On the trial it appeared that the wheelman was going slowly and was on the right hand side of the road. The carriage was being driven rapidly in the opposite direction and did not turn to the right to avoid the wheelman. The court held that the latter was where he had a right to be, that by turning to the right he had taken reasonable precaution to avoid collision with other vehicles and that he was not required by law to turn to the left, even though by so doing he might have avoided a collision. The rule was laid down that bicycles have the same road rights as other vehicles, and that carriages must turn out for them where it is possible or take the consequences.

A Medical Authority on Long Rides.

Regarding long-distance riding, the London *Lancet*, probably the highest medical authority in the world, says: “In some instances such is the tension that the man literally propels himself in what may be called blindness. His legs work automatically, and his course is directed in a manner very little different. A man is not an engine of iron and steel, and that if he treats himself as one he will soon become an engine so disabled that his better self will fall into death before he has reached what in others better trained would be the prime period of vital strength and activity.”

FRONT DRIVEN SAFETY.

BECOMING MORE POPULAR AMONG ENGLISH TRADE MEN.

Something New in Rovers—Patterns for Next Season Already Appearing—A Thirty-Pound Crypto—Sundry Trade Items.

LONDON, Aug. 27.—Several of the leading firms are apparently determined to compete with the makers of durable pneumatic tired safeties at popular prices. Until the demand of the elite of the purchasing public had been satisfied, there was no difficulty in maintaining a brisk trade in Dunlop tired safeties listed at £26. Now, however, this demand has waned, and firms desirous of obtaining the patronage of the large class with limited purses are placing on the market sound, handsome and well-finished mounts, tired with Dunlops or other pneumatics, at a medium price of about £15. These machines are identical with those sold at the higher price early this season, except as regards weight.

NEW POPULAR ROVER.

J. K. Starley & Company have just launched the New Popular Rover, a high-class full roadster, Dunlop tired, fitted with ball bearings throughout, and bearing a close resemblance to the Light Rover, which I very fully described some weeks ago. The new mount is listed at £15 net cash. Although not remarkably light, this pattern is very superior in all its details, and is a mount which any one might feel proud to possess. It is an 1893 pattern but can be supplied to order at the present time.

The Rover people will not touch the front driver for next season. Naturally they are very confident in the type which they have been successful in making fashionable “o'er the whole world's face,” to quote from some clever verses they publish, and, notwithstanding my belief in the magnitude of the impending revolution in type before us, I have little doubt their persistent enterprise will be rewarded.

THE QUADRANT CYCLE COMPANY, LTD.,

have also brought out a novelty within the last week or two. It takes the form of a strong, well finished rear driver, on the familiar lines of the season—long base, diamond frame, long ball socket steering—and is called the Jennet. Fitted with Bates' excellent cushion tires, its price is £13. For rough work and big strong rides, this is a mount to be recommended.

The company are sceptical regarding the front driver, and feel quite satisfied with the steady demand which continues for their various safeties, and their No. 8 Quadrant tricycle, with small wheels, and a neat thumb screw and flynut attachment for removing the off-side wheel in a moment, causing a 30 inch doorway to present no difficulties.

This firm also make a very light racing safety which has met with recent success on the road, and their well known tandem is by no means a thing of the past.

ON FRONT-DRIVEN SAFETIES.

Having referred to the rear driver and some of its makers with becoming respect—for I feel it my duty to so treat the dominant type of yesterday—I may be allowed to pass on to the new pattern safety, in which I take an absorbing interest. Once you have convinced yourself a thing is right nothing is more congenial than to watch the disappearance of the mists of prejudice which al-

ways gather thickly round a striking departure.

At the last Stanley show, the Crypto F. D. safety was in its embryonic stage, and like most embryos its form was not remarkable for beauty. Having determined the final design of the full roadster, the introducers of the new type have devoted endless pains to perfecting a light roadster, which may now be obtained in the ordinary course by anyone. A week ago I met a fellow clubman, until recently a religious believer in the chain-driven safety. I found him

IN ECSTASIES OF DELIGHT

over a little 30 inch Crypto front driver, geared to 60 inches, and weighing with saddle and pedals just 30 pounds. I tried it, of course, and so did half a dozen others. My own impression was so favorable that I lost no time in securing the loan of a similar machine for the purpose of an extended trial. My experiences of the mount, which reached me late yesterday evening, I hope to give you in my next letter.

In the meantime let me describe the ‘little ‘un’ to you. It costs no effort to pick up the machine, tuck it under your arm, and run with it. The tires are light roadster Boothroyds, fitted in Surrey Machinists' hollow rims. The hubs are of phosphor bronze, with direct spokes in the machine I have, but my friend's mount had tangent spokes and steel hubs, slightly lighter. The back wheel is 26 inches with a step fitted conveniently low down on the back fork, whilst the saddle and handles are arranged to secure a most comfortable attitude to the rider.

EVEN ON THIS SMALL SIZE

there is no sense of being cramped, whilst the weight falling between the two wheels, much less vibration is experienced over a bumpy road than with an air-tired rear-driver. This advantage obtains in a still greater degree with the geared ordinary, although some lightness has to be sacrificed in the case of the higher mount. About the actual sensations experienced on the road I will speak after a prolonged trial.

Knowing Mr. J. Rickard's special skill in constructing very light cycles, I called this week at his works in Doris street, Kennington, in the hope of seeing something wonderful in the shape of a light F. D. safety which I had heard he was busy upon. I was not disappointed. The builder of the 26-pound

WESTMINSTER LIGHT ROADSTERS

is nothing if not original and up to date. His success has been due not so much to the high quality of his work, his wide knowledge as an engineer and the first-rate machinery he possesses, as to his intimate acquaintance with the leading road riders of the day, and his determination to supply just what is needed at the time the need is felt, instead of eighteen months after.

Beginning with the reliable geared hub and cranks of the Crypto pattern, scaling eight pounds, Mr. Rickard has designed a frame and wheels of his own brand. The rims are hollow, the spokes tangent, the tires Preston Davies', and the complete machine, with its 36-inch front and 22-inch rear wheels, only weighs twenty-seven pounds. Mr. Rickard puts the final weight as possible of reduction to twenty-five pounds.

Both the back and front forks have double hollow crowns. The oval backbone curves elegantly downwards to the back forks, and these latter are also curved. Little rake is allowed, although the saddle is well back. I have been promised a trial of one of these machines, which are sure to prove very fast, and readers of the REFEREE will hear more about it. The workmen at the West-

minster factory are at the present time engaged on overtime in the execution of foreign orders.

ANOTHER GEARED ORDINARY

of which I have been promised an early trial is that of Macbeth, Phillips & Taverner, of Clapham Road. The gear used is simpler than the Crypto pattern and I hope to describe it clearly in my next letter. I have seen the machine, which has a 46-inch front and 21-inch rear wheel, with a very moderate amount of rake.

The Macbeth safeties go in large quantities to Belgium—a country in which cyclists have been increasing in numbers by rapid bounds. For example, in Brussels there were only twenty-eight riders in 1878, thirty in 1885, whilst in 1890 there existed about 358. At the present time Brussels possesses about 7,700 wheelmen.

The Granville cycles have made a big name at home and abroad this year. Many Granville safeties have found their way out to India, and recently Mr. M. Doughty, whilst continuing his extensive premises at Station Road, Camberwell, has opened a spacious storeroom, with a factory and riding school for ladies in the rear, at 132 Clapham Road. Mr. Doughty will include a front driver among his 1893 patterns but the details are at present *in nubibus*.

I hear from a private source that Humber & Company, Ltd., have purchased a very simple, ingenious and effective gear for front driving safeties, enabling the cost of production to be greatly reduced as compared with that of the rear drivers, and that the firm will shortly place the novelty on the market. I will endeavor to procure further details respecting this novelty by the great firm for inclusion in my next letter. STANLEY.

Whittaker, Oxborrow and Lee.

In overhauling our photographic reminders of by-gone days, it happened that we unearthed a picture of the original Rudge triplet and its crew, which, as being of some little interest, is here presented. The riders are Whittaker, Oxborrow and Lee, three professionals who were famous five years ago, but all of whom have lain on the shelf for some time, until a couple of weeks ago Oxborrow beat some kind of a record in England.

And, by the way, it was very amusing how some of the “cycling authorities” blundered. “Who is this Oxborrow? We never heard of him!” And so on. Oxborrow, nevertheless, was at one time a famous rider. He was formerly an amateur, but became a “pro,” if we recollect rightly, in the early days of the safety.

Whittaker is a character known throughout the cycling world as a record-breaker in olden days. Lately he has devoted his spare time to talking reinstatement, but without effect.

Lee was for three years a really grand rider, and frequently won English professional “championship” events. This trio once startled the cycling world by claiming a mile on the road in 2:13. Some said it was made downhill and some that the course was short. Anyhow the record was never substantiated, and therefore faded from the memories of many. There is no doubt, however, that they accomplished some great performances on this machine.

Another New Club.

The Carondelet (Mo.) Bicycle Club has been organized with the following officers: President, W. F. Street; vice-president, Gus Zeiss; secretary and treasurer, E. Harris. About twenty members signed the roll.

NEW WORLD'S RECORD

EXTRAORDINARY PERFORMANCES OF
A WEEK.*A Quarter at a 1:48 Pace—Zimmerman
Is Unquestionably the Champion—
Some Speedy Western Men
at Columbus.*

At Hartford, Sept. 6th:

Quarter-mile, flying start, competition, Zimmerman, 27 seconds.

Quarter-mile, standing start, competition, G. C. Smith, 31 1-5 seconds.

Half-mile, competition, Zimmerman, 1 min. 1 4-5 sec.

The Hartford track is one mile in circumference. The last quarter is nearly straight and has been, before, the scene of some of the most extraordinary last quarters on record. The times given above, of course, will be submitted to the racing board, the chairman of which was present.

* * *
The Mile In Competition.

At Clifton, N. J., Sept. 3.—Zimmerman, 2 min. 19 sec.

* * *
Other Remarkable Performances.

At Hartford, Sept. 6.—Half-mile, competition, Windle and Tyler, 1 min. 22 5 sec.

At Birmingham, Conn., Sept. 2.—One mile, competition, Zimmerman, 2 min. 19 3-5 sec.*

At Columbus, O., Sept. 4.—One mile, without pacemakers, Berlo, 2 min. 17 1-5 sec.

At Columbus, O., Sept. 3.—One mile, with pacemakers, flying start, J. P. Bliss, 2 min. 13 2-5 sec.

At Indianapolis, Sept. 4.—Quarter-mile, flying start (twice), J. S. Johnson, 28 1-5 sec.

At Indianapolis, Sept. 5.—Quarter-mile, competition, C. W. Davis, 32 1-2 sec.*

At Clifton, N. J., Sept. 4.—Quarter-mile, flying, competition, Zimmerman, 28 3-4 sec.*

At Springfield, Mass., Sept. 7.—Two miles, against time, Zimmerman, 4 min. 37 2-5 sec.

*Records at time accomplished, but since beaten.

* * *
Hartford's Annual Meet.

The Hartford Wheel Club has nearly always been favored with fine weather for its meets, and this year was no exception to the rule. Saturday evening saw several hundred cyclists gathered at Hartford, and the hotels assumed a decidedly cycling appearance. The Hartford clubs paraded, headed by the Pope band, Saturday evening, the streets being lined with people, and the parade proved a good "advance notice" of the meet to follow. Some two hundred were in line and a band concert was afterward given at the club room, a great crowd thronging the street.

Cyclists came into Hartford with every train Sunday, and the local cyclists entertained out-of-town visitors in the morning with a run to Charter Oak Park, where refreshments had been provided, and with a run in the afternoon to Grant's Grove on Vine street, some four hundred wheels being in line. Refreshments were served at the grove also.

The club kept open house all Sunday evening, and a thousand riders from all over wandered in and out the rooms, attended church, and strolled around the hotel.

George Collister, of Cleveland, and Joseph Bressler, of Detroit, found their way into town late in the evening without an escort. Abbot Bassett, "the young secretary" of the L. A. W., accompanied by the racing board executioner, H. E. Raymond, followed suit. Zimmerman, Taylor, Windle, Banker, Campbell, accompanied by backers, trainers, managers and tire men, trooped into the Nutmeg State capitol during the evening.

THE DAY OF THE RACES.

Monday morning opened beautifully fine. During the morning the usual parade took place with about four hundred in line and the usual tinsel of parades. Pope's band headed the procession which was, of course, photographed, and the fall meet of the Connecticut Division was over as far as parades were concerned. At 1:30 a crowd of five thousand, and possibly six, gathered at Charter Oak Park. The early hour of starting was made necessary by the large entry, several trial heats being run before the advertised time, 2:30.

The track was in fair condition, rather dusty, and a stiff wind blew in the riders' faces on the back stretch but favored them coming home. The usual good Hartford management prevailed, and the usual crowd of "prominents" were on hand, some of them being as follows: Colonel Albert A. Pope, fresh from his trip to the north, accompanied by R. D.

Maltby gave exhibitions between the races.

The shrewd Springfield tournament managers held their man, Tyler, aloof from Zimmerman in order to have them meet at Springfield for the first time, but Windle defeating him has rather taken the edge off the uncertainty of that meeting. Zimmerman's three-quarters in the mile handicap, 1:46 1-5, is world's record in competition, but he could only get fifth at the finish. Harding's one hundred yards proved too much, and, in truth, a hundred seems more than plenty for the Hartford Wheel Club.

WILLIAM WAS NOT THERE.

W. Herrick, of Chicago, was down on the programme as grand marshal, but no pink-haired man put in an appearance, so it was supposed he was in quarantine somewhere. The other officials were: Referee, Col. Chas. L. Burdette; judges, Abbot Bassett, H. E. Raymond and F. P. Priol; timers, General Alexander Harbinson, Leander Hall, and J. P. Allen, all horsemen; starter, T. W. Foley (the popular "Tim" of that ilk), while "the best," W. C. Marion, Jr., announced the events and winners, and W. H. Telcott clerked the course, and did it well.

ENTHUSIASM WAS LACKING.

There was a well defined absence of something about the first day, and it was the lack of that old-time burst of applause and excitement over the finishes

A time limit of 5:50 had been put on this race, so the referee ordered it run over, which was done, resulting in the men maintaining their positions, and making the time of 5:31 3-5, which was allowed and declared a race.

Mile, 2:40 class—First heat—J. W. Robertson, 1; N. Harding, 2; J. M. Grant, 3; time, 2:40 1-5.

Second heat—A. W. Porter, Newton, 1; F. R. Fuller, Hartford, 2; A. W. Warren, Hartford, 3; time, 2:31 2-5.

Final—Harding, 1; Stanton, 2; Warren, 3; time, 2:43 2-5.

Mile, handicap—First heat—H. C. Tyler, scratch, 1; A. W. Stacey, 125 yards, 2; C. W. Worcester, 3; time, 2:22 2-5.

Second heat—A. A. Zimmerman, scratch, 1; G. A. Nelson, 75 yards, 2; F. B. Stow, 140 yards, 3; time, 2:21 1-5.

Third heat—W. Harding, 100 yards, 1; C. S. Thompson, 110 yards, 2; W. C. Middlebrook, 140 yards, 3; time, 2:32 2-5.

Final—Harding, 1; C. S. Thompson, 2; W. B. Middlebrook, 3; time, 2:10.

Zimmerman from scratch made a magnificent effort, and paced his own way all through, but could not get nearer than fifth, his time being 2:20 1-5, the fastest of the day, his three-quarter mile being 1:46 1-5, which is competition record.

Half-mile, open—W. W. Windle, 1; H. C. Tyler, 2; George Taylor, 3; time, 1:17 1-5.

A splendid race from the quarter pole home, Windle proving himself almost if not quite the Windle of old. He clearly out-paced Tyler and Taylor, although it was said Tyler was not feeling well, the result of water drinking.

Mile, Hartford Wheel Club, handicap—B. Zalamer, 150 yards, 1; C. Fred Seely, scratch, 2; W. Harding, 25 yards, 3; time, 2:30 1-5.

The scratch man's race, 2:31 3-5. Goodman framed a nice handicap here, and the finish was close. In fact all the handicaps were cleverly done.

Mile, 2:25 class—George Banker, 1; H. C. Wheeler, 2; A. W. Warren, 3; time, 2:45 2-5.

A very pretty race, Banker winning with his well-known pretty spurt, with a bit to spare. Banker was fairly in it and rode well all day.

Mile, Connecticut riders, handicap—W. Harding, 35 yards, 1; H. B. Arnold, scratch, 2; B. Zalamer, 150 yards, 3; time, 2:27 3-5.

Second heat—C. Ford Seely, 25 yards, 1; F. R. Fuller, 25 yards, 2; W. Barker, 70 yards, 3; time, 2:26 4-5.

Final—Seely, 1; Zalamer, 2; Middlebrook, 3; time, 2:25 4-5.

A very pretty race, and the Hartford riders scored heavily in this as in most of the events during the day.

NOTES OF THE FIRST DAY.

A. A. Pope, Jr., was busy around the track looking after the interests of the Columbia, a proceeding which did not escape the notice of his sire who sat in the grand stand.

For the first time in many moons Major Atwell and Whittaker, of Boston, were absent from an important meet, but G. Minturn Warden made up for their naughtiness.

Special prizes for the first three-quarters were given in the mile open, which had the effect of making ten at least of the competitors hustle; Banker got a special prize also offered if the mile was done better than 2:20.

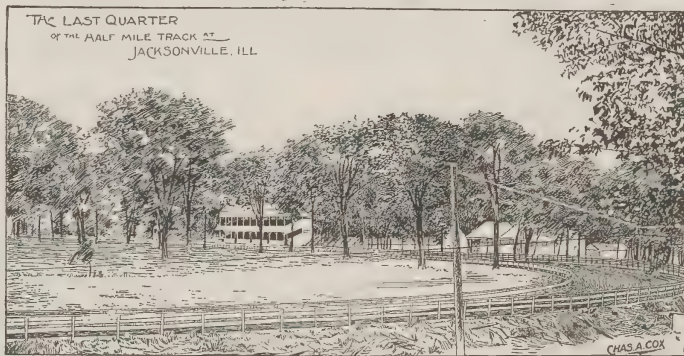
The Pope band rendered a choice selection during the afternoon, and loud calls from a Boston crowd who wanted "May Green" played were not heeded.

The energetic Springfield Bicycle Club had their thousand-dollar team in the parade and out of the track, and simply deluged people with announcements "of the great and only."

* * *
Racing on Tuesday.

The second day's racing at Charter Oak Park was very much more interesting than the first, particularly as records commenced to fall. The afternoon's sport resulted in some of the most extraordinary records ever heard of, as will be seen by the details which follow. The spectators were not quite as numerous as on Monday, but as they realized the grand performances of the men the people grew demonstrative and were liberal with applause.

The half-mile handicap, with Zimmerman, Windle, Tyler and Taylor at scratch, was the most sensational event on record. Starting in the first heat the champion rode the distance in 1 min. 1 4-5 sec., beating record time no less



Garden, of Chicago; Edwin Oliver, H. E. Raymond, Abbot Bassett, Colonel Burdette, George Pope, George H. Day, George Collister, Joseph Bressler, D. J. Post, T. A. Zimmerman, Joseph McDermott, George Warwick, Kirk Corey, A. A. Pope, Jr., D. E. Miller, A. C. D. Louks, D. J. Canary, A. C. McGarrett, George R. Bidwell and many others.

NEWSPAPER MEN IN FORCE.

The "press gang" were Andy McGarrett, Springfield Union; G. K. Turner, Springfield Republican; H. Crowther, Bicycling World; L. J. Berger, Bearings; F. P. Priol, Wheel; Joseph Goodman, Hartford Cyclist; E. C. Wilson, Hartford Post (who also looked after the wants of the Press), and the REFEREE representative.

HOW THE LEADING RIDERS RODE.

The meeting again demonstrated that Zimmerman's colors will not be lowered this year, for he defeated Windle rather easily, and the latter defeated Tyler and Taylor. Little Windle rode gamely and fought the Jersey man well down the straight, but Zimmerman held him easily. The sympathy seemed to be with Windle, as little applause greeted the great New Jersey rider for his effort. Hissing from the stands must have been a novelty to the latter. It was caused by his allowing Banker and Wheeler to get away through the non-pacing desire exhibited by both men. Taylor, in this race, the mile open, loosened a crank in the first quarter, and rode back to the starting point.

which characterized the racing of the past, and the finishes, in truth, did not call for it as there were not inches and feet between the leaders as a rule, but yards. Possibly people are becoming educated in the sport and act more coolly. Anyhow there was something surely missing, and those who remember the roaring applause of old feel the loss of the same.

THE SUMMARY.

Mile, novice—T. W. Broadhead, 1; C. F. Lane, 2; A. M. Sheppard, 3; time, 2:35 1-5.

The Holyoke man rode like an old-timer, and simply romped home, his riding being as much a surprise as was that other Holyoke novice at Worcester—Williamson.

Mile, open—Banker, 1; Wheeler, 2; Zimmerman, 3; Windle, 4.

George Taylor also started in this race, but retired with a loose crank. Zimmerman and Windle allowed the winners to get away, and the New Jersey man did not feel like trying the Springfield last year plan, so he simply paced easily with the Millbury lad trailing behind with teeth set and a "I'll bust my buttons or beat him" look in his face. Banker and Wheeler were a hundred yards away while each of the famous riders, with equal alertness, watched for a chance to surprise the other. Windle, 100 yards from home, jumped from Zimmerman's rear wheel, but the "hero of two continents" caught the water nearly as quickly, and a terrific battle for the coveted position of foremost rider of America ensued. Windle, with praiseworthy gameness, only got to Zimmerman's pedals, and after a hundred yards of magnificent effort he dropped astern, and the greatest rider of the age, with a face full of fight, and every muscle doing full duty, swept across the tape two lengths ahead of the Millbury boy, and demonstrated that he is not only a great sprinter but a general of a high order as well.

Two-mile, 5:00 class—George Banker, 1; H. C. Wheeler, 2; W. S. Campbell, 3; time, 5:49.

NEW YORK, Aug. 31, 1892.

MESSRS. KIRKWOOD, MILLER & CO., PEORIA, ILL.

GENTLEMEN:—What would be the cost of a full nickeled "Kite" machine, with 28 inch wheels, 1 3-4 inch cushion tires, geared to 56?

I have ridden a "Kite" wheel over two hundred miles during the last three days over some of our roughest roads, and I find it equal to, if not superior to any wheel I have ever ridden, not excepting the "Century Columbia" (which is very much thought of here as a road machine), and I think it is destined to have many admirers and riders in this vicinity.

The "Kite" I have been riding belongs to Mr. C. E. Taylor, of the Wagner Palace Car Company, and is an exact counterpart of the description given above, with the exception of the tires, which, on his wheel are 1 1-4 inch. For long distance fast road riding the "Kite" is undoubtedly in the front ranks. An early reply will greatly oblige.

Yours truly, E. A. BARKER.

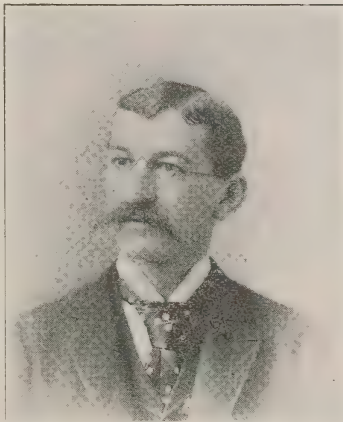
than four seconds. This means that he rode sixty-five yards faster than has ever heretofore been possible, if we except the records said to have been made by Lumsden at Springfield, Ill. This performance seemed to exclude all possibility of a chance of success for the other scratch men, and yet in the third heat Windle won in 1 min. 02 3-5 sec., while Tyler duplicated this in the fourth. The final was a battle of the giants, but again the unconquerable Zim. scored—only one-fifth of a second behind his previous performance.

To again demonstrate his superiority, he came out for the mile invitation, and the question of Zim. vs. Tyler was decided. All four of the cracks were starters, and for a time the pace was easy, over two minutes being occupied in riding to the three-quarter pole. Then commenced such a last quarter as was never before seen. Zimmerman fairly flew, but Windle was not to be easily defeated, and hung out to the finish, easily defeating both Taylor and Tyler. The time of the last quarter was 27 seconds—faster than horse ever trotted—beyond the speed of many passenger trains—a pace of thirty-three and one-third miles an hour! Think of it, ye doubters, and tell us that this man was 'afraid' to meet Fred Osmond!

The standing quarter record also suffered when that event occurred. When Gen. Smith first made a record at this distance many people "pooh-poohed" the idea, and even when he repeated it they were not satisfied. The Riversides, however, swore by their little representative, and were duly rewarded by seeing him run off the distance in 31 1-5 seconds, one and four-fifths seconds inside the previous record—his own, by the way. Taken all round it was the most remarkable day's record-breaking ever known.

Joseph Goodman.

Among the men who are or have been identified with the Hartford tournaments, no other is as well known as



Joseph Goodman. He has been one of the club's most earnest workers from the day its tournaments commenced nearly a dozen years ago. Joe is the proprietor of the *American Cyclist*. He has been for years a familiar figure at the more important tournaments held throughout the country. His knowledge of everything pertaining to the subject of cycle racing is encyclopedic, and he has always been able to give points to any racing board set up by the L. A. W.

To Mr. Goodman belongs the honor of having promoted and managed the first relay race known to the history of cycling. He does not lay claim to the entire originality of the idea, and says he first conceived the notion which inaugurated the relay dispatching epoch from a chance remark made by a prominent Hartford clergyman, who is also an enthusiastic wheelman. In talking

with Mr. Goodman, the reverend gentleman happened to comment unfavorably on long distance road racing as subjecting riders to immense strains and liability to permanent injury, and suggested that if an event could be arranged so that as soon as a rider was well blown his place could be taken by a fresh man, there would be some sense in it, and possibly new and interesting results might be reached.

Mr. Goodwin thought nothing more of the matter for several weeks, when it suddenly struck him that it would be interesting to know how long it would take to send a message from Hartford to New York on the plan suggested by his clerical friend, and pretty soon the Connecticut cycling fraternity was excited over the announcement that on a certain day an attempt would be made to send a message by cycle from the office of the *American Cyclist* in Hartford to the office of the *Sun* in New York, a distance of 126 miles, in precisely eight hours and fourteen minutes. This was a big success. At the large towns along the way the arriving and departing riders were cheered by immense crowds, and the final result was telegraphed all over the country.

And so began the relay dispatching craze, which quickly spread through the cycling world on both sides of the Atlantic.

Mr. Goodman has held several L. A. W. official appointments, and is a member of a number of prominent clubs. He is an energetic, vigorous young man of thirty or thereabouts. His opinions are of the pronounced kind, and he is an untiring worker. He gets up a good clean paper and is making a success of it.

Oakdale, Neb., has a new club, the Stromsburg C. C., with Frank Halden as captain and V. E. Wilson secretary.

ZIMMERMAN IS THE KING.

His Superiority Over Other Riders Amply Demonstrated at Clifton, N. J.

The first annual race meet of the Pas-saic Athletic Club took place on the Clifton (N. J.) race track Saturday afternoon before 5,000 people. The simple announcement in the dailies two or three days before the meet that Zimmerman had telegraphed (or telephoned) in his entry was sufficient to set New York, New Jersey and other cycling states talking.

The special train which left foot of Chambers street on the Erie road at 1:20 carried a tremendous crowd of race cranks, among whom were Elliott Mason, Alex. Schwalbach, A. T. Merrick, Sydney Bowman, George Taylor, R. G. Betts, W. V. Belknap, Zimmerman, Senr., and Joseph McDermott. When the crowded train drew up at Clifton all scampered to the platform preparatory to a march through a beautiful lane of trees where foliage seemed alive with twittering songsters. And here let it be recorded that some other twitterers also occupied the lane with the new (to some yet) game of "thimble rig," or pea game, on which the wise and unwise are given a chance to back their opinions as to which shell covers "the dear little pea." Merrick, with all his Chicago innocence, and B. G. Betts also, some say, invested in a bet, and two tens collapsed; but this is doubtful and unworthy of credence.

FIVE THOUSAND SPECTATORS.

Once at the magnificent grounds, buildings and tracks—which are only a half-mile from the main line, a splendid sight revealed itself. Fully five thousand people were seated in the capacious stand and standing near the fence which guards the track thoroughly. The press stand was occupied by some hard-working and responsible reporters, but

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some "would be's" got there too. Also five women and six children. The representatives of two leading wheel papers, east and west, however, were well cared for and treated with marked attention by the club.

THE KING OF RACERS.

The racing demonstrated that a carriage and pair will be seen in the neighborhood of Asbury Park at races given about the 17th of this month, and the driver up will be Zimmerman, whose father has kindly invited the REFEREE to take a week's driving amid the salt water breezes behind that same team. The fagged look noticeable after his finishes at Asbury was not there yesterday, but a powerful locomotive drive and finish was in its place. There is no doubt that Zimmerman is the king of racers for '92, and will finish his season as such. And what a tremendous strain he has been under from March last until now! There is no other man who would have stood such a season of terrific work.

George Taylor made a splendid effort to upset the Jersey man's endeavor in the two miles, and by doing so allowed the ever-need-be-watched P. J. Berlo to slip in second to Zimmerman. But you might as well try to dam Niagara or pump Lake Michigan dry as to stop that last mad rush of the wonder of this cycling year.

Banker did a clever thing in the mile and half handicap. He was on thirty yards, and waited for Zimmerman and hooked onto the latter's back wheel and pulled through for second place; Berlo, the other scratch man, stopped half-way.

COMBINATION WAS UNSUCCESSFUL.

If there was anything in the report that the M. A. C. had a combination to pocket Zimmerman, he showed them in the two miles that he had learned a few

tricks in England by making a sudden pump five hundred yards from home, never allowed himself to be headed and won in hollow fashion. The cart-load of money the gullible reporters of the dailies had been saying the M. A. C. would wager against Zimmerman when Windle and the rest of their team met him was not in evidence; if it had been that staunch old sportsman Zimmerman, Senr. and others had plenty of the "long green" on hand for investment. And it is dollars to doughnuts that there will be none in sight at Springfield. If there is there will be plenty of Zimmerman investors on hand who will give odds to a certainty. There is now only one hope to beat Zimmerman (barring a fluke) and Tyler is the man.

The races, especially the cycling events, were well conducted, and the only drawback was the extreme length of the programme, many athletic events being sandwiched in, so that it was 7 o'clock before the five-mile Passaic County championship was over.

G. Carleton Brown made an acceptable referee, while Director T. Mathews, of the P. A. C. looked after the comfort of visitors.

SUMMARY.

One-mile, novice, scratch—Final heat—A. T. Henrichs, 1; William Hardifer, 2; J. A. Woodward, 3; time, 2:41 3-5.

Three-quarter-mile, handicap—First heat—W. K. Townsend, M. A. C., 120 yds., 1; Henry J. Pote, L. R. B. C., 85 yds., 2; George B. Waters, Centaur C. C., 110 yds., 3; O. S. Brandt, M. A. C., 125 yds., 4; time, 1:47.

Second heat—George Taylor, M. A. C., scratch, 1; A. T. Henrichs, unattached 110 yds., 2; J. W. Judge, Riverside Wheelmen, 95 yds., 3; George W. Coffin, Orange A. C., 80 yds., 4; time, 1:46 2-5.

Final heat—A. T. Henrichs, 1; O. S. Brandt, 2; George W. Coffin, 3; time, 1:44 1-5.

Two-mile, scratch—A. A. Zimmerman, N. Y. A. C., 1; P. J. Berlo, M. A. C., 2; George Taylor, M. A. C., 3. Shrimmer, K. C. W., led at a slow pace for a mile, with Taylor and Zimmerman whipping in the bunch. A quarter on home Berlo and

Taylor cut loose, but Zimmerman was after them like a flash, and, outpacing them all the way home, won by ten clear yards. An equal distance separated the M. A. C. pair. Time, 5:51, the last quarter being made in 28 3-4 sec.

One-mile, handicap—Paul Grosch, Orange Wheelmen, 115 yds., 1; S. B. Bowman, Elizabeth A. Cyclers, 110 yds., 2; George A. Banker, M. A. C., 20 yds., 3; time, 2:17 2-5. A. A. Zimmerman started from scratch and finished in 2:19, a world's record for competition.

One-mile-and-a-half, handicap—A. A. Zimmerman, N. Y. A. C., scratch, 1; George A. Banker, M. A. C., 30 yds., 2; F. Hawley, Kings County Wheelmen, 200 yds., 3. Zimmerman soon overhauled Banker, who shadowed him to the turn for home. Here both caught the limit division. Up the straight Zimmerman had all the best of the pace and won by twenty yards. Banker finished a length in front of the K. C. W. man. Time, 3:36 3-5.

Five-mile, championship of Passaic county—H. M. Wells, unattached, 1; William Hardifer, Passaic A. C., 2; P. C. Hirdifer, 3; no time taken.

Englishmen Believe It.

Regarding Taylor's mile record of 2:11, *Wheeling* says: "Now that we have more than a mere cable message to go on we are perfectly satisfied that this is a genuine performance, holding, as we always did, that men are as honest, and watches as good, in America as they are in England."

Waverly, Ill., Meet.

The second annual tournament of the Waverly (Ill.) Wheelmen, held last week, was a huge success, the weather, racing and attendance being all that could be desired. As the following results show, outsiders captured the bulk of the prizes:

Mile, novice—Lon Wycoff, 1; Elliott McCalls, 2; E. E. Anderson, 3; time, 2:45.

Half-mile, open—Bert Myers, Peoria, 1; Bert Harding, St. Louis, 2; Roy Keator, Chicago, 3; time, 1:21.

Half-mile, club—George Moffett, 1; F. R. Smedley, 2; time, 1:20.

Mile, handicap—Bert Myers, 1; Roy Keator, 2; Beat Harding, St. Louis, 3; time, 3:37.

Two-mile, handicap—Roy Keator, Chicago, 1; J. A. Leland, Springfield, 2; E. E. Anderson, 3; time, 5:23.

Mile, club, handicap—George Moffett, 1; F. Smedley, 2; time, 2:56.

Three-mile, handicap—Bert Myers, Peoria, 1; Roy Keator, Chicago, 2; J. A. Leland, Springfield, 3; time, 8:31.

Half-mile, ordinary—Irving Woods, Jacksonville, 1; A. D. Black, Jacksonville, 2; J. H. Ritchie, 3; time, 1:35.

Five-mile, handicap—Bert Myers, Peoria, 1; Lon Wycoff, 2; Bert Harding, St. Louis, 3; time, 14:00.

More Foreign Records.

Ede, the "little wonder," or "pocket Hercules," rode 22 miles 732 yards in the hour, and made 25 miles in 1 hr., 7 min., 16 1-5 sec.

The Edinburg to London record now stands to the credit of R. H. Carlisle, doing the distance in 32 hrs. 55 min. The previous best was made by T. A. Edge in 38 hrs. 44 min.

Lewis Stroud now holds the hour tri-cycle record, doing 34 kilometres, 716 metres, 66 centimetres and beating Dr. Turner's record by nearly a half-mile.

Louis Masi, a former Chicagoan, again won the 110-mile race around Lake Geneva in Switzerland.

A Victory for the Cyclist.

The suit which was brought by the California division against the driver of the wagon who ran into cyclist John Zimmer recently has resulted in a victory for the division. The driver pleaded guilty to the charge of assault and battery, and was dismissed with a nominal fine, while the civil action brought against his employer has been compromised, he paying all damages. The officers of the division felt that in winning this case they have established their rights, and will in any future case push the matter to the end and try and mete out to those who would trample on the rights of the cyclists the full measure of the law.

BERLO VS. THE WEST.

THE BOSTON MAN IS DEFEATED AT COLUMBUS.

Lumsden Shows His Old Form—A Fast Mile by Bliss—Davis Makes a Record—Races at Various Other Points.

COLUMBUS, O., Sept. 5.—Six thousand five hundred people went out to see the first day's races of the Columbian cycling tournament. The steady down-pour of rain on Sunday and Monday morning did not prevent good races. The sun came out at noon and the track, though rather heavy, was in record-breaking condition. The Chicago boys say it is the finest track they have run across yet, and Berlo thinks it is all right.

TWO REMARKABLE RIDES.

Sunday afternoon Berlo rode a mile without pacemakers in 2:17 1-5, and Bliss, with a flying start and pacemakers, rode a mile in 2:13 2-5 Saturday evening.

In the half-mile, open, Sanger ran away from the crowd and won by twenty-five yards. Lumsden looked a sure second, but Berlo beat him to the tape by inches. A. L. Baker won the two-mile handicap for Columbus Wheelmen from scratch easily. Wm. Rhodes, Chicago, had a very easy time in the one-mile, ordinary, open, winning by twenty yards.

In the mile, open, all the fast men came out, and again Sanger showed his superiority, though Lumsden gave him a hard chase and was but a few inches behind when they crossed the tape. Berlo was several yards in the rear, followed by Dorntge and Cleveland Brown.

In the 1:25 class Bliss, the American Ede, from Chicago, took first with great ease from Wegner and W. F. Sanger, of Milwaukee. The one-mile handicap was quite lively and the men all came down the stretch in a bunch. The scratch men did not start, so it lay in the hands of some of the young bloods to win. Con. Baker, Columbus, won by an elegant spurt from Bliss, who was a little tire.

The juvenile half-mile race was run in remarkably good time, considering the age of the boys, who were all under fourteen. It was won by Joe Bauers, Cincinnati, in 1:22 2 5.

A TIE BETWEEN LUMSDEN AND BERLO.

In the three-mile lap race Lumsden out ran Berlo the first lap, Rhodes third and Van Sicklen fourth. In the next lap Lumsden slipped a pedal and Berlo took first with Rhodes second. Lumsden won the third lap by fully fifteen yards, Berlo leading Rhodes by a yard. This resulted in a tie between Lumsden and Berlo, and one lap will be run to-morrow to decide the race.

In the 2:40 class there was considerable kicking on Bliss on account of his (probably) having a record better than 2:40. Bliss won from A. S. Baker but the race is protested.

The scratch men staid out of the five-mile handicap in order to save themselves for to-morrow. The limit man, W. C. Dunn, of Finlay, was soon cut down, and the field for about four miles rode in a bunch. They began to pull away on the home stretch, and for the third time Bliss came under the wire first. A. S. Baker pulled out of the crowd and came in second.

It was announced later that Sanger, in the half-mile, open, was ruled out of that race on account of Wegner stepping over the line in pushing him off. This gives first to Berlo and Lumsden second.

Papa Sanger was decidedly angry, but Referee B. V. H. Schultz held to his decision. In this race six of the boys were spilled and Thomas D. Morrison, of the Lincoln Cycling Club, Chicago, received a very bad cut on the calf of his leg from the pedal of A. C. Banker, who also tumbled. Morrison had ten stitches put in his leg and was sent home at midnight.

SUMMARY:

One-mile, novice—thirteen starters—W. C. Dunn, Finlay, 1; William A. Fell, Columbus Cycling Club, 2; Fred Elliott, M. C. W., Zanesville, 3; time, 2:56 1-5.

Half-mile, open—fourteen starters—W. C. Sanger, M. W., Milwaukee, 1; P. J. Berlo, M. A. C., Boston, 2; A. E. Lumsden, C. C. C., Chicago, 3. Sanger disqualified. Time, 1:09 2-5.

Two-mile, handicap, Columbus Wheelmen—ten starters—A. L. Baker, scratch, 1; William A. Fell, 40 yds., 2; E. C. Smith, 70 yds., 3; Con Baker, 20 yds., 4; S. T. Wilson, 70 yds., 5; Charles Bell, 70 yds., 6; time, 5:37.

One-mile, ordinary, open—four starters—W. A. Rhodes, I. C. C., Chicago, 1; L. C. Johnson, Cleveland A. C., 2; Walter Keenan, Dayton B. C., 3; O. W. Nisewonger, Oran, O., 4; time, 2:38 3-5.

One-mile, open—five starters—W. C. Sanger, Milwaukee, 1; A. E. Lumsden, Chicago, 2; P. J. Berlo, Boston, 3; C. W. Dorntge, Buffalo, 4; F. H. Brown, Cleveland, 5; time, 2:33 2-5.

Half-mile, 1:15 class—fourteen starters—J. P. Bliss, Chicago C. C., 1; W. E. Wegner, Milwaukee, 2; A. L. Brown, L. C. C., Cleveland, 2; W. F. Sanger, Milwaukee, 4; C. W. Casper, Springfield, O., 5; A. Schmidt, Buffalo, 6; time, 1:13 4-5.

The half-mile open brought out six starters. Sanger cut the pace until he was run down by Lumsden on the home stretch. The latter finished first easily, while Berlo and Sanger had it out to the tape, the former taking second by six inches.

In the two-mile handicap the scratch men staid out. Van Sicklen who had 75 yards, led at the mile, and the field came around into the home stretch in a bunch. Bliss again showed the boys his heels and came in a winner by three yards, A. S. Baker, Columbus, second.

Following this Roy Keator rode a half-mile unicycle for record in 1:48, and then gave an exhibition in fancy riding.

O. W. Nisewonger, of "No. 46" fame, won the two-mile, ordinary, handicap. Rhodes, the scratch man, gave up the chase at the first mile.

The piano race, one-mile open, brought out Lumsden, Berlo, Sanger and Dorntge. Again Sanger made the pace, but was outridden on the stretch by Lumsden. Here Berlo, who had been riding third, with a terrible burst of speed passed both and won by three lengths.

Fred Nessel, with a splendid spurt, won the 2:50 class by several lengths.



One-mile, handicap—thirty-three starters—Con Baker, Columbus C. C., 150 yds., 1; J. P. Bliss, Chicago C. C., 75 yds., 2; E. C. Johnson, Cleveland A. C., 50 yds., 3; time, 2:35 3-5.

Half-mile, juvenile—seventeen starters—Joseph Bauers, Cincinnati, 1; F. J. Colgan, Columbus, 2; Earl S. Grant, 3; A. Grimm, 4.

Two-mile, lap race—five starters—Lumsden and Berlo tie for first; W. A. Rhodes, 3; N. H. Van Sicklen, 4; C. W. Dorntge, 5; no time.

One-mile, 2:40 class—fifteen starters—J. P. Bliss, Chicago C. C., 1; A. L. Baker, Columbus C. C., 2; Fred Nessel, Columbia Wheelmen, Chicago, 3; L. C. Johnson, Cleveland A. C., 4; F. H. Brown, L. C. C., Cleveland, 5; A. I. Brown, Cleveland, 6; time, 2:38 4-5. Bliss protested; result not yet known.

Five-mile, handicap—eighteen starters—J. P. Bliss, Chicago C. C., 300 yds., 1; A. L. Baker, Columbus C. C., 300 yds., 2; Fred Nessel, Columbia Wheelmen, Chicago, 200 yds., 3; Con Baker, Columbus C. C., 400 yds., 4; W. D. Banker, Buffalo A. C., 200 yds., 5; Austin T. Crooks, Buffalo A. C., 150 yds., 6; time 14:23 2-5.

BLISS DISQUALIFIED

COLUMBUS, Sept. 7.—(Special telegram)—Bliss has been ruled out of the 1:25 and 2:40 class races, which occurred Monday.

* * *

Lumsden Scores Well.

The weather was all that could be expected Tuesday. The day was perfect and scarcely any wind. The attendance was almost equal to that of the first day, probably 6,000 people.

In the six minute class race Roy Keator, who had just arrived, took first.

time, 5:31 2 5.

Half-mile, open six starters—A. E. Lumsden, 1; P. J. Berlo, 2; W. C. Sanger, 3; Arthur N. French, 4; W. A. Rhodes, 5; C. W. Dorntge, 6; time, 1:06 1-4.

One-mile, championship, Columbus Century Club—Charles Bell, 1; Ed. C. Smith, 2; Ed. T. Arras, 3; time, 2:42 4-5.

Two-mile, handicap—eighteen starters—J. P. Bliss, 150 yards, 1; A. L. Baker, 150 yards, 2; W. D. Banker, 90 yards, 3; W. E. Wegner, 125 yards, 4; E. C. Johnson, 100 yards, 5; Fred Nessel, 150 yards, 6; time, 5:35 3-5.

Two-mile, ordinary, handicap—O. W. Nisewonger, 200 yards, 1; Walter Keenan, 175 yards, 2; L. C. Johnson, 150 yards, 3; time, 5:32.

One-mile, open, piano race—four starters—P. J. Berlo, 1; A. E. Lumsden, 2; C. Dorntge, 3; W. C. Sanger, 4; time, 2:32 3-5.

One-mile, 2:50 class—ten starters—Fred Nessel, 1; C. W. Casper, 2; W. C. Wegner, 3; Bert Bridgen, 4; T. E. Collings, 5; W. M. Gayol, 6; time, 2:36 2-5.

One-mile, handicap—thirty starters—P. J. Berlo, scratch, 1; W. A. Rhodes, 50 yards, 2; A. T. Crooks, 60 yards, 3; Con Baker, 150 yards, 4; W. C. Sanger, scratch, 5; time, 2:19 2-5.

One-mile, championship of Columbus—A. L. Baker, 1; Con Baker, 2; E. H. Swerley, 3; James Judd, 4; Charles Bell, 5; time, 3:44.

Five-mile, relay race—Chicago Cycling Club, 1; Columbus Cycling Club, 2. No time.

One-mile, consolation—Harry P. Smith, 1; F. H. Brown, 2; Bert Bridgen, 3; A. Schmidt, 4; W. M. Guyol, 5; time, 2:32 3-5.

Referee, B. V. H. Schultz, Zanesville, Ohio; starter, George W. Smith, Columbus; Judges, F. B. Everett, Columbus; Carl Bauman, Dayton; Parker Reed, Chillicothe, Ohio; K. D. Wood, Columbus; H. A. Nunemacher, Columbus; Joseph Josephi, Cleveland; Harry Irwin, Columbus; scorers, Core T. Erb, Frant S. Fisher and Ben Talbot; announcer, John R. Plotson, Dayton, O.

* * *

Good Racing at Indianapolis.

The Chicago Cycling Club and the Zigzag Cycling Club of Indianapolis have good reason to feel elated, the former because one of its members, C. W. Davis, broke the quarter-mile competition record, and the Hoosier club because the performance was done on its new track, or, rather on the track of the state board of agriculture. July 4 last year W. C. Thorne rode a standing quarter at Rockford in 33 sec., flat, and twice this has been tied.

Davis did not get a good start, yet covered the distance in 32 1-2 sec., and five watches verified the time, four being exactly the same. There is no doubt about the distance, either, for the quarter was carefully measured, and Davis, being on the outside, really rode considerably over the distance.

Johnson, also of the Chicago club, is entitled to the half-mile competition record, providing that of Lumsden—1:03 3-5—does not stand. From scratch in the half-mile handicap he rode in 1:05 1-2, the best previous record being 1:05 4-5.

It is a fact that Johnson did not win the race, but he was not three inches behind Roll, and rode from scratch.

GOOD ATTENDANCE.

The massive grand stand at Indianapolis driving park was fully half filled, while its capacity is 10,000 people. There were hundreds of people in carriages along the track and on the exhibition halls and barns many found good places to see the races. The Monon route carried out four or five train loads, and every one was packed.

Those who owned wheels rode out, and some went by the electric road and walked the mile or more where there was no track.

It must be said the layout of the park is excellent, and when finished there will be nothing nicer in the country. The track, a mile oval, was in good shape, though a little water would have kept down the dust, which was plentiful.

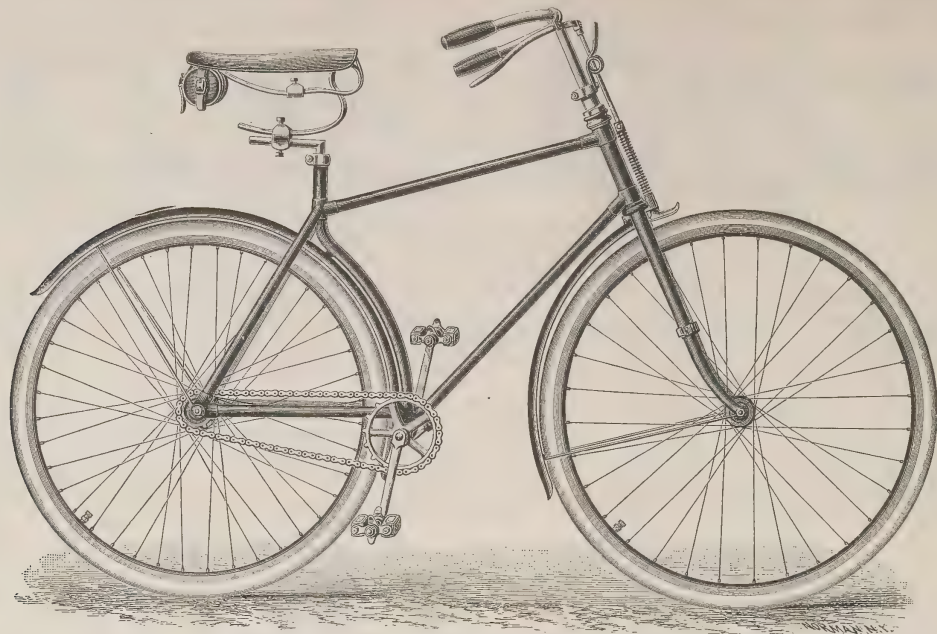
The races were run without a hitch, there were no false starts and no occasion for protests.

THE NOVICE RACE.

This event went to a dark horse,

SUMMARY.

Two-mile, 6:00 class—12 starters—Roy Keator, 1; Con Baker, 2; A. L. Brown, 3; Fred Nessel, 4;



THE TOURIST.

The Highest Grade Bicycle in the World. Perfect in Material, Construction and Finish.

Made at Colt's West Armory, Hartford, Conn., under the same system and with the same attention to detail followed in the manufacture of Colt's fine fire arms. Gun steel forgings; all cones and bearing cups cut from the bar, not stamped.

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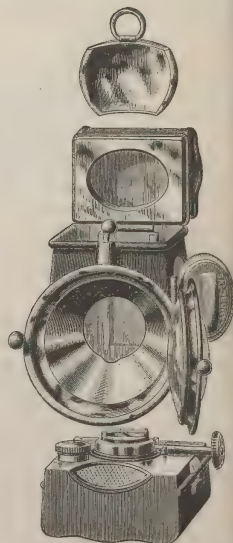
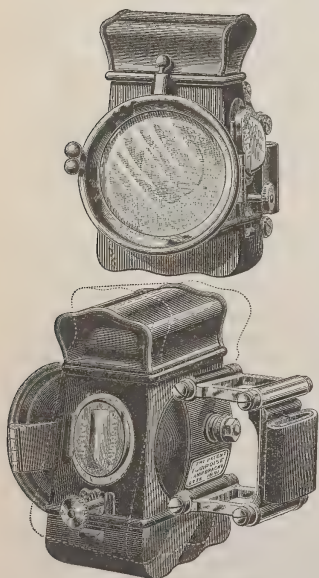
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FAST TIRES—

MAKE Fast Riders. Fast Tires Make Fast Riders FASTER. A few seconds in a mile is a great deal nowadays. The Bidwell Tire is the Fastest. Watch the race meets. See the quantities of our tires in every race---winners, too. Keep watch of their winnings and records. To prove above, Zimmerman made World Record in competition, 2:19, on Bidwell Tire.

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though No. 46 was named as the winner before the race started. M. C. Cain was the last away, but managed to cross the tape a length ahead of Dynes, while McNeeley was a wheel length to the bad.

HALF-MILE, HANDICAP.

This was anybody's race at the start, but Roll, at thirty-five yards, kept up a hot pace and won, while Johnson, from scratch, got in a close second, and Mattie Martin, with eighty yards, was third. Davis was fourth, and might have won, but for the fact that he got in a bad position and could not get out in time. Root, at fifty yards, should have won the race, but did not make any showing whatever, and others who had good chances were hopelessly left. The time was 1:05 1-2, and as Johnson was but six inches back of the winner he has inside the world's competition record.

MILE, 2:40 CLASS.

This was an awful loaf to the three-quarter pole, when Young let out, closely followed by Minor, Root and Myers, the latter two being the last at this point. Myers crept up and got in first, while Root and Minor fought it out for second, the latter winning by three inches, Young fourth.

QUARTER-MILE, OPEN.

Davis distinguished himself in this event, not only by winning from the poorest position, but by making a mark

of 32 1-2 sec. for the competition record. Johnson and Davis were on the outside, in line with the quarter pole and the judges' stand, and consequently rode several yards over the quarter. The former had a bad start and Johnson got a lead of ten yards on the jump. Davis, however, soon crawled up, and hung on to Johnson until within a hundred yards of the tape, when he went up and won, but only by inches, while Marmon was a very close third. When the announcer gave the time as 32 1-2 sec., and stated that it was a world's record, the crowd went wild, while Davis, unassuming as he is, took things as cool as if it were an everyday occurrence.

TWO-MILE ORDINARY, HANDICAP.

Will Lon of La Porte was on scratch, while Curtiss and Herman had 400 yards, La Rue, with 200 yards, caught his men at a mile and a half and romped away from them, winning easily, while Stout, 300 yards, was second, twenty-five yards back, and Fisher had trouble in getting third.

MILE, INDIANA RECORD.

This race, containing as it did all the Indiana talent, was the most interesting start to the spectators, for each man had his friends, and lots of them, too. Referee Patee placed a time limit of 2:40 on the race, and as there were special prizes for the quarters it was made interesting throughout and was three and a third seconds inside the limit. Roll got the

first quarter in 37 1-2 sec., while Rough took the half in 1:18 and the three-quarters in 2:01 e-4. It was anybody's race down the stretch, but near the tape Marmon let out, passed Minor and won by six seconds, while Hunter was third.

OLD MEN'S RACE.

This was a novelty and interesting, and what was the best of all the oldest of the three starters won, fifty yards separating the first and second men and 100 yards second and third. The winner, J. C. Patterson of Greenfield, is fifty years old, very gray and bald, but he got around in 3:37 and never turned a hair. He is the marshal of Greenfield and the wheelmen's friend. Sole, who was second, is forty years old, and Money also forty.

ONE-MILE, OPEN.

A time limit of 2:35 was set for this event, and to help things out Young agreed to take the men to the quarter. This he did in 35 sec., and then quit, as he said he should do. Nickel took the pace to the three-quarter pole, and from there it was everybody alone. Myers and Johnson led down the stretch, but Davis went up when fifty yards from the tape, and won by a foot, while Johnson was a wheel's length ahead of Myers: Marmon, fourth. The time was 2:33 1-2.

HALE-MILE, 1:10 CLASS.

Davis, Johnson, Myers, Young, Cameron and Hunter started in this race, and the finish was Davis, Johnson, Myers,

Hunter, Young and Cameron. The time was 1:18, and the referee said "no race," because it was not within the time limit, but when it was found that Starter Keck had forgotten to announce to the competitors that there was a time limit, the race had to be allowed.

FIVE-MILE, HANDICAP.

Johnson was alone on scratch, because others at this mark did not come out. Hunter and Myers had 200 yards; Rough and Zirkle, 300; Root, 550; Dynes and Hynes, 600; Miller, 750; Martin, 700; Carl, 750; Stout and McCain, 800. At two and a half miles Root had the lead, but the back mark men, having the benefit of pacing turn about, overtook him in the beginning of the last mile, Johnson having quit when it was seen he had no show. At the finish Rough got the lead, with Minor second, Myers third and Root fourth, and a good sized blanket would have covered the four as they crossed the tape in that order. The time was 13:34 1-4 from the 300-yard mark.

THE SUMMARIES.

One-mile, novice—W. W. McCain, 1; E. L. Dynes, 2; H. S. McNeeley, 3; time, 2:52.

Half-mile, handicap—E. P. Roll, Indianapolis, 35 yds., 1; J. S. Johnson, Chicago C. C., scratch, 2; M. Martin, Milwaukee, 3; time, 1:05 2-5.

One-mile, 2:40 class—Bert Myers, Peoria B. C., 1; E. Minor, Zigzag C. C., 2; C. P. Root, Chicago C. C., 3; time, 3:01 2-5.

Quarter mile, open—C. W. Davis, Chicago C. C., 1; J. S. Johnson, Chicago C. C., 2; W. C. Marmon, Zigzag C. C., 3; time, 3:21 1-2.

Two-mile ordinary, handicap—Charles La Rue,

400 yards, 1; H. M. Stout, 300 yards, 2; Carl Fisher, 150 yards, 3; time, 5:59 1-4.

One-mile, Indiana record—W. C. Marmon, Zigzag C. C., 1; E. C. Minor, Zigzag C. C., 2; E. Hunter, Zigzag C. C., 3; time, 2:26 1-2. First quarter, Hynes :37 1-2; half, Roll, 1:18; three-quarters, Rough, 2:01 1-4.

Old men's race, one-mile—J. C. Patterson, 50 years, 1; J. W. Manly, 40 years, 2; W. G. Sale, 40 years, 3; time, 3:27.

One-mile, open—C. W. Davis, Chicago C. C., 1; J. S. Johnson, Chicago C. C., 2; Bert Myers, Peoria B. C., 3; time, 2:33 3-5.

Half-mile, 1:10 class—C. W. Davis, Chicago C. C., 1; J. S. Johnson, Chicago C. C., 2; Bert Myers, Peoria B. C., 3; time, 1:18.

Five-mile, handicap—F. F. Rough, South Bend, 300 yards, 1; E. V. Minor, Zigzag C. C., 300 yards, 2; Bert Myers, Peoria B. C., 3; C. P. Root, Chicago C. C., 4; time, 13:34 1-2.

* * *

The Second Day.

The crowd was not so large as on the preceding day, but the weather was all that could be expected.

In the half-mile open eight started. They all got off well, but coming into the straight first, C. P. Root kicked off a pedal and fell heavily, cutting and bruising his legs. W. C. Marmon won, Bert Myers second. In the 2:25 class seven men faced the starter. With a time limit of 2:35 set on the race, nobody would make pace, and the time was 2:59 1-2, so it was declared no race.

In the second trial, made immediately after the two-mile handicap, the referee raised the limit to 2:40. The winner turned up in Marmon, 2:49 1-2, but this was allowed to stand.

The handicap was the prettiest race of the day. About twenty started. The race ended in another victory for Lowe, who had the limit, 250 yards. The back mark men rode grandly and passed man after man, although unable to catch the winner. Lonn, of La Porte, was a good second, and F. F. Rough, of South Bend, third, from the 75-yard mark. Rough's time for the full mile would be equal to 2:28.

The three-mile lap race brought out Minor, Marmon and Myers, and as there were three prizes they were all assured of a prize. The race resulted in a tie between Myers and Minor. In the run off Myers won.

SUMMARY.

One mile, handicap, Zig-Zag club—Otis R. Lowe, 250 yds., 1; Carl Cameron, 125 yds., 2; W. W. McCain, 250 yds., 3; time, 2:21 1-2.

One mile, ordinary—W. Lonn, La Porte, 1; O. R. Lowe, 2; Carl Fisher, 3; time, 2:58 1-2.

Half-mile, open—W. C. Marmon, 1; Bert Myers, Peoria, 2; F. E. Hunter, 3; time, 1:10 1-2.

One mile, 3:00 class—Carl Cameron, 1; Frank Miller, 2; W. Lonn, 3; time, 2:41 3-4.

One mile, 2:25 class—W. C. Marmon, 1; Bert Myers, 2; Phil Nickle, 3; time, 2:49 1-2.

Two-mile, handicap—Frank Miller, 400 yds., 1; Mattie Martin, 350 yds., 2; H. M. Stone, 450 yds., 3; time, 5:07.

Half-mile, boys—W. E. Atherson, 1; Rockford Shaw, 2; Fred Linn, 3; time, 1:38 1-4.

Mile, open, handicap—O. R. Lowe, 250 yds., 1; W. Lonn, 125 yds., 2; F. F. Rough, 75 yds., 3; time, 2:30 1-2.

Three-mile, lap—Bert Myers, 1; E. V. Minor, 2; W. C. Marmon, 3; time, 9:28.

* * *

Philadelphia's Attractions.

Following the big Springfield tournament, Philadelphia will lay claim to the whole of the talent for her two meets on Sept. 17 and 24, and has every prospect of seeing on those two dates the biggest aggregation of racing men that has yet visited this city. For the meet of the Associated Cycling Clubs on the 17th entries have been promised from almost every one, from Windle, who has never yet ridden in the Quaker City and will therefore be the star attraction right straight down the line. A large number of entries have already been received, including the whole Chicago team and others are coming in daily.

The meet is being thoroughly—in fact, extravagantly—advertised, both locally and generally; the prize list is a hand-

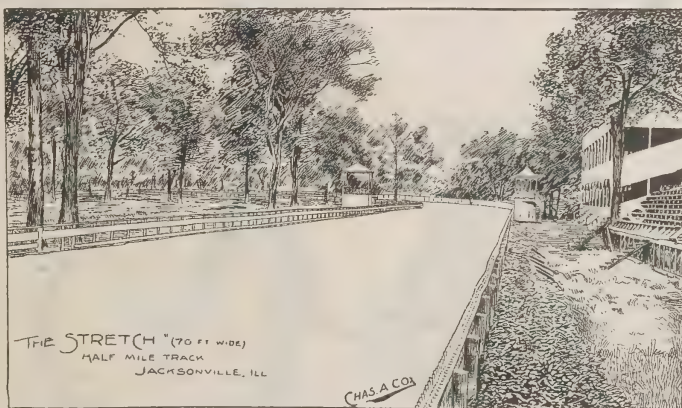
some one, and everything points to a successful affair in point of attendance and good racing. Special railroad accommodations will be furnished to bring the entire party through from Springfield without change of cars.

THE PARK AVENUE TOURNAMENT.

On the following Saturday the Park Avenue Wheelmen hold forth, and to those who recall this club's brilliant success of last season which was really the first occasion that any number of the real cracks had appeared here together it is unnecessary to make any lengthy announcement. For this year's meet a prize list valued at \$4,500 is offered, including nearly everything from a horse and carriage to a coffin, with any number of bicycles, diamonds and other articles of value. The Park Avenue Wheelmen have built up a big reputation as hustlers and have been working enthusiastically for months on the meet which they promise shall be the event of the season.

Racing men who want to fill in the time between these two star affairs will have plenty of chance to do so. The York Cycle Club holds a meet on Tuesday, Sept. 20, and a trip can be readily made to that place, thence direct to the Baltimore on Wednesday, the 21st, and then up to Reading, Pa., on Thursday and back to Philadelphia on the 24th. Good prizes will be the rule at each place.

PAUL BERWYN



A Lake View C. C. Race.

Last Saturday the Lake View Cycling Club held the third and last of a series of five-mile handicap road races, resulting as follows: John Ames, 2:00; F. Holland, 1:00; N. L. Spiesberger, 1:30.

* * *

Windle Twice Defeated.

The Crescent Cycle Club, of Birmingham, Conn., gave its first annual meet last Friday, and was fortunate in having beautiful weather and the attendance of the three great cracks, Zimmerman, Tyler and Windle. The attendance was good. The meeting demonstrated one important fact, and that was that the New Jersey man, A. A. Z., will not be troubled much in the race for first place. Although Tyler was wisely held in reserve by the Springfield club for their meeting, Windle went boldly to the slaughter, and no doubt was satisfied with the result. Zimmerman, in the mile, made a competition record of 2:19 2-5, but whether the track was of correct measurement is not known.

Tyler also bowled Windle over, which demonstrates one of two things, that either the men are going much faster this season or that something has interfered with Windle's training. The truth is that Windle is not riding like he did last year, and also that Zimmerman, Tyler and Taylor are yards faster than they were in '91. Summary:

Mile, handicap, local Seymour, 75 yards, 1; Shelton, 1; time, 2:39.

Half-mile, open—George Smith, 40 yards, 1; Tyler, 2; time, 1:05 2-5.

One-mile, 2:35 class—C. M. Murphy, 1; H. C. Wheeler, 2; time, 2:34.

One-mile, open, Zimmerman, 1; W. W. Windle, 2; W. S. Campbell, 3; time, 2:54.

One mile, three-minute class—C. Middlebrook, 1; Barker, 2; time, 2:43.

One-mile, handicap, open—Warren, 140 yards, 1; A. A. Zimmerman, scratch, 2; Zimmerman's time, 2:19 3-5.

Quarter-mile, open—Tyler, 1; Windle, 2; time, 34 4-5.

* * *

Peoria and the Western Circuit.

Nearly all the fast men have either entered or expressed a determination of being present at the Peoria races on the 27th, and as the prize list has never been excelled either by any single day's meet given in this country or by any one day's prizes ever offered at Peoria, the entire success of the affair is now assured beyond all question. Ten races will be run for prizes aggregating \$2,494 actual value, besides the usual special prizes. The prize list consists of Rudge and King of Scorchers racers, weighing twenty-one pounds or less, a Century Columbia, a \$125 split second gold stop watch, a Caligraph, a Sylph pneumatic safety, and a long list of elegant articles of utility and ornament, such as bronze statuary, a \$120 music box, a magnificent silver bronze lamp supported by a statue of Cupid forty-two inches high, opera glasses, banjos, another typewriter, another gold stop watch, etc., from three to five prizes being offered for each race. The principal event, and one in which great interest is being taken, is the one-mile

All the points comprising the circuit are reached by the Mackay system, which has agreed to give half rates not only to those attending the respective tournaments, but also to racing men and their trainers, and those who care to make all or any part of the circuit.

* * *

Edinburgh-to-London Record Beaten.

On Tuesday, Aug. 16, R. H. Carlisle, of the Anfield B. C., Liverpool, started from the postoffice, Edinboro, at 2:05 p. m., with the object of beating T. A. Edge's record of 33 hrs. 44 min.

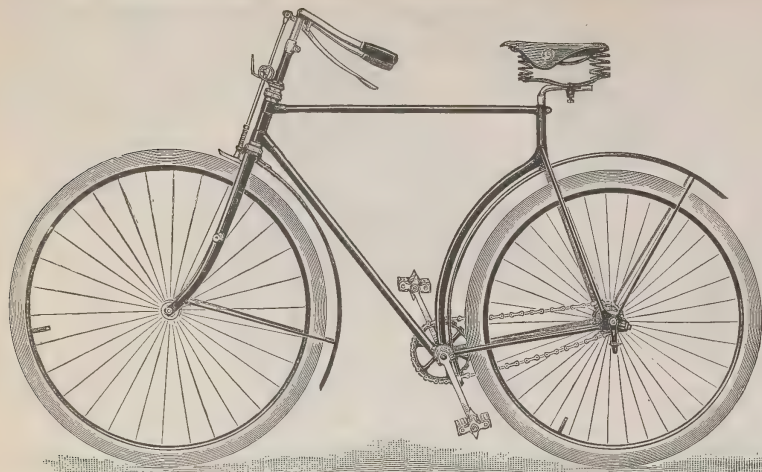
Mr. McCormack started the record-breaker before a large concourse of people. He was paced to Dunbar by Mr. Younge, of the Waverly Roads Club, at which place rain commenced to fall. He was then taken in hand by W. Duncan as far as Berwick, which he reached at 5:40. Rain still continued and the roads by this time were saturated as also was the rider. At Alnwick A. N. Deacon was in waiting with food. Time of arrival, 7:45. Newcastle was reached at 10:55. Between Newcastle and Darlington the riders lost their way. Darlington was reached at 4 a. m. on Wednesday, the rain coming down in torrents. Mr. Carlisle was again wet through and in spite of repeated protests from those assembled would persist in going forward, his remark being: "I am inside the time and the weather will eventually clear." A difficulty was here found. No clothes being obtainable, as a last resource Mr. Harrison, of Stockton, who was here to pace him, took off his trousers, same were cut short at the knee and Mr. Carlisle again manfully went forth on his weary grind to beat the record. Bow Bridge was reached at 7:15. Here the roads were much better, rain ceased and the wind became favorable which made matters more agreeable. Carlisle from this point rapidly made up lost time, reaching Doncaster at 10:30 a. m. Grantham, a distance of fifty-two miles, was reached at 2:35 p. m. The time from Eaton Soton to Hitchin was 1 hr. 5 min., distance twenty miles. H. D. Wall, P. Nix, P. C. Wilson and many other cyclists of renown were waiting for him. The postoffice, London was reached exactly as the clock struck eleven, the journey occupying 33 hrs. 55 min. H. T. Arnott, of the Roads' Record Association, took the time, and Mr. Carlisle left for his hotel after many congratulations from all present.

The machine used was a Peregrine, made by the Leicester Cycle Company, fitted with Boothroyd tires. It weighed complete, with heavy saddle and gear case, thirty-four and a half pounds. The machine and tires never once needed attention.

* * *

Excellent, if True.

The Lexington Wheel Club is justly indignant over the shabby treatment it received at the hands of the executive committee of the fair association. The club was practically invited to get up a parade to help boom the fair. After its members had gone to considerable expense and trouble to arrange an interesting procession, the executive committee issued an order that no wheels should be allowed on the grounds. There are still some people who refuse to recognize that the bicycle is a practical vehicle and has come to stay. The Lexington wheelmen might quote with good effect a little conversation that occurred on the Carthage fair grounds. In 1890 Mr. Mogul, the manager of that fair, as a special favor permitted nags before empty benches. On bicycle day ten thousand people thronged the grand stands, and the enthusiasm was unprecedented. When the races were over Mr. Mogul, with hat in hand and humility in



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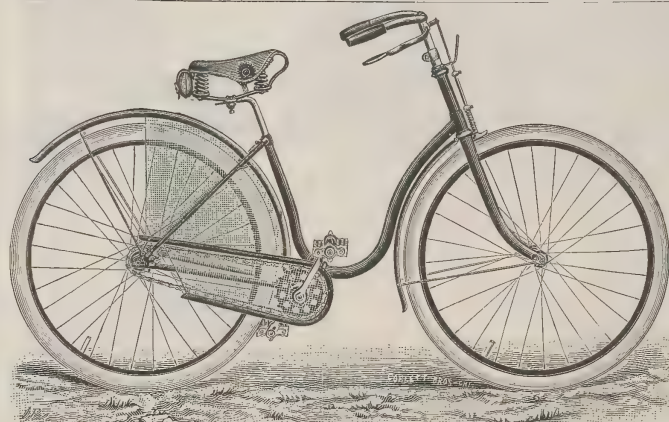
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LITTLE BEAUTY
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WEIGHT, - - 41 LBS.



MODEL B.

OUR MEDIUM GRADE
WHEELS, MODELS C.
AND D. ARE NOT SUR-
PASSED BY ANY IN
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MANSHIP. CUSHION
and PNEUMATIC TIRES

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PERHAPS

You have never asked for our Catalogue,
And Discount Sheet!

===== If you are a dealer, or expect to become one in the near future, it will pay you to write to us.
===== We have requests for our Catalogues from all parts of the world, and sell our goods on both hemispheres, besides covering
===== thoroughly every state, territory and large city in the United States. Within three weeks we have shipped goods to Mexico,
===== Brazil and England; Hence, **PRICES AND GOODS MUST BE RIGHT.**

THE RUDGE.

{ Highest Grade English make, stands up well, wears well, and gives satisfaction to both riders and dealers this season, as they have always done in the past.

THE SYLPH. . .

{ Spring Frame Safeties (highest grade) still lead for ease and comfort on the road—especially the rough ones—on the hills, both up and down, everywhere.

THE OVERLAND.

{ As a medium-priced, high-grade Safety, selling at \$100 for 14-inch Cushion Tires, \$105 for 14-inch Cushion Tires, \$120 for 14-inch Morgan & Wright or Protection Strip Pneumatic Tires; and \$135 for Bidwell Pneumatic, grows more and more popular every day.

OUR JOB LOTS. .

{ Of new cycles in thirty or more styles, which we have relisted at prices way below manufacturer's list, and from which we allow liberal discounts, are valuable to any dealer's line and bargains that cannot be duplicated.

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voice, requested an audience with Mr. Hanauer, the bicycle race promoter. "My dear Mr. Hanauer," he said, "your races are wonderful. I am authorized to offer \$500 for prizes if you will get up another bicycle day this week." The point is clear enough for the most biased fair manager to see.—*Louisville Times*.

Milwaukee Race News.

Charlie Price is still confined to his house from the injuries received at Parkside when Githens rode over here. Charlie has not made any roar over his misfortune, but he is sore to think his accident policy expired a few days before the race!

Henry P. Andrae has sent his resignation as official handicapper Wisconsin division L. A. W. to Mr. Thorne, of the racing board. Henry says he fully appreciates the truth of the saying, "uneasy rests the head that wears a crown." He wants to be with the boys.

The charms of matrimony are playing sad havoc in the ranks of our racing men. Rumor has it that one of our local luminaries, F. C. Prachthauser, will shortly bid adieu to the path and ride a tandem.

Harry Crocker is supposed to be another victim. This accounts for his discarding the wheel and his activity in real estate.

In justice to the Milwaukee racing men who are members of the L. A. W., Mr. Thorne, of the racing board should suspend Messrs. Shimmel, Wedzinski, Jansen, Zander, Bowen, Tyler and Parks, all of whom participated in the bicycle races of the Electrical Works at National Park last Sunday. The races were not sanctioned and the wheelmen were warned not to compete.

Sanger expects to start for Springfield, Mass., about the 10th. The great diamond meet will prove a big attraction, and he will be accompanied by several friends. From there he will continue his journey to Philadelphia and Baltimore. It has been suggested that Sanger and Zimmerman double up and have a go at the tandem record at Springfield.

JACK ROYAL.

The Harrisburg Meet.

HARRISBURG, Sept. 5.—The first annual meet was held this afternoon. Inexperience was, of course, excusable, but the committee refused to listen to suggestions offered by Referee Bunnell and the few others present. Fully 3,500 people were in attendance. Following is the summary:

One-mile, novice—E. Youse, 1; W. Walsh, 2; time, 2:52.
Half-mile, tandem, handicap—Donnelly and Draper, scratch, 1; E. L. and M. D. Fry, 30 yards, 2; time, 1:36.
Quarter-mile, safety, open—J. H. Draper, 1; S. H. Bilyeu, 2; J. C. Donnelly, 3; time, 1:14.
Two-mile, safety, handicap—Draper, scratch, 1; Bilyeu, scratch, 2; Donnelly, 60 yards, 3; time, 5:43 1-5.
One-mile, club championship—Frank Lienbach, 1; time, 2:51.
One mile, team—Park Avenue Wheelmen, 1; Reading B. C., 2; York C. C., 3; time, 2:49.
Half-mile, open—Bilyeu, 1; E. M. Newell, 2; time, 1:17.
One mile, handicap—Donnelly, 35 yds., 1; W. T. Bilyeu, 70 yds., 2; W. B. Riegle, 75 yds., 3; time, 2:30.
One mile, 3:00 class—E. Youse, 1; D. Fornwaldt, 2; time, 2:49.
One mile, Harrisburg riders—D. Fornwaldt, 1; time, 2:55.
Fifteen-mile road race—C. Huck, 2 min., 1; time, 51 minutes. Fornwaldt, Harrisburg, scratch, made the best time.

PAUL BERWYN.

Windle Defeats Tyler.

The first tournament of the Rockville (Conn.) Wheel Club was held Saturday and was patronized by over a thousand people. Rockville is a town of 4,000, fourteen miles from Hartford, and the local club was fortunate in securing the

attendance of such cracks as Windle and Tyler. The former proved too much for Tyler in the half-mile, which evened things up, Tyler having defeated Windle at Birmingham the day previous.

SUMMARY.

One-mile, novice, F. G. Whitmore, Jr., 1; H. R. Sedgwick, 2; John Andrews, 3; time, 2:50.
Half-mile, open, scratch—W. W. Windle, 1; H. C. Tyler, 2; Thomas Relph, 3; time, 1:12 3-4.
One-mile, handicap, Hartford and Tolland counties—F. N. Herman, 20 yards, 1; H. B. Arnold, scratch, 2; F. R. Fuller, 3; time, 2:26 3-4.
Two-mile, open, scratch—W. W. Windle, 1; Thomas Relph, 2; E. A. McDuffee, 3; time, 5:39.
One-mile, club championship—Fred J. Snow 1; H. C. Kite, 2; William Buchanan, 3; time, 2:24 1-2.
One-mile, open, handicap—James Wilson, Jr., B. S. B. C., 160 yards, 1; H. C. Tyler, S. B. C. scratch, 2; H. B. Arnold, M. A. C., 50 yards, 3; time, 2:21.
One-mile, tandem—Herman Fuller, C. C. C., 1; Harding and Seeley, 2; time, 2:41 1-4.
Two-mile, local, handicap—Fred J. Snow, scratch, 1; H. C. Kite, R. W. C., 2; C. A. Loomis, 30 yards, 3; time, 5:50.
One-mile, open—H. C. Tyler, S. B. C., 1; F. N. Herman, M. A. C., 2; F. R. Fuller, 3; time, 2:34.

* * *

Waller's Second Attempt.

Waller, the California rider, will start Sept. 16 in an attempt to again raise the 24-hour record, on the Goodwater Grove half-mile track, at Stockton, Cal. A picture of the track is shown in this issue.

* * *

Poor Sport at Louisville.

The racing at Louisville Monday was poor and attendance small. Jefferies was far too fast for the other riders. Results of open events:

Ten-mile road race—W. V. Hobson, 1; Wilson, 2; Anderson, 3; time, 33:10 1-5.
Two-mile, handicap—J. E. Robinson, 190 yards, 1; Thomas Anderson, 100 yards, 2; C. Mann, 190 yards, 3; time, 6:13 1-5.
Half-mile, open—Jefferies, 1; Rubey, 2; Robinson, 3; time, 1:27 4-5.
One-mile, open—Jefferies, 1; Wilson, 2; Rubey, 3; time, 3:07 1-5.

* * *

Postponement at Buffalo.

The road races which were to have been run at Buffalo on Monday were postponed on account of rain.

* * *

Sport at Syracuse.

W. W. Taxis of Philadelphia ran up to Syracuse Monday and there won the mile ordinary, handicap, and the half-mile safety, besides a couple of seconds. The events were of no particular interest.

* * *

Hillier's Racing Budget.

HERNE HILL, LONDON, Aug. 27.—I will join issue at once with friend Morgan. Since 1887 many changes have been made and steady efforts have been kept up by N. C. U. and A. A. A. against the "bookies," and I repeat that at no recent cycle race meeting which I have attended this year has the "loud shouting bookie" been audible, nor do our amateurs find it necessary to "have a bit on" to give them an interest in the race. Mr. Morgan is very unfortunate in his example. The failure of the A. P. to maintain its position was due mainly to the unwelcome presence of the bookie, who, accustomed to attend the horse races at that place, turned his attention occasionally to the cycling track. Twice this year at meetings promoted by athletic (not cycling) bodies, the bookie has been apparent at Herne Hill, and in each instance information was laid before the union and the A. A. A., and the determination of those bodies to stop betting will, in the end, prove successful.

DEFENDS ENGLISH AMATEURS.

I notice that an English cycling paper, tired of fouling its own nest, once again amplifies its text. "The True Amateur Does Not Exist." The editor of "The Hoodlum's Gazette" is, of course, very badly placed for knowing anything

A GRAND PRIZE

BIBLE COMPETITION.

Two Thousand Dollars in Prizes Will be Equitably Distributed.

READ OUR PLAN.

For several years past competitions of an instructive order have been offered by reputable business houses and manufacturers in England with the object of increasing their sales and interesting their customers in their respective goods. These contests, on account of the unquestioned fairness displayed in conducting them, have interested the best people of Great Britain. Believing that competitions offered by a manufacturing concern such as ours, and conducted in the same honorable manner, would excite universal interest among the intelligent people of the United States and Canada, our Company has decided to offer a Prize Competition in which our first effort will be to make it strictly fair and impartial. The intention is to satisfy every one entering this competition that they have been duly credited with the position which their efforts have earned for them. We are sure that this class of a prize contest will receive the approval of parents and all those having the instruction of the young at heart. The prizes to be awarded in this competition will consist entirely of articles of sufficient value to be appreciated by every person receiving one as a fair reward for the efforts put forth by them. Our intention is to divide the amount to be given away in prizes, varying in value from eight dollars to one hundred dollars each, and we enter into an honorable agreement with those entering this competition to distribute fairly Two THOUSAND DOLLARS in prizes.

AWARD OF PRIZES.—Ten of the leading ministers of our city will be invited to attend and assist in the award of prizes.

PRIZE BIBLE COMPETITION.

We will pay ONE HUNDRED DOLLARS in cash to the first person who correctly answers the following questions: Where in the Bible do the following three words first appear: 1, RAIN; 2, BREAD; 3, MILK. The second person answering correctly will receive SEVENTY-FIVE DOLLARS in cash. The third person sending correct answer will receive FIFTY DOLLARS in cash. The next ten will each receive an elegant COIN SILVER (hunting-case) WATCH. The next ten will each receive an elegant SILK DRESS pattern (sixteen yards in any color). The next ten will each receive a first-class pair of OPERA GLASSES.

MIDDLE PRIZES.—Every answer when received will be numbered and entered on a special book, with the name and address of the competitor. The thirty-three persons sending the thirty-three correct answers which are the MIDDLE ONES received will receive duplicates of prizes awarded for the first thirty-three correct answers.

LAST PRIZES.—The thirty-three persons sending the thirty-three correct answers which are received last will receive duplicates of the prizes that are awarded for the first and middle thirty-three correct answers, the last correct answer receiving the One Hundred Dollars, the next to the last the Seventy-five Dollars, and so on until the thirty-three prizes for the last thirty-three correct answers have been awarded.

SPECIAL PRIZES.—A prize consisting of an elegant Lady's or Gentleman's Watch will be given to the person sending the first correct answer which is the first received from their State or Province.

CONDITIONS.

Answers must be accompanied with fifteen United States two-cent postage stamps for one package of PEARLFOAM, which is the latest scientific discovery for cleaning and preserving the teeth. Our object is to introduce and attract attention to PEARLFOAM, which is the only preparation whose manufacturers are willing to offer a reward of Five Hundred Dollars to any dentist who can show that it contains anything injurious to the teeth. A mouthful of pearly white teeth is the sure result of its constant use. It is recommended by the leaders of the dental profession everywhere; ask your dentist what he thinks of it. PEARLFOAM is sent by mail, post paid, and free of customs duty. Be sure and send your answers to-day. You may receive a valuable prize for your trouble. Address—

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SPRINGFIELD BICYCLE CLUB

TOURNAMENT

AND FALL MEET OF THE MASSACHUSETTS DIV. L. A. W., IN

Hampton Park, Springfield, Mass., U. S. A.

WEDNESDAY, **Sept. 14 and 15.**
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"So fast that I have difficulty in gauging myself."—W. W. WINDLE.

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And May the Best Man Win !

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
J. B. Woolas	Pullman Road Race	Greyhound	15 miles	53 40	
Bert Harding	De Soto course	Imperial	45 miles	3 hrs. 29 min.	Breaking Record 29 min.
L. D. Munger	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time.
L. D. Munger	do	Imperial	1 do do	2 22	" " now.
George K. Barrett	do	Humber	1-4 do do	33	" " equalled.
George K. Barrett	do	Humber	5 do do	13 19	" " "
W. C. Rands	Poorman Race	Monarch	18 do	51 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger	Team race in New York	{ Imperial	2 do		Beating Manhattans and Kings County.
G. K. Barrett		{ Humber			
J. W. Thorne		{ Humber			
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record		
Roy Keator	Springfield, Ill	Reform	Reform	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	Springfield, Ill		2 miles	5 31 4-5	
G. K. Barrett					
J. W. Thorne					
John Johnson.	Winona, Minn	Freeport Elliptic	1, 2 ard 5 miles	2 36½; 5 22; 14 37½	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo. div. meet, Springf'd July 4, 9 won on M & W. Tires
Bert Harding	{ meet at Springfield, Mo.,	Imperial	1 do do		
C. R. Kindervatter	{ July 4th.	Imperial	2 do do		
Fred Nessel	{ Waukesha to Milwaukee, Road Race	Speedy	16½ miles	48 min. 11 sec.	M. & W. Racing Tires†
Emil Ulbrecht		March-Davis		49 do 23 do	
John Johnson		Elliptic		49 do 22 do	
G. A. Thorne		Humber		49 do 51 do	M. & W. Road Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		{ M. & W. Racing Tires ‡
Emil Ulbrecht	do do do	March-Davis	100 do		
A. D. T. Simmons	do do do	James Racer	100 do		
J. B. Woolas	Minnette Club Race	Greyhound, '92	10 do	30 35	Heavy Roads, 1st p. & t'e.
J. Reitzner	Waukesha Road Race	James, 23 lb racer	161-2 miles	2d Place	Racing Tires.
T. W. Smith	Elgin-Aurora	James Racer	100 miles		do do
R. Dale	do do	B. & A. Racer	100 do		do do
C. D. Cutting	do do	March-Davis	100 do	{ 7 hr. 6:24 Riding Time	do do
E. C. Carruth	Crookston, Minn.	{ "No name,"	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
		{ Svensgaard			
*Austin Banks	{ Capital Club Run,	Reform	150 miles	22 hours	This trip attempted several times before but never accomplished, as wheels always broke down. Not a wheel or tire broke on this trip.
Elmer Anderson		Road			
C. F. Hart		Racers			
Jos. Mino	Denver to				
Ed. Smith	Colorado Springs				
O. E. Boles					
Walter Banks					
W. C. Rands	Detroit Road Race	{ Monarch and	25 miles	1 hr. 15 m. 59 4-5 s.	
Emil Elbricht	Elgin-Aurora Course	{ King of Scorchers	100 miles		
Fred Nessel	Chicago-Milwaukee	James	100 miles	6:55	Racing Tires
		Sunol	100 miles		
W. C. Rands	Alma, Mich.	Monarch	{ 2 m. h'd fr'm s'ch		
			{ 3 m " " " "		
			{ 5 m open		
H. S. Hull	South Bend, Ind.	Smalley Model D.	2 mile handicap	5:29 1-2	
A. B. Edmonds	Des Moines, Ia.	"Pacemaker"	{ 1-4, 1-2, 1, and		{ All Iowa State Championships
			{ 5 miles.		
John S. Johnson	Sioux City, Ia.	Elliptic	{ 2 m. h'd'p scat'h	{ 5:06	Won all open events.
			{ 1 mile open	{ 2:27 2-5	

†Best time by 5 min. 9 sec. ever made over this course.
‡It is a hard test to drive Racing Tires over such a course. Spooner says, road worst he ever saw it.
*First fifty-two miles has elevation of 2,000 feet. Rained for two days previous to trip. Twenty miles through cold rain and hail storm.

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CHICAGO.

about "the true amateur," and his opinion on the subject is worth absolutely nil. There are at the present moment more *bona fide* amateurs on the path in cycling than there has been any time this last ten years, and the class is slowly and surely extending. Some of our best men have never been in any way identified with the trade, whilst others so situated could show a clean claim as amateurs if called upon to do so. These are, of course, men who are utterly crooked and men who have gradually drifted into a false position; there are such men in every sport and in every class of society, but your readers may rest assured that here in England amateurism is as strong as ever it was despite the "big gooseberry" tirades of an outside journalist gravelled for lack of matter. He may be excused for his errors for he does not move in a circle likely to improve his opinion of the amateurs.

Things are quieting down here with the approach of the autumn. Men are getting tired and going out of training, and the tracks are becoming deserted. The Paris track has been visited by some of our men, one of whom, Leitch, had an awful cropper on a hard cement surface.

CONGRATULATIONS TO ZIM.

We were all glad to see how well Zimmerman rode on his return, and we hope that when he has done sufficient he will retire for the season before he runs himself stale. It is also satisfactory to us to note how far he was in front of Taylor in the scratch mile, and we think that unless he goes stale he will do 2:08 or thereabouts before he gives up.

The proposition which has been mooted to bar from amateur races all persons connected with the trade has been followed by a proposal to return to the original gentleman amateur definition, with an addition, barring all persons employed in and about cycle businesses. The matter bids fair to be the burning question of the coming winter, and there are not wanting those who hope for such a radical reform. If it came about there is even a possibility that the advocates of cash prizes might pluck up sufficient courage to practice what they preach and thus convey over the border all the wrong 'uns with whom they at least pretend to be acquainted, and amateur sport would be all the better for the purging.

C. Koppelow and H. Schulte, on a tandem safety, made a flying quarter record of :31 3-5 on Thursday, August 25, at Herne Hill, and Arthur Withers, the Karl von P—h of the Berlin party, rode a grand race from sixty yards in a novice half-mile, and finished third, two feet off the actual winner, in 1:12 3-5. The performance created not a little enthusiasm.

OSMOND WILL TRY TO DO 2:10.

Osmond is said to be training hard and going for 2:10. He and Adams are staying at a quiet village near Birmingham, under the charge of Choppy Warburton, an old runner, but what the result will be time alone can tell.

The old Surrey B. C. ran an invitation 100-miles race at Herne Hill, but for some mysterious reason altered the system of pacing adopted in the Cuca Cocoa race and practically spoilt the contest as a race. Adams got home well inside the safety record, J. F. Walsh's 5:19:37 3-5, and also beat F. W. Shorland's geared ordinary record of 5:05:03 2-5, the performance being all the more meritorious by reason of the wind and rain. The pacing system required three pacers to ride, with the leader, but when a man was left he was not allowed a pacer. The

result was that at fifty miles but two men were left on the track.

The twenty-four hours race for the Cuca Cocoa cup in 1893 is fixed for July 21 and 22. Cannot America send us a distance man to tackle Shorland? Either Waller or Spooner would have a look in, and we will promise them every attention and the best of pacing.

I note from time to time that American cycling is urged to throw over amateurism, and that a number of good men object. I venture to think that they are wrong to do so. Let amateurism be thrown over—which means let all the people who are not amateurs professionalize themselves. Encourage and aid them to do so, give them dollars and the day after they have competed for them form an amateur association and start amateurism afresh. The winnowing process will be complete. I have been offering for years to give \$50 to a cash prize, provided only the anti-amateur amateurs will ride for it—but they won't. G. LACY HILLIER.

Some Future Race Meets.

A meet will be given to-day at Ishpeming, Mich.

Toulon, Ill., holds its second annual tournament to-day at 2 o'clock

It is expected that Windle, Taylor, Berlo, McDuffee and other cracks will compete in the Boston tournament to-morrow.

At Somerville, N. J., Next Wednesday, the Somerset County Agricultural Society gives a number of races, for which a fine lot of prizes will be offered.

The Crescent Wheelmen, of Cincinnati, will hold a meet Oct. 1 at Chester Park and entries may be made to W. W. Schueler, 17 West Pearl street, Cincinnati.

The management of the Toledo Cycling Club's tournament, to be held to-morrow, offers some very nice prizes, including five wheels, medals, watches and sundries. The programme is as follows: One-mile, novice; quarter-mile, open; five-mile, handicap; half-mile, for boys, one-mile, T. C. C. championship; one-mile, open; three-mile, lap; half-mile, open; one-mile, Toledo wheelmen only.

The Maryland B. C.'s tournament, Sept. 21, at Baltimore, will catch all the eastern and western men on their way back to the western circuit races. A good programme has been arranged as follows: One-mile, novice; quarter-mile, :34 class; quarter-mile, open; half-mile, open; one mile, 2:25 class; quarter-mile, handicap; half-mile, handicap; one-mile, handicap; one-mile, lap race, open; one-mile tandem, open.

Arrangements for the tournament of the Poughkeepsie (N. Y.) Bicycle Club next week Saturday are about completed. There will be ten events as follows: One-mile, novice; one-mile, handicap, open; quarter-mile dash, open; two-mile, team, open to clubs in Dutchess and adjoining counties; one-mile, three-minute class; one-mile, championship Dutchess county; one-mile, open; half-mile race for boys under sixteen; two-mile, handicap, open; one-mile, handicap for members of the Poughkeepsie Bicycle Club.

The York (Pa.) C. C. promises a good tournament Sept. 20, as a fine prize list has been made up and a good programme laid out. All the cracks will be there. A. S. Bunnell will be the referee and Dimon and Crowther, of Philadelphia, and Mitchell, of Baltimore, will be the judges. A fifteen-mile road race will be run upon the Gettysburg pike, the first and last mile being made on the track. This race will be for the championship of York, Lancaster, Dauphin and Berks counties.

Race Notes.

Races occurred at Manchester, Conn., Thursday.

Races at the fair, Rochester, Minn., 14th and 15th.

Taxis covets a mile ordinary record, and will try to secure it at Springfield.

Munger spent the past week at Mount Clemens. He left there Thursday much refreshed.

At New London, Conn., fair, Sept. 1; W. A. Holt, Jr., beat J. E. Piper in a mile race in 3:25.

The races of the Ashland Cycling Club which were to be run Saturday afternoon were postponed until next Saturday.

On the 1st H. R. Coffin, 75 yards, won a mile handicap at Windsor Locks, Conn., E. Sumner, 225 yards, second; time, 3:03.

J. P. Bliss rode a relay Columbia for his fast mile in 2:13 2-5, C. W. Davis riding a Humber in his world's record, standing start.

Johnsoe, of Minneapolis, rode two trial quarter-miles at Indianapolis, Eck and C. W. Davis holding the watches, in 28 1-5 seconds each.

Johnson, of Minneapolis, passed through Chicago Tuesday en route from Indianapolis to Winona, Minn. After competing there he goes to Springfield.

A race from La Fayette, Ind., to Crawfordsville and back, 64 miles, on the 1st was won by Frank Gangwer, J. W. Scott second, an hour behind. Time of winner, 4 hrs. 1 min. 30 sec.

At Utica, N. Y., Aug. 30: One-mile, 3:30 class—Thorn 1, Rose 2, Wheelhouse, 3; time, 3:18. Half-mile, handicap—Wildhack, 125 yards, 1; Wells, 2; Fox, 3; time, 1:10 2-5. Mile, handicap—Wildhack, 1; Crosby, 2; Divine, 3; time, 2:47.

At the Champaign (Ill.) fair Wednesday a one-mile open race was won by Parker. Nicolet second and Riley third; time, 3:06 1-4. The two-mile county championship was captured by Booker, McLean second and Nicolet third; time, 6:26. Bert Myers won a mile race and Keator made a half-mile on a unicycle in 1:57 1-2.

The road race to be given under the auspices of the Rover's Wheel Club, of New Haven, Conn., on Tuesday, Sept. 27, promises to prove very interesting. The race is to be over the East Haven course. The start will be from the watering-trough at Four Corners and the contestants will run to East Haven centre and return, five miles.

At Parkside, 17th, Arthur Stackpole will take a benefit. Races—Quarter, half and mile, scratch, one and two-mile, handicaps, one-mile, lap. Fee, twenty-five cents per event. Entries close Sept. 10. The races have been duly sanctioned and we hope to see them well supported. In the absence of some of the flying brigade, entries from the less speedy should be numerous.

A. J. Storey, of the California division racing board has compiled a schedule of California track records as follows: Safety—Quarter-mile, 38 2-5, half-mile, 1:15, three-quarters, 1:55 2-5, mile, 2:36 2-5, W. F. Foster, A. B. and A. C., July 4, 1892; two miles, 5:45 2-5, George Osen, G. C. W., July 4, 1891; five miles, 14:18 4-5, Grant Bell, A. A. C., May 30, 1892.

Ordinary—Quarter-mile, 37 3-5, F. R. Crook, B. C. W., May 16, 1885; half-mile, 1:18 1-5, L. S. Upson, C. C. W., July 4, 1892; mile, 2:48 1-2, F. D. Ellwell, B. C. W., July 4, 1888; two miles, 6:00, A. T. Ireland, A. S., July 4, 1888; three miles, 9:05 1-4, B. C. Lund, A. A. C., May 30, 1892; five miles, 15:49, W. G. Davis, S. F. B. C., July 4, 1887; ten miles, 32:00 2-5, C. E. Adcock, B. C. W., July 4, 1887.

The Lansing (Mich.) Bicycle Club will give its second annual race meet Sept. 16, in connection with the state fair. The programme consists of ten events,

as follows: One-mile, novice; two-mile, handicap; one-mile, L. B. championship; half-mile, open; two-mile, state fair championship; quarter-mile, open; five-mile, handicap; one-mile, 2:40 class; one-mile, handicap; one-mile, 3:00 class. A special medal will be given to the rider making the best time during the meet.

The Annual Century.

Miss Hattie Bickers, of 4710 State street, Chicago, carried away the honors the annual run of the Century Road



Club held Sunday over the Elgin-Aurora course. Miss Bickers started on the long ride at 4:15 and finished at 3:45, taking but eleven hours and a half for the trip. At Ontarioville she stopped fifteen minutes, did not stop at Elgin, stopped twenty minutes at St. Charles, and fifteen at a watering trough. At Aurora the lady spent fifty minutes, including time for a light lunch. Eleven miles farther on, at Naperville, she made her last stop, this time of twenty minutes, and then started for home at a gait that rapidly left behind many of the gentlemen riders. Miss Bickers is but nineteen years old. She rides a Worth safety less the rear springs, using a 58-inch gear. She surmounted every hill and even rode down the terrible S hill near Downer's Grove.

The Cook County Wheelmen, under whose colors she rode, will present her with a handsome trophy.

Four other ladies finished a century, the Misses Haggerty and Porter riding over the course, though caught in the rain at the finish. Misses McConnell and Peterson took the train and finished on the city boulevards.

At the corner of Halsted street and Washington boulevard in the early morning hours a busy scene was witnessed. Hundreds of wheelmen came tearing up in the darkness, registered and were away on the wings of the wind. The roads were dusty, but good traveling, nevertheless.

Breakfast was taken at Elgin and dinner at Aurora. At 1:27 o'clock Edward Furner, of the Cook County Wheelmen, Arnold Wescott, and F. Ed. Spooner crossed the line neck and neck. Spooner had made the trip in 8:29, Furner in 8:57, and Wescott in 9:22. C. R. Dealey, of the Lake View club was fourth.

Just 166 men were registered, although many more finished. Among the late ones was Chief Centurion Herrick, covered with mud.

The C. B. & Q. trains brought in a hundred of the riders, who could not ride the sticky roads.

Taken all together, the second annual century run was a rousing success.

A new athletic club has been organized at Cincinnati.

3-BEAUTIES-3

The James Safety.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle-Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
FULL ROADSTER, Weight 35 Pounds,	- - - - -	\$150 00
TRACK RACER, Weight 25 Pounds,	- - - - -	\$155 00
TRACK RACER, Weight 23 Pounds,	- - - - -	\$160 00

We Guarantee These Weights.



"B. & A." SPECIFICATIONS.

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order. Finest Weldless steel tube and steel forgings, adjustable seat pillar and handle bar, 6 1-2 in. adjustable cranks. Adjustable balls to both wheels, crank axle, ball head and pedals.

Same Model and Specifications:

TRACK RACER, Weight 26 Pounds,	- - - - -	\$150 00
ROAD RACER, Weight 30 Pounds,	- - - - -	\$140 00
FULL ROADSTER, Weight 34 Pounds,	- - - - -	\$140 00

These prices are with Pneumatic Tires.

These celebrated machines are made by THE NEW BUCKINGHAM & ADAMS CYCLE COMPANY, Coventry Works, Birmingham, Eng. H. P. Cook, Managing Director, having had great practical experience, is turning out the B. & A. in great shape.

During Easter week (in England) the B. & A. captured the most prizes.

Beat the 100 Miles Record.

Mr. Peter Holliday, of the Ramblers' Club, Blackburn, Eng., beat the 100 miles record from Blackburn to Kendal, by the extraordinary time of 48 minutes, on the B. & A. Road Racer, weighing 30 lbs. This is another convincing proof of the superiority of the B. & A. machine.

B. & A. Champion Racer.



South Road Safety.



FRENCH & SONS, Balham, England.

"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. We guarantee that there is not a single casting throughout. 28 inch wheels, tangent spokes, Warwick hollow rim, round cranks, adjustable handle bar and seat pillar, ball bearing throughout, lamp bracket, geared to 64 or to suit purchaser.

TRACK RACER, Weight 23 Pounds,	- - - - -	\$155 00
ROAD RACER, Weight 29 Pounds,	- - - - -	\$140 00
ROADSTER, Weight 33 Pounds,	- - - - -	\$140 00

Any kind of Pneumatic Tires. We Guarantee Weights.



AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

NEWS FROM ENGLAND.

THE PRESENT RACING SEASON IS ABOUT PLAYED OUT.

Trade Men Coming to America—The Grand Old Man of Cycling—Liverpool to London Record—Notes of All Sorts.

LONDON, Aug. 27.—We have had on the whole a rather quiet week. There have been one or two records made but otherwise things have been very slack. On Thursday, at the Herne Hill track, J. Waso and Charlie Newland set out, as they had done once before this season, to make an attempt on the 100-mile tandem safety record; but, as on the previous occasion, they were unable to complete their task, owing to the fact that the track was required for the evening handicaps of the London County Club. Last time they tried they were able to go only forty-one miles until they were compelled to desist, but this time they reached fifty miles before stopping. From forty-two miles to fifty they made new records, the half hundred being accomplished in 2 hrs. 28 min. 33 sec. Later in the evening Von Koppelow and Schulte, of the Bath Road Club, knocked out the tandem starting quarter record of 32 3-5 sec. made by Bradbury and Zimmerman the day before the latter sailed for home. They reduced the figures to 31 3-5 sec.

LIVERPOOL-TO-LONDON RECORD.

On the same day C. Lucas, of Liverpool, beat the record between that city and London, which was made by T. A. Edge early this season, by just an hour and a half. With a fine northwesterly wind behind him he rode the 197 miles in 12 hrs. 4 min. The first part of the journey he rode very strongly indeed, and between Litchfield and Coventry, where he was paced by E. Caborrow, he did twenty-one miles in the hour, and this over by no means the most level of roads. Hitherto Lucas's rides have always been regarded with some amount of doubt, owing partly to the fact that he has ridden without pacemakers. This time he was paced all the way and several of the men who aided him are of the opinion that he is a really good man and can do an even better performance. Lucas rode a model D Rudge racer, weighing twenty-one pounds, which stood the journey wonderfully well. This reminds me that in mentioning Lawrence Fletcher's great ride from Land's End to John O'Groats last week I omitted to say that he rode a New Howe safety fitted with Dunlop tires.

GOLDER ON THE WAY.

This in turn reminds me that the boat that brings this dispatch also carries S. Golder with samples of New Howe machines with which I expect he will do big business in the States. The New Howe is a rare boom here just now, and late as it is in the season Manager Philpot has as many orders as he wants. In this he is singular. Quite a number of factories are only working thirty hours a week, and on all sides I hear of men who have occupied what have been considered good, safe positions wanting new situations. Some of them are really first-class men whose houses have done big business but are now trying to cut down expenses by reducing the salary list. Others are agents who have been unable to stand the cutting which has gone on this season, and would prefer to take a situation with a sure salary to remaining another year in business for themselves.

THE G. O. M. OF CYCLING.

Last week, having a few days to spare,

I went for a short tour, and part of my route lay along the Great North Road. At Hitchin, the starting place of many famous races and record rides, I met Major Knox Holmes—the famous octogenarian,—who for the second year is spending his summer holidays in the midst of the road-racing men, in all of whose doings he takes a lively interest. Considering that he is eighty-five years of age he is a really wonderful old man and can compare favorably with many men twenty years his junior. The day before I met him "the major," as he is called by young and old alike, had attempted to ride 100 miles on his tricycle. He had arranged a time-table and a number of pacemakers just as if he had been going for a record. The pacemakers also acted as tugs and with a tow rope fixed to his machine aided him a good deal. Still the gallant old gentleman pedalled every bit of his first fifty miles, which occupied only three and three-quarters hours.

After turning the wind was adverse and the tow rope broke, the result being that he dropped away to something like four miles an hour, and after some seventy or more miles decided to give up the task. Spite of his exertions "the major" was next day as jolly as ever, and when I left him he was walking off quite gaily to spend an afternoon in watching a cricket match. He is a great believer in all sorts of sports, and he is just as keen a business man as he is a sportsman—a fact of which his fellow directors of Humber & Company, Ltd. and other concerns in which he is interested are often made fully aware.

Mr. Percy Stevens, of the Coventry Cycle Manufacturing Company, will probably arrive in the States in the middle of next month. According to present arrangements he leaves England on a business trip by the Bothnia on Sept. 6.

Served Them Right.

The police arrested several young men and two women in Brooklyn last week for violating Section 7, Article 3, of the city of Brooklyn's ordinance, which makes it a misdemeanor to ride a bicycle between sunset and sunrise without illuminating power, which should light up a portion of the world before him or her. Riding on the sidewalk also comes under the ban. The "legitimate" cyclists of Brooklyn say, "serves 'em right," and uphold the officials. No commotion except righteous indignation is expressed by the clubs, which will assist the law in this direction. A big run on lamps is expected.

What Was the Trick?

Sanger, the expert bicyclist, carried Milwaukee's name to the front yesterday in Chicago, where he lost only one of the races in which he entered, and that by a slight lapse on his part, and an admissible trick on the part of his opponent.—Milwaukee Wisconsin.

We haven't heard of any trick played on Sanger. Lumsden, aided by the inside position, beat him fairly and squarely, and Mr. Sanger, Sr., said so.

Will Build a Track.

The managers of the Hamilton (Ohio) Fair are so well pleased with bicycle races as a drawing card that they are talking of building a quarter-mile bicycle track inside of the horse track. Horse and bicycle races could be run alternately without injuring the bicycle track.

Lenz Snow-Bound.

Frank G. Lenz, *Outing's* around-the-world cycling scribe, was last heard from Aug. 29 at Yellowstone Park, where he was tied up on account of snow. He has been over poor roads, for the most part very sandy and hilly.



Perry Richards.

The Empire Cycle Works, of Wolverhampton, are owned by Perry Richards & Company. There are few firms in the cycle trade who devote more care and attention to the construction of cycles than they. Mr. Richards is one of the best mechanics and has had much practical experience in the trade and as a



rider. Last year business out-grew the old quarters and it was necessary to remove to premises which would allow more scope. They are now located in a spacious and neat factory in Cleveland street, Wolverhampton. Mr. Richards is a popular man in the trade, and through him the Empire has found a ready sale on the continent as well as at home.

Peoria Trade Items.

Mr. Kirkwood, senior member of Kirkwood, Miller & Company, is in Peoria on a brief visit. Mr. Kirkwood spends most of his time at Cedar Rapids, looking after the firm's branch house at that place. Although being well up in years, he is an expert rider, and about the first thing he does when he arrives in Peoria is to mount his wheel and take in the sights. He will return to Cedar Rapids in a few days.

Kingman & Company are the only firm in the city who have a geared ordinary in stock. They have very kindly allowed a large number of wheelmen to try the machine. It is a nice, easy-riding wheel, but we hardly think it will entirely take the place of the rear-driving safety.

H. R. Steensen of Minneapolis has entered the employ of Kirkwood, Miller & Company. Mr. Steensen has been a wheelman for a number of years. He will be in the repair shop for a couple of months and then go west with a sample line of Telephone wheels.

AN 1893 PATTERN.

The Rouse-Duryea Cycle Company are experimenting with a new diamond frame wheel for 1893. Through the kindness of Mr. Rouse your correspondent was permitted to try the new model, and we are pleased to say it is one of the easiest-riding wheels we ever mounted. The frame is made entirely of steel tubing with lap brazed joints. It has twenty-eight inch wheels, tangent spokes and is fitted with Morgan & Wright's semi-racing tires. From the appearance of the model of the Sylph it will be one

of the easiest-riding and best-selling machines on the market next year.

S. P. Hazard, of Rouse, Hazard & Company, is now the happy owner of a pneumatic sulky. Mr. Hazard is an enthusiastic horseman and has been around this country long enough to know a good thing when he sees it. He was the first man in central Illinois to build a sulky of this style. He took the wheels out of a pneumatic-tired bicycle, and in this manner had his pneumatic-tired sulky built in a few days. Peoria is the foremost city in America in bicycles or anything that looks like one, and Mr. Hazard is one of our citizens.

F. H. Henning, of Kirkwood, Miller & Company's bicycle department, leaves for New York on the 14th to meet Mr. Basil Riley, who is coming over with a sample line of Telephone wheels for 1893. The Telephone has given satisfaction this year, and K., M. & Co. will handle them on a much larger scale next year. Mr. Riley will only remain in this country a short time, as Messrs. Bonnick & Company, who manufacture the Telephones, will make a large display of their wheels at the Stanley show, and, of course, like any good Englishman, Mr. Riley will want to be on hand.

Fred Pate's last trip to the northwest finished his traveling for this season. He will not go out again until the latter part of October, when he will go on the road with sample machines for 1893.

A Question for Historians.

A REFEREE reader at Hillabara, O., takes the managers of the Raleigh Cycle Company to task over their "historical" advertisement in this journal as follows:

DEAR SIR.—I notice your advertisement in the REFEREE, in which you state that Sir Walter Raleigh came to America over three hundred years ago. Now Sir Walter Raleigh never put his foot on American soil; he never "came" to America and consequently did not discover it or a part of it. He sent several fleets but did not come himself. The writer believes your wheels to be good, but your historical assertions are bad. However, the writer will be greatly mortified if the above are not facts.

Since seeing the above Paul Angeois, who wrote the advertisement, has drawn heavily on the libraries of New York for encyclopedias and histories of our country, and said that if he is mistaken then English teaching is at fault, for English teachers swear that Raleigh it was who discovered America, and also tobacco and potatoes at the same time.

The Raleigh's New York Factory.

The new Raleigh factory on Greenwich and Bank streets, New York, will occupy the entire loft of a large building covering nearly half a block of ground. The machines will be imported in the rough and finished here. George S. McDonald will have Harry Hall and A. A. Atty as assistants, and the wholesale office will be there, while the Broadway store will retail exclusively. The Zucker & Leavitt Chemical Company, whose advertisement is seen in the REFEREE, took a contract to have the plating and polishing plant in the Raleigh factory in running order in ten days.

Changes in the Sercombe-Bolte Company.

Through the negotiations of P. H. Sercombe during the past week, \$50,000 worth of the Sercombe-Bolte Manufacturing Company's stock was transferred from eastern holders to Milwaukee capitalists. The newly elected president of the company is Casper M. Sanger, who, besides being one of Milwaukee's most



We Don't—

Claim to have the very best wheel on earth—
that's a chestnut. We aim to be original; but
we do say, that, if you will ride a **Cleveland**
No. 4, geared to 63 inches, you will smile.
Rides like 53.

The Thread Tire is like the girl you love—
different from others. No others on our
wheels.

wealthy and enterprising citizens, is the father of one of the greatest riders of the day. Mr. Sanger has taken to everything connected with the bicycle in a very kindly manner, and already his pleasant, genial manners and cordiality are known to many prominent wheelmen.

F. H. Bolte was re-elected vice-president and superintendent. P. H. Sercombe, as heretofore, will be the secretary and manager.

The entire negotiations for the placing of the \$50,000 worth of stock were carried on and consummated by Mr. Sercombe, who is also the originator of the company.

Walter Sanger will represent the company on the road, covering the entire territory between New York and San Francisco, and if riding fast will secure orders for bicycles, he will unquestionably outstrip all other salesmen in this line.

The bicycle establishment of P. H. Sercombe is the loser of a Telegram safety, No. 418. A person representing himself to be Andrew Brown, 444 Park street, asked to try one of their machines for a few minutes on the street. He was allowed to take the wheel and has not been heard of since. The original Mr. Brown disclaims all knowledge of the affair.

The Roth-Kasten Cycle Company is also mourning the loss of a bicycle which was lost in much the same way.

The New Victor Racer.

If appearance goes for anything the new Victor racer, which was received by A. G. Spalding & Bros. last week, ought to bear out its name on the path as well as in point of sales. It is certainly a handsome wheel and weighs but twenty-four pounds, all on. It is a diamond pattern, similar in shape to the Humber, but smaller all around. The wheels are twenty-eight inches, front and rear, and have tangent spokes, while light Victor pneumatics are the tires, apparently very resistant. It is geared to sixty-six and a half inches, and a peculiar feature is that one crank and the crank axle are of one piece of metal. There should be a demand for this wheel, for it is certainly right up to date.

The Tower, No. 5 Diamond.

As neat a wheel as has been shown this season is the Tower, No. 5 diamond, which is made in three styles and weights—full roadster, forty-two pounds; semi-racer, thirty-six pounds, and racer, thirty pounds. It has a dust-proof ball head, thirty and twenty-eight inch wheels and direct spokes. The Carter gear case is fitted to these wheels.

The Marriott Racer.

We show this week a cut of the Marriott path racer, No. 15, and, as will be seen, it is a very handsome machine, being specially designed for the track and having all the essential points—rigidity, strength and lightness. One feature is that the crank bracket is somewhat higher than on most machines. It has twenty-eight inch wheels, laced spokes, ball head and Marriott's patent chain adjustment. All in all it is a most desirable machine and is receiving much favor abroad.

New Bicycle Factories in the South.

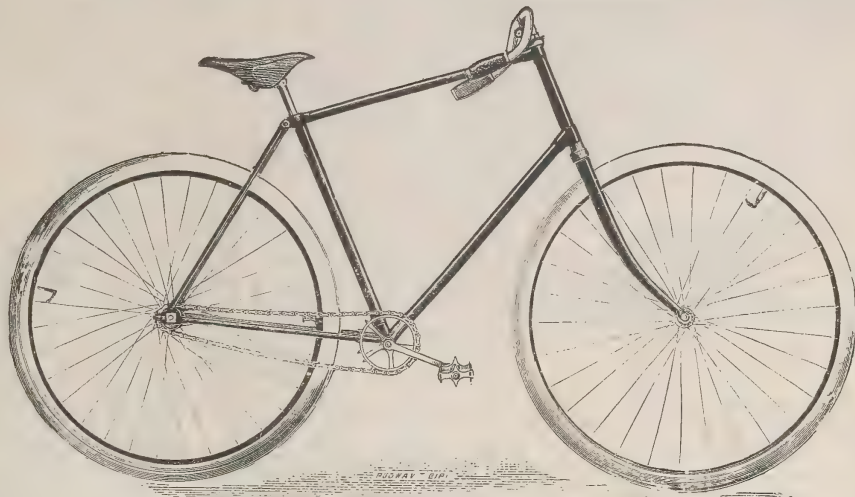
Houston, Tex., and Birmingham, Ala., are to have bicycle factories, the first in the south. At the former place H. D. Spore & Company have recently turned out their first wheel, known as "Texas No. 1," a diamond frame pattern machine weighing thirty-three pounds. This wheel was built in their shop, and

with the limited facilities at hand they succeeded in making a wheel which, in its first race, the Houston Bicycle Club championship, one mile, took first place, being ridden by George W. Sims. Arrangements are being made by this firm to manufacture a line of high grade wheels for the season of 1893, and a stock company will be organized, ma-

made the ungainly thing fly over the road. It is clumsy and top-heavy, and for this reason does not turn corners readily, but on the straight road it seems to steer quite as well as a safety. M. Belanger has a great deal of confidence in the speed of his contrivance, and will shift the gearing up a notch or two and soon try for a mile. The machine he is

even enamel and line with the club colors when wanted. President Willis showed us some splendid samples of the firm's work last week.

Zimmerman, Berlo, Banker and many other eastern cracks are now using Bidwell pneumatics exclusively. Willis B. Troy, the race representative of the Bidwell Company, attends all the meets and is



THE MARRIOTT RACER.

chinery purchased, and all necessary details attended to, and when another racing season rolls around the fast men of Texas will have an opportunity to race on wheels built in Houston.

The Arrow is a new wheel being turned out at Birmingham, Ala. It is a neat machine, and already the maker has all the orders he can conveniently handle.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

- 481,599, bicycle; Frank Jewett, New Haven, Conn.; filed Nov. 2, 1891; serial No. 410,608.
- 431,608, cyclometer; Frank C. Weston, Bangor, Me.; filed April 15, 1891; serial No. 388,903.
- 481,681, pneumatic tire; Joseph Wellstein and Morgan E. Maxfield, Milwaukee, Wis.; filed April 11, 1892; serial No. 423,574.
- 481,744, bicycle; Lucas J. Phelps, Passaic, N. J.; filed Oct. 3, 1891; serial No. 407,645.
- 481,751, bicycle-supporting frame; Richard A. Engler, Columbus, O.; filed April 2, 1892.
- 481,762, valve for pneumatic tires; John F. Ives and Frank B. Colman, New York City; filed May 4, 1892; serial No. 431,842.
- 481,883, unicycle; Abraham Yost and Fernando Yost, New York city; filed Sept. 4, 1891; serial No. 404,709.
- 481,890, carrier attachment for bicycles; Maurice E. Blood, Kalamazoo, Mich.; assignor to the Kalamazoo Cycle Company, same place; filed Oct. 26 1891; serial No. 409,889.

Did It on a New Howe.

The most remarkable safety record ride of the season is that of Lawrence Fletcher, of the Anfield B. C., Liverpool, who, on a New Howe safety, fitted with Dunlop pneumatic tires, succeeded in beating the Land's End to John O'Groat's record. He left Land's End on Sunday at midnight, and finished at John O'Groat's house on Thursday night at 11 p. m. He therefore rode the distance of 851 miles in three days, twenty-three hours. This performance eclipses the splendid ride of T. A. Edge over the same ground last June. On Wednesday and Thursday exceedingly rough weather and head winds were experienced, but notwithstanding these disadvantages Mr. Fletcher has reduced all previous records in grand fashion.

Belanger's Unicycle.

M. Belanger's unicycle was given a trial on the road at West Springfield, Mass., recently. The trial was very successfully made by M. D. Stebbins, who

now using was put together by a carpenter, and with the racing machine the Ames company is building, to weigh forty pounds, he expects to beat 1:45 for the mile!

Hired and Not Returned.

On August 24 a Wynnewood N. Y. B. & P. Co's. pneumatic tires; frame diamond pattern, double frame at bottom and single at top; thirty-inch wheels; stripped, with exception of brake on front wheel; No. 38015. Man was about 5 ft. 11 in., medium build, dark complexion, mustache, dark coat and vest, blue-gray pants, light straw hat, familiar manner.

Something New.

The Chicago Flusher Company, 16 North Canal street, is turning out a

quite a success in converting men to the idea that the Bidwell-Thomas is the tire.

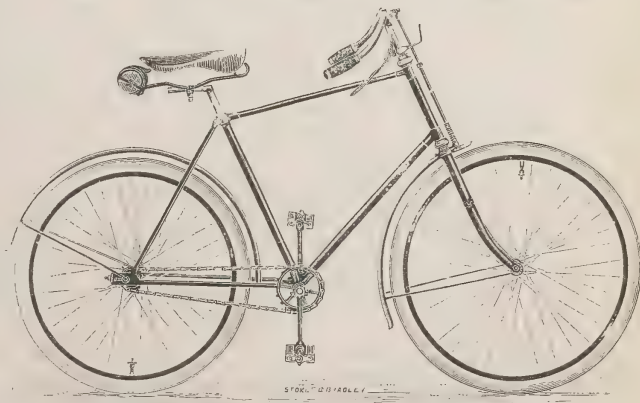
All the leading Chicago cycle stores closed a half holiday Monday, Labor's holiday.

Harry Leeming disagreed with his partner Stokes, and last Monday the partnership dissolved.

F. N. White of the George R. Bidwell Cycle Company, New York, was in Chicago during the week.

The western championship of the Amateur Athletic Union, run at Detroit Aug. 29, was won by W. C. Rand, on a Monarch Copperplate.

The treasury department has informed a correspondent that under recent decisions of the board of general appraisers bicycles are not considered to be entitled



THE TOWER, NO. 5.

bicycle cleaner the utility of which is evident at a glance. The inventor claims to be able to clean the dirtiest machine in a very few minutes. We have tried one and can say it works very satisfactorily. No device like it has ever been on the market before. It is certainly invaluable to every cycle store and repair shop, as well as individuals who wish to keep their machines neat and clean. We refer our readers to the illustration showing same in operation, used in their advertisement in this issue.

Trade Jottings.

The American-Ormonde Company has commenced enameling wheels in all colors for the trade and clubs, and will

to free entry as personal or household effects, but are held to be properly dutiable when imported.

The fifty miles road championship of Scotland, decided on Saturday, August 20, was won by Mr. W. Duncan of Edinburgh, riding a New Howe.

The New York Belting and Packing Company has assumed control of two other rubber companies. The combination will have a capital of \$5,000,000.

Mrs. Elliott, mother of the popular family of trick riders, called on Hoyle last week and left an order for a wheel for the youngest girl. Mr. Hoyle reports the repairing trade as first class. He has lately been buying quantities of

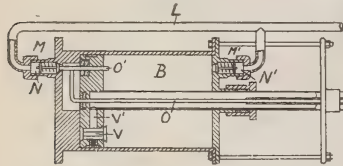
drop forgings and parts, and is now in a position to supply repair shops with these articles.

New English Inventions.

These abstracts are prepared immediately after the patents are applied for, by G. Douglas Leechman, consulting engineer, Coventry, England:

All persons interested in opposing the grant of a patent on any one of the undermentioned applications, may at any time within two months from July 27, 1891, give notice in the prescribed form of such opposition.

No. 10,819. E. Edward's "Improvement in velocipedes." Oct. 17, 1891. (Communicated by O. Dalisch, Germany.)—This invention has for its objects to remove the difficulties experienced by velocipedists in riding up hill, or on bad roads, or against the wind, etc., by assisting the muscular power by substituting when required a mechanical power such as compressed air, liquid car-

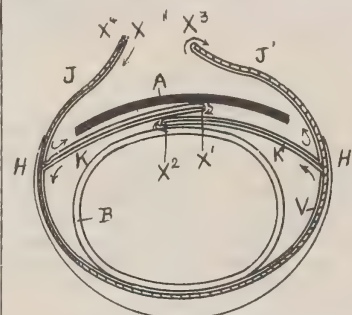


bonic acid, etc. On a suitable part of the velocipede is arranged a reservoir containing compressed air, liquid carbonic acid, and connected by a pipe (L) with a cylinder (B) provided with a piston and rod, in such manner that (as in a steam engine) the compressed air is admitted alternately in front and behind the piston, and by means of the piston rod, connecting rod and crank, the crank shaft (C) and chain wheels of the machine are turned, the forward movement of the latter being thus assisted or effected. Between the reservoir and the cylinder (B) in the supply pipe is arranged a valve which can be opened by the velocipedist at will to admit the compressed air to the cylinder. Between the reservoir and the cylinder (B) may also be arranged a pressure-reducing valve of the ordinary kind, to reduce the pressure of the driving fluid, and a heating chamber may also be arranged to expand the air or gas, and thus obtain as much power as possible. The opened supply pipe (L) admits the compressed air or other driving fluid into two valve boxes (M and M') which are arranged at each end of the cylinder (B) and contain valves (N and N') which are closed against the outer ends of the cylinder (B) by spiral springs. The piston and piston rod are made hollow, and in them is placed a rod (O) which is pivoted at its front end to a cross piece (P) sliding in a slot in the outer end of the piston rod and having its projecting ends fixed to a sleeve (Q) to which is pivoted a lever (S), the outer end of which is pivoted to the outer end of a lever (T) fitting upon a suitable part of the connecting rod (T) and projecting from the latter at about right angles, and capable of turning upon it so that it can be turned either up or down. In an opening through the piston is fitted a double valve (V) which is alternately moved in one or the other direction and allows the air in front of each side of the piston to pass alternately through the hollow piston and piston rod and escape. In the piston shown in the figure the pin (O) of the rod (O) opens the valve (N) through which the compressed air enters behind the piston. A moment before the valve (V) on this side is closed by striking against the cover of the cylinder, and the air in front of the piston can escape through the bore (V) and the hollow and slotted piston rod. The compressed air moves the piston forward and the pin (O) of the rod (O) will keep over the valve (N) for a short time by a differential movement of the rod (O) in the piston rod, so that a sufficient quantity of compressed air can enter to drive the piston. When the piston reaches the front cover of the cylinder, the valve (V) will be closed on this side and the valve (N) opened by the rod (O), and the compressed air enters in front of the piston and the air behind the piston exhausts. This operation is repeated as long as the valve in the supply pipe (L) is open. By turning the projecting levers (R and S) upon the connecting rod round through 180 deg, it is possible to give the machine a reverse action. If this is done while the velocipede is being driven, the admission valves (N or N') are successively opened prematurely and a back pressure is caused in front of the piston before the crank comes to its dead point, tending to stop the piston.

No. 8,988. McDougall & Carroll's "Improvement in pneumatic tires for bicycles, tricycles and road carriages." May 12, 1892.—The object of this invention is to protect the air tube, which in ordinary forms of pneumatic tires is formed separately from the outer covering, from injury or destruction caused by friction on the edges of the rim of the wheel, or from the ends of the spoke projecting more or less beyond the surface of said rim. In this invention a piece of canvas or other suitable material is folded so as to form a cover (V) as represented in section in the figure. The invention may be readily understood by ref-

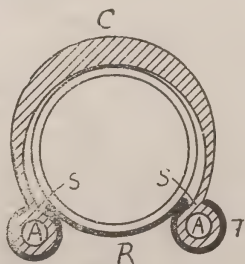
erence to the figure if commencing at the edge of the fabric at the point X, the line is followed in the direction of the arrows to the point X 1, when the material is doubled back and passes round to the point X 2, where it is again doubled back and carried forward to the end X 3. At this point the fabric may either be doubled back round the outside and terminate at X 4, or a separate piece of suitable material may commence, so as to terminate at that point (X). The two pieces of canvas aforesaid are coated with rubber and vulcanized or solutioned together, and if preferred the folds of the inner canvas may be stitched at H and H 1. The cover which is thus formed is attached to the rim (A) of the wheel by means of flaps (J J 1) which are either cemented to said rim or to one another, or to rim and one another, or secured by hooks, buttons or the like, or by clinching one surface of one of said flaps against the other, when the air tube may be inflated in the ordinary manner. By these means the flaps (K and K 1) will not be detached and separated at H and H 1 by the action of the edges of the rim (A), and if

from any cause it is required to obtain access to the air tube (B) the cover (V) may be readily opened at any part or entirely detached without mechanical appliances being required, and may be as readily replaced. As an additional means of protection from injury caused by friction or the protruding ends of the spokes, there may be inserted between the flaps (K and K 1) and the rim (A) of the wheel either cork, leather, India rubber or other suitable substances. The inventors disclaim the use of flaps that may be attached to the inside of the cover (V) for lining



the rim of a tire either internally or externally, or the use of additional material placed between said flaps and the rim, or the means whereby the cover (V) may be attached to the rim of a wheel, but what they do claim is: "In a covering that is employed for placing on or over an air tube so as to form a pneumatic tire for the wheels of bicycles, tricycles and road carriages, the manner of forming flaps such as K and K 1 by folding or doubling the fabric so that said flaps and the inner of the two layers of fabrics forming the covering (V) may be made from one piece of material in the manner and for the purpose substantially as herein before described."

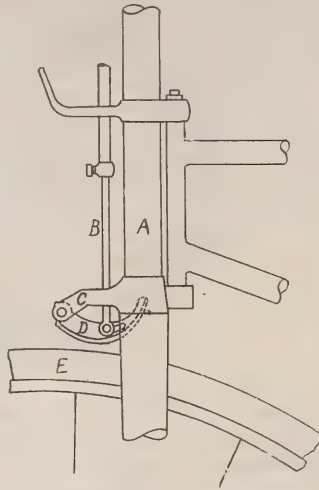
No. 14,688. S. B. Robertson's "Improvement in wheels for velocipedes and other vehicles." Aug. 31, 1891.—This invention relates to the means of securing on the rim of a wheel for a velocipede or other vehicle a cover for the air tube employed in pneumatic tires. The rim (R) is rolled of sheet steel or other suitable metal, having its sides turned inward so as to form tubes (T) with a



comparatively narrow opening or slit (S) extending the whole length of the rim. The cover (V) is made with a narrow air channel (A) near each edge, extending its whole length. In putting on the cover C over the air tube B, before inflating B, the edges of the cover are squeezed through the slits in the tube (T) and the channels (A) inflated; this swells them out as shown. After this the air tube B is inflated. The swelling out of the tubular parts (A) of the cover by making these parts wider than the slits prevents them from being drawn out of the tubes, but they can be withdrawn if necessary by deflating the tubular

parts (A). A solid tire might be fixed in the same way, and the rim might be built up instead of being made from one piece.

No. 16,208. W. Brooks' "Improvement in cycle brakes." Sept. 24, 1891. The object of this invention is to provide a brake having what may be termed an eccentric action, and so arranged that upon a slight application of the brake by the rider it will have a tendency to act automatically and thus reduce the amount of manipulative force usually applied by the rider. The hand lever and plunger are similar to those at present in use. The eccentric brake shoe (D) is situated at the lower end of the plunger (B). Just above the wheel and extending forward from the steering post (A) is carried an arm (C) formed at its front end into a jaw, having a joint upon which is carried the shoe, the upper part of the shoe lying in the jaw and extending rearwards. Between



the joint and the steering post the plunger is connected to the upper side of the shoe by a suitable joint. The centre about which the eccentric moves and the point of connection thereto of the plunger are so arranged in relation to the point of contact of the shoe with the wheel that immediately the shoe touches the tire (E) the forward motion of the wheel has the tendency to pull the shoe forward and downward, thereby automatically applying a portion of, if not all, the brake power necessary. The more nearly vertical is the point of brake contact with the wheel to that of the brake centre of motion, so is the automatic tendency increased. A spring is employed to draw off the brake when not required. By the use of another spring the brake power may be prevented from exceeding a certain maximum. The brake may be applied to the rear wheel or wheels by means of suitable connections being made therefrom to the manipulating lever, or it may be applied to both front and rear wheels.

No. 11,252. J. Dame's "Improvements in wheels suitable for velocipedes, perambulators, and the like." June 15, 1892. This invention relates to wheels suitable for velocipedes, perambulators and the like. According thereto the outer rim, which is provided with an elastic tire, is not rigidly connected with the spokes, but through the medium of springs arranged between the said outer rim and an inner rim, with which the spokes are connected in any well known manner. Wheels, according to this invention, are designed to supercede wheels with pneumatic and other elastic tires as heretofore constructed. The inner rim (A) is connected by spokes (B) with the nave (C) in any suitable way. The outer rim (D) is provided on each side with a flange (E) between which is arranged a rubber tire (F) which is cemented in the groove formed by the said flanges on the rim (D). The connection of the inner rim (A) with the outer rim (D) is effected by means of compression springs (G), which are fixed to the rims by means of screw bolts (H) and nuts (I), the said springs being sufficiently strong to transmit the rotary motion of the inner rim to the outer rim (D), and sufficiently elastic to completely take up the jolts caused whilst riding over uneven roads, without transmitting such shocks to the spokes and nave. The two claims are for: 1. The herein above described improvements in wheels for velocipedes, perambulators and the like, in which an inner rim (A) is elastically connected with an outer rim (D) by means of compression springs (G). 2. In wheels of the kind referred to in claim 1, the arrangement of said flanges (E) on the outer rim (D) for holding the rubber tire (F), which is cemented in the groove formed thereby substantially as described.

Notes.

J. J. Ross returned last week from an extensive trip through Michigan in the interest of the Ames & Frost Company. He leaves this week for a trip to the south.

The Pope Manufacturing Company is experimenting with two geared ordinaries at Hartford, and one has already been tested, to the liking, it is said, of Superintendent Day.

The Standard Bicycle Manufacturing Company of Indianapolis, which has been shut down for a month putting in new machinery and improving the plant, resumed operations this week.

The Western Spring Bicycle and Lock Company, with headquarters at Osawatimie and Kansas City, Mo., filed its charter last week in the office of the secretary of state. The capital stock is \$100,000, and the directors G. D. Weston, Aylmar Weston, H. H. Coombs, Alice J. Weston and T. F. Dunaway, all of Osawatimie, Kas.

McKee & Harrington scored at the big meeting at Clifton last Saturday. Paul Grosch, on a thirty-pound Lyndhurst, won the mile handicap easily, and another rider secured a place with the Lyndhurst. In honor of the event the manager for M. & H. opened several bottles, and asked all to look out for the Lyndhurst in the future.

Cycle dealers pay \$2.50 freight on every wheel to the Pacific coast, and \$12 to \$15 when expressed. By the latter way they wait a month or more for their goods. Traveling men cannot sell goods under sixty days' time. It costs the same to Salt Lake City as to the coast. The dealers on the coast add \$5 to the cost of the wheel.

Albert Williamson, of Quincy, Ill., recently won three straight races on a Haliday-Temple scorcher. The scorcher also took second in each event.

The Halladay Temple Scorcher cycles, manufactured by the Manon Cycle Company, are noted for beautiful finish. These wheels are thoroughly represented in all parts of the country.

H. J. Winn, formerly president of the Speedy Bicycle Manufacturing Company, has again entered the bicycle-making business. He has organized the Illinois Bicycle Company and will make the Flyer, a thirty-two pound roadster, to sell at \$150. The new factory will be at 655-659 Carroll avenue, and will be in full operation in a few days.

The Fulton Machine Works have built a racing wheel which weighs just one ounce under nineteen pounds, with three and one-quarter pound tires. With two and a half pound racing tires now being fitted, the wheel will weigh under eighteen pounds. The spokes are twenty gauge piano wire, cranks hollow, and twenty gauge tubing is used.

Ames & Frost offer \$50 reward for information leading to the conviction of the thief who appropriated, on Aug. 23, an Imperial Scorcher, No. 4083, fitted with a Garford saddle and cork handles. The same firm offer, for the owner, \$25 reward for the return of Imperial model A, No. 4915, or No. 4937, stolen from Bay City, Mich. A like sum is offered for the conviction of the thief.

The Ariel Cycle Manufacturing Company, which has been experimenting with geared ordinaries, has finished a sample machine, which has been tried by several old riders and pronounced the best they have tried. This company has not placed any upon the market as yet, but will have them ready for next season's trade. They will be made with 40, 42 or 44-inch front wheel and 20 and 22-inch rear, geared as the rider requests.



We Don't—

Claim to have the very best wheel on earth—
that's a chestnut. We aim to be original; but
we do say, that, if you will ride a **Cleveland**
No. 4, geared to 63 inches, you will smile.
Rides like 53.

The Thread Tire is like the girl you love—
different from others. No others on our
wheels.



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CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

GOOD OLD SPRINGFIELD.

Always the greatest race promoter.
Always the scene of the best records.
Always the donor of best prizes.
Always the scene of the largest crowds.

Always the possessor of the finest track.

Always the scene of the most profuse hospitality.

All of these things, and many more, is good old Springfield.

A model town, made up of kindly people with an immensely developed bump of local pride. Possessing many enterprising papers which enter into the spirit of every local event and make it a success. Possessing also scores of tradesmen ready and willing to contribute liberally to the success of any enterprise. Such, when we first visited it in 1882, was Springfield, and when, in 1891, after the people had been given a long rest from cycle racing, and when the club men were even fearful that the old love had dwindled away, we found it the same enthusiastic, sport-loving town as when the British rulers first visited us to do battle with our few American riders at historic Hampden Park.

One can never realize the whole-hearted manner in which the Springfielders enter into their annual tournament until he has been there and seen it for himself. Where on earth are all those people going at 11 o'clock in the morning? Why, to the races. Sure enough. Take a walk to Hampden Park races on either day of the tournament, and three hours before the advertised time, hundreds are struggling for admission. And from that time until late in the afternoon a steady crowd strings across the field and into the capacious grand stand.

How many will that tremendous double-decked stand hold? We have no idea, but so many that any three race meetings might be proud to fill it between them. But it isn't nearly sufficient. A supplementary stand holding half as many more, goes up beside it, and both present a complete sea of faces. Then there are hundreds, thousands perhaps, around the fences—a sight to warm the heart of the coldest and to make the racing man fly as he never dreamed of flying before.

Then as the band plays some inspiring air and some favorite comes flying down the home stretch, a winner, that crowd of from eighteen to twenty-five thousand people rises *en masse* and gives forth such a thunder of applause as might be heard in Boston.

No man who ever saw Hendee, in his prime, race against and defeat the English cracks, will ever forget the scene.

Hendee was Springfield's idol; he was largely instrumental in making the meetings of old the successes they were, for the local pride of the people, thousands of whom would never have gone for any other reason, drew them to the races, and once there they were pleased and went again.

Every one talked of Hendee. Corbett in New Orleans wasn't half the hero Hendee was in Springfield. The boys wore Hendee hats and ties, the girls wore Hendee gloves, shoes and other things, and the old ladies and old gentlemen talked excitedly of what a fine boy Hendee was and what a great city Springfield had become. Why, Springfield's bicycle races have done more to make a name for the city than anything else that ever occurred there.

Let it be by no means supposed, however, that the citizens are thus proud without just cause, or that Springfield bicycle races became so popular without effort. To be sure, the city has the advantage of the most centrally located track of which we have knowledge, but it was by persistent and expensive advertising that success was achieved. Springfield has always aimed to do something which no one ever did before. Springfield originated international racing between amateurs; the piano idea originated there, as did the carriage and pair—and, by the way, we have noticed no followers of the latter! Come, gentlemen; pianos are played out. Give us horses and carriages and diamonds. Ducker, the greatest boomer cycling ever knew, was the first manager of these famous meets, and his advertising matter flooded the country.

The most sensational events known to cycling have occurred at Springfield.

Or finally a mile track was used, but later a half-mile was constructed and has been used ever since.

The first lowering of records was done by Frank Moore, a Birmingham man, an ex-champion of England, who in '82, proved too much for our amateurs. Then came Prince, Keen, Howell and James, all professionals, and Vesey, Robinson, Hendee, Weber, Frazier, Harry Corey, Rowe, Sellers and Furnival. Possibly some others, whom we do not at the moment recall. The feats of the later record-makers, Taylor, Hendee, Zimmerman, Smith, Tyler—all are still fresh in our memories.

Riders from all parts of the world have been attracted to Springfield. England has sent us a dozen at least. Australia sent Langdown, San Francisco sent Fred Russ Cook; Oregon sent Merrill; Kentucky sent Jenkins; France sent Terront and Dubois. All these and many others have competed at historic Springfield. It is for these reasons that all wheelmen, on the eve of the greatest meet of the year, look forward with absorbing interest to this great event and anticipate such racing as is never seen elsewhere. On Wednesday and Thursday of this week all the best men of America met for the first and only time this year. How they fared will be recorded on another page.

At this writing there seems good reason for believing that the Springfield meet of '92 will be the greatest in history.

IMPROVEMENTS IN WHEELS.

As is the case with many improvements, the American manufacturers will be a year behind those of England in the manufacture, on a large scale, of the geared ordinary. Many makers are not even thoroughly posted yet as to the new comer, but evidence has been forthcoming to show that in 1893 many of these wheels will be made in America. The makers of this country can hardly

be blamed, perhaps, for not taking up in a hurry every new idea from the other side. In the first place, they benefit by waiting, in that they determine definitely, by means of John Bull's experiments, whether or not the invention possesses merit. In the second place, they have nearly always on hand large quantities of material suited only to the machine at present in course of construction, much of which would become useless, or at least be greatly reduced in value by a change in patterns. To prepare for such changes, too, requires a large outlay for new machinery, while much of that in use may become almost idle. In a word, a change of pattern means far more to the maker than the average rider thinks possible.

It is nevertheless a fact that every important change made has, in the long run, been immensely beneficial to the maker. No sane man can doubt for a moment that the introduction of the safety is primarily responsible for the unprecedented popularity of the sport to-day, or that the makers have benefitted thereby. Thus it is sometimes, but not always, folly to attempt to hold in check those improvements which are bound, on their merits, sooner or later, to force themselves into prominence. The wide-awake maker loses no time in adopting everything which he can satisfy himself is an improvement on old methods.

It would make interesting reading if some one could and would explain to us why all the great improvements, the introduction of ball bearings, the safety type of wheel, the pneumatic tire, and, finally, the geared ordinary, have come from across the water. It can not be—or at least Americans will never so admit—that British mechanics are superior in skill and brain power to those of this country. The patent office is crowded with inventions of one kind and another, some of them the most nonsensical on which a man could spend his time and money, and some possessing great merit, but none such as have caused the great revolutions of the past five years in wheel building. Who can explain?

THE TROTTER STILL LEADS.

Some riders are under the false impression that when Zimmerman made a mile in 2m. 64-5s. he eclipsed the best trotting record. He beat Nancy Hanks' time on an oval track. On a kite-shaped track, which should possess as great advantages to a bicycle rider as to a trotting horse, Nancy has done 2:05 1-4. Still, there is no reason whatever to fear that any trotter on the face of the earth can defeat Zimmerman, Windle, Tyler or Taylor—possibly others might be added—at any distance, however great or small. No horse has ever shown a quarter in twenty-seven seconds or within twenty yards of it. There can be no doubt of the ability of any of the men named to "hang on" to Nancy for three-quarters, or of their ability to out-do the four-footed female in the final spurt. We can hardly picture a better drawing event than a race between Zimmerman and the trotter. A rumor was afloat recently that Chicago would guarantee \$20,000 to the owner of the horse for such a race. Of course that was nonsense. Chicago hasn't raised enough pluck to procure a track yet! But if such an event were among the possibilities, surely all the trotting and cycling world would want to be there to see.

BIG WORDS THESE, MY MASTERS.

"I do want and will see the championships of the League of American Wheelmen thrown open to the world." Thus, if there be any reluctance whatever to be placed on the utterances of the press,

saith Colorel Burdette. Indeed, colonel! These, some people may imagine, are somewhat lofty words. It may be true, as rumor has it, that the racing board moves in whatever way the strings are pulled by the president, and that on that fact the colonel relies when he tells us that he "will see" the championships thrown open; but that gives him no right in the matter.

But regardless of all that, we opine that such an action would be injurious to the sport and possibly even ruinous to the international association which it is now proposed to form. We wrote at length on this subject some time since, and should be sorry to see so important a step taken before it has had very careful consideration. Let the American championships be for Americans—all Americans, not league members only—and let us have an annual international meeting for the decision of world's championships.

EXTRAORDINARY, IF TRUE.

If our Milwaukee correspondent has been correctly informed, the Columbus Wheelmen are displeased over the action of the referee of their late race meet, who disqualified Sanger in one race, because, contrary to rule, his starter stepped over the line in pushing him off. More than this, they have advised Sanger to serve an injunction on them to prevent the award of the prizes to the second man.

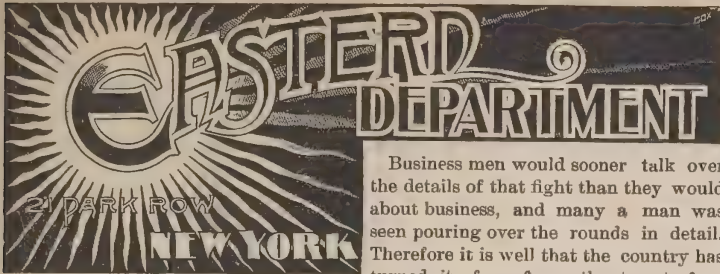
If the Columbus Wheelmen have been guilty of such action, they have committed a grave offense. It is to be presumed that in selecting a referee they were careful to take one familiar with the rules and on whose integrity they could rely. If Sanger's starter touched the ground in front of the tape—and we have not seen this denied—the referee had no alternative. The rules provide for such cases, and he had nothing to do but enforce them. His decision in the matter is final. If matters stand as they appear to, Sanger will do well to ignore the advice tendered and the Columbus Wheelmen to at once forward an apology to the insulted referee.

NEEDS A TRAINING SCHOOL.

"The races at the Auditorium were hardly up to the mark. The management, what little there was, was poor." So says a Louisville paper. Poor management seems to be the rule at Louisville, primarily because the promoters don't select reliable men for officials. We have known a man to be appointed starter who imagined that all that was necessary in a time handicap was to drop a handkerchief for the first man. We have seen a judge who thought it just as easy to judge six feet away from the tape as directly on it. The beautiful southern city is not overladen with experienced men, but all it has should be pressed into service at the coming "electric" tournament.

It may be well to advise that young man who threatens to disregard the racing board's suspension and race wherever he can creep in, that such action on his part renders him liable to prosecution for having obtained or attempted to obtain a valuable article under false pretenses. Go slow, young man.

How is this, Mr. Rouse? We have been informed that in building the additional rail to make up the shortage between the three feet and eighteen-inch measurements, the entire distance added to the first half? If this be case, the last half must have been and some Peoria records may be touching.



Cycling vs. Pugilism.

Thanks to Zimmerman and Windle, the people have been given something to talk about beside the late prize fight which had such a firm hold on a portion of America the greater part of the week. The query every other man fired at you last Wednesday, was: "Who will win, Sully or Corbett?" Thursday it was torture, and indeed, Friday. Talk about cholera being infectious! The germs of fighting take hold a hundred per cent quicker, and last longer.

On my arrival in a little town called Middlesex, Conn., Thursday night, I found that the only thing the town was interested in was a twenty-four foot ring in New Orleans, and the chances of two men who had contracted to disable each other. I sought the solitude of a quiet little hotel whose sign bore, under the proprietor's (George Schoffee) name those famous words, "As we journey through life let us live," etc., and for a truth, contrary to most New England country town hotels, life was worth living at Schoffee's.

But the admirer of prize fighting was there too, offering all kinds of extravagant odds on the slugger from Beantown, and a three to one shot was tempting enough to make two people invest a little—just a little—but enough to pay their hotel bill, and to accommodate the offerer.

Next morning the first greeting was: "Well, Corbett won." On arrival at the depot the station agent was ready with, "A great fight; Corbett won." The conductor of the train, and all the passengers seemed infected with pugilism, for a fat and jolly Catholic priest turned to me and remarked: "That man Corbett is a grand athlete and boxer," and possibly remembering his college days, the good man felt of his biceps.

On arriving at my first stopping place, East Hampton, the baggagemen tried to outbid each other for a copy of the New York Herald I was carrying. I left it to them and it was a sight to see the pair sit on a bundle of sacks and greedily devour the details of the match. Trains could run into each other for all they cared; they were more interested in an account of a fight.

But the same day, in Birmingham, Conn., I was basely swindled by an eight-year old American youth who was selling a "patent inside" paper, and yelling "All about Sullivan's suicide!" I bit, and soon discovered that the enterprising infected one had magnified a rumor into reality and was doing a land office business. On calling the lad to account later, he said:

"I didn't say he was killed; I said 'All about Sullivan's suicide.' And it's here, too," proudly announced his kidship. "Corbett is a giant," went on the youngster.

"Why, Sullivan was the heaviest man was he not?" I asked.

"Oh, yes; John L. weighed two hundred and twelve, Corbett one hundred and eighty-seven, but you bet Corbett is a giant or he could not have licked John L.," said the follower of Queensbury, and he talked as knowingly of the men's abilities as the renowned "Parson" Davies would.

Business men would sooner talk over the details of that fight than they would about business, and many a man was seen pouring over the rounds in detail. Therefore it is well that the country has turned its face from the twenty-four foot ring to cycling, and Zimmerman and Windle are to be thanked, for the subject is a heathen one, much as we admire a man who can whip a brute, made thus by success, and who supposed himself proof against man and rum. The daily papers have therefore nearly dropped wondering whether John L. will be a common bum in six months and Corbett a histrionic star and millionaire at the end of a year.

* * *

How Zim's Records Were Made.

Now the papers condole with Nancy Hanks and glorify Zimmerman and his pace, and with the usual license and facility of the daily, a new title of "Jersey Lightning" has been given Zim, and his middle name, Augustus, has been altered to Alexander. It will be noted that



The Sercombe & Bolte Pneumatic Sulkey.

Windle is not feeling very badly over being beaten by "Alexander," and his half mile proves that the fair haired Millbury lad is still in the hunt, and must be watched to a certainty by his competitor, although it is not likely that Zimmerman will be beaten this year from scratch in competition. That last hundred-yard drive of his is too strong for the best, and his strength is immense to a certainty. The Boston Herald, speaking of the record breaking, said:

Nancy Hanks shed tears as she crunched her oats this noon. A special despatch from Hampden Park told her that Arthur Alexander—otherwise known as Jersey Lightning—Zimmerman had ridden a mile on a bicycle at a faster clip than she drew Budd Doble around the regulation track at Hamline, Minn., on Wednesday last.

This was an ideal day for records. The sun shone clear and warm upon the track, and hardly a breath of wind was stirring. At 11:40 Zimmerman mounted his wheel and rode around the track. He stopped about 300 yards back of the tape and waited until W. W. Taxis had mounted his safety and George A. Banker and Carl Hess their tandem.

All being ready, the four flyers started toward the tape at a moderate speed, which increased rapidly as they advanced. They crossed the tape like a whirlwind, and were off after Nancy's record.

Zim kept to the rear of the tandem for the first half, but after Taxis had dropped out and G. M. Wells had taken his place the champion began to hurry things. At the three-quarter post he

pulled away from his pacemakers and finished alone Time—2m. 8 4-5s.

He thus established a one-mile flying start record.

Willie Windle, the plucky little Millbury rider, then came on the track. He announced that he would attempt to break Zimmerman's half-mile record of 1m. 1 4-5s., made at Hartford Tuesday. With H. B. Arnold as pacemaker for the first quarter and H. C. Tyler for the second, the little rider started.

The spectators and judges realized as Windle passed the quarter post in 30 2-5s. that something was going to be accomplished. When the ex-holder of the world's record crossed the tape in the time of 1m. 1-5s. the crowd fairly went wild.

This places the half-mile record where it will stay for a while.

George F. Taylor, who holds the world's standing start mile record, next tackled Zim's record of a few moments before. With A. E. Lumsden, of Chicago; J. P. Bliss, of Chicago; W. S. Campbell, M. A. C., and N. H. Van Sicklen as pacemakers, he went away. After a pretty mile ride he crossed the tape in 2m. 8 1-5s., three-fifths of a second better than Zimmerman's record.

The New Jersey rider did not allow it to stand long, however.

Zimmerman appeared on the track fresh and smiling, after a good rub down at the hands of his trainer. Banker and Hess carried him a half mile in 1m. 3 1-5s., and Nelson and Taxis paced him the second half, each making a quarter.

The timers hardly believed their watches as they figured the time at 2m. 6 4-5s.—one-fifth of a second lower than Nancy Hanks' regulation track record. The crowd present went wild as the result was announced, and had not the champion ridden directly to the dressing rooms, he would have been carried around the park on the shoul-

will acknowledge that fact. As a toastmaster he is said to be equal to Kennedy Child, and from personal observation the writer can vouch for him as a stage manager and p. r. referee.

His stage managerial ability was demonstrated at Hartford when "Cupid's Chariot" came to fill its car with tournament dollars, but Cupid was not very successful. Everybody seemed afraid of both Cupid and the chariot, for the crowd of supes Marion addressed in the county fair scene on the stage numbered nearly as many as the people in the house. Marion was telling the natives (while standing on a stool in front of the tent which concealed the bearded woman and snake charmer) that after all the outside fakes were exhausted a bicycle race would take place back in the woods somewhere, and Dan Canary and Asa Windle were among the stage natives. The race took place in the presence of the president, secretary and chairman of the racing board of the L. A. W., and Arthur A. Zimmerman, George A. Taylor and George Banker competed against trick-rider Barber's wife, who won and who is a professional! Now as gate money was charged, and of course the winner (a professional) participated in same, how is the "amachoor" standing of the above gentlemen affected? Both Raymond and Bassett informed your correspondent that sanction had been obtained and the race run under L. A. W. rules. Of course the men who competed against the woman pro are pros themselves, but as the house was small the purses must have been smaller.

But joking aside, does anybody think that "Cupid's Chariot" is going to popularize or elevate cycling in the minds of the ignorant or the masses? The race follows an exhibition of fraud at a county fair, or picnic of some sort, and savors of the worst type of circus swindle. No wonder the Hartford cyclists fought shy of such a show. It will end like all such schemes to work a few dollars out of cyclists' pockets. There is much to commend in the show outside the race scene, and the trick riding of Barber and the Power Brothers would and should attract alone.

* * *

A Successful Woman Agent.

"Who runs this place?" was my inquiry to a good-looking, smiling fat boy in Middletown the other night, on entering a Columbia agency.

"Miss Minnie Brockway," he replied. "What, a girl run a cycle agency?" I queried.

"Yes, and she runs it well, too," he answered.

Miss Brockway had gone out driving with friends and was expected back soon, so after taking note of the goodly stock I sat down and wondered how a woman came to get an agency, whether she was beautiful, etc. After examining several pictures, among them the REFEREE's Christmas sketches of Osmond and Windle, and later ones of Zimmerman and Taylor, I had formed an opinion that Miss Brockway was an admirer of racing and altogether a progressive, live young woman. Nor was I disappointed. She soon came in, and hastily removing her bonnet asked several questions rapidly, attended to her customers, rented a wheel to a woman for a week and sold a timid-looking young man a Western Wheel Works machine. Then she spied yours truly.

After complimenting the young woman on her good selection of cycling literature (she reads the REFEREE religiously) I timidly enquired into her history in a cycling way. Taking a seat, Miss Brockway said:

"It was not from choice I became an

ders of his admirers.

The time made at the several quarters was as follows:

Zimmerman's first mile—First quarter, 32s.; half-mile, 1m. 4 4-5s.; three-quarters, 1m. 57s.; one mile, 2m. 8 4-5s.

Windle's half-mile—First quarter, 30 2-5s.; second quarter, 1m. 1-5s.

Taylor's mile—First quarter, 29 4-5s.; second quarter, 1m. 2 3-5s.; three-quarters, 1m. 34 3-5s.; one mile, 2m. 8 1-5s.

Zimmerman's second mile—First quarter, 31s.; second quarter, 1m. 3 1-5s.; third quarter, 1m. 34s.; one mile, 2m. 6 4-5s.

The officials of the trials were:

Zimmerman's first mile—A. E. Lumsden referee; F. C. Graves, F. J. Whatmough, A. K. Miller, judges; A. O. McGarrett, C. E. Whipple, N. H. Van Sicklen, timers; D. J. Canary, starter.

Windle's half mile—N. H. Van Sicklen, referee; W. J. McGarrett, F. J. Whatmough, A. K. Miller, judges; J. A. Bryan, A. O. McGarrett, C. H. Tobey, timers; D. J. Canary, starter.

Taylor's mile and Zimmerman's second mile—H. R. Winslip, referee; W. J. McGarrett, F. J. Whatmough, A. K. Miller, judges; A. O. McGarrett, J. A. Bryan, C. H. Toney, timers; D. J. Canary, starter.

* * *

The Versatile Announcer.

W. C. Marion, Jr., of Hartford is a versatile young man, as good a toastmaster, it is said, as he is an announcer, as expert in refereeing a fight as Professor Duffy or Parson Davies, and as a stage manager simply spotless. In these several positions Marion was seen to advantage recently at Hartford, and in all of them he was accorded the distinguished patronage of league royalty. Of course as an announcer Marion is unapproachable. Everybody who has heard 'em all

agent. A year ago my brother, who had been agent here for many years, died, and as the business was prospering and my family depended on it somewhat, I took hold of it. The other tradespeople wondered if I would succeed. Well, I found it extremely hard at first, and it worried me, but soon things seemed to grow brighter. I became much interested, and this season has been the largest of any we have ever had. I have sold over a hundred wheels—Columbias, New Mails and Western Wheel Works. I have been so busy that I have had no time to learn to ride, but intend doing so this winter. Next spring I intend to open a riding school and repair shop. One is much needed here."

Miss Brockway is a decided brunette of anywhere between twenty and twenty-eight years, and seemingly of a sunny disposition.

From other sources I learned that she is a writer of ability and a regular correspondent of the *New York World*, and furnishes a special article for the woman's page of that paper every Sunday. Only recently she proposed to the local club that they get up a road race. The club did not enthrall. Miss Brockway did. She solicited the prizes and managed alone the most successful race given locally, which drew as big a crowd as the circus generally draws. Miss Brockway attended to all the details of the race, even giving the word "go," and then presented the prizes. She had been to Hartford and had taken a leaf out of Joe Goodman's management book, and now she proposes to give a day's track races, "just like Hartford," and there is no doubt it will be a record for the locality.

Pneumatic Sulkies all the Rage.

The old style sulkies must go, and they are going fast, too, judging from the number of "new-fangled things" seen around the trotting tracks these days. Even the repairers are busy in some places converting sulky wheels, and there is great bustle all around among the horsemen to get them. And no wonder, when that noted authority, Mr. Robert Bonner, owner of Sunol and Maud S., says that they are five seconds faster than the old sulky.

A reporter visited Bonner and told him of Arthur A. Zimmerman's wonderful feat. After reading the dispatch Mr. Bonner said: "Well, it is simply wonderful. There is no telling where it will end, either with horses or men. Since July 20, this year, when the first pneumatic sulky was used in a race, there has simply been a revolution in trotting records. One strange thing about the new wheels with these ball bearings is that the horses are not tired a bit after a fast heat, and can repeat again and again. They seem to push the horse along; there is no vibration, and they are from three to five seconds faster, at least, than the old wheel.

"When Maud S. made her mile at Cleveland, in 1885, in 2:08 3-4, she used a sulky with a fifty-six inch wheel. This is still considered the fastest mile made by a trotter, as it was made on a regulation track with an old fashioned sulky."

There seems to be little doubt in the minds of many horsemen and carriage makers I have talked with recently that the pneumatic tire will be brought into general use on light vehicles.

The Editor of "Bicycling News."

The cares of the editorial chair sit very lightly indeed upon the brow of that fine enthusiast—E. H. Godbold—the editor of *Bicycling News*. What with the *Midland Daily Telegraph*, *The Cyclist* and the *B. N.*, to say nothing of the various other journals at home and abroad to

which he contributes, it will be easily understood that he has very little time indeed to idle away, and yet he finds opportunities occasionally to put in some real good work on the road (for he is an ardent cyclist); has a turn at pacing if anything of the kind comes his way; does a bit of sketching at odd times, and talks delightfully of the pictures of the year and the big guns in the world of art. In the winter he has been known to dig his head down in the "scrum" for the Coventry team, and still does his gymnasium practice with all the ardor of a new beginner. One day finds him in London, the next in a quiet spot on the south coast; and later still at a quiet spot near the Fens, where rumor says he is often inclined to linger. He is well known to all the leading lights of the cycling world, and can take one back to famous events farther than some would care to go. Not a thing of importance goes on in the sporting world without his knowledge, and he can recall any of the famous athletes or cricketers of the immediate past just as easily as he can quote from the work of the latest fashionable author. His admiration for the paintings of E. Blair Leighton amounts almost to a passion, as an exquisitely choice engraving of one of this artist's best pictures which occupies pride of place in his cosy room amply testifies. "Lay thy sweet hand in mine and trust in me" is the subject of this gem, and it did one good to hear this busy young editor speak of the delicious green of the moss, the sweetest of pinks and the softest of grays. He has had some experience of "running a rag," and knows a good deal of the career of the defunct *Magazine of Sport*, a bright, well-written journal, which stopped all too soon, and undoubtedly deserved a better fate. As a handicapper he has achieved considerable distinction, and knows form as well as most people. What he has done for the *B. N.* must be known to every one, and that he is destined to make a yet bigger mark in the journalistic world the present writer thoroughly believes. Photography he would dearly love to go in for; but time does not at present permit. By some means or other he contrives to keep in touch with most of the leading cycling and athletic clubs in London and the Midlands, and his sturdy outspokenness at meetings of the *N. C. U.* is well known. Possessed of a sly humor, he can yet hit hard in debate, and he has been known to say some of the best things in the way of repartee one can imagine. As controller of the destinies (to a large extent) of the *Bicycling News*, he is evidently the right man in the right place.—*Sport and Play.*

What Wheelmen May Do.

England's medical authority, the *Lancet*, was astonished when Shorland made his 413 miles in twenty-four hours, and, continuing, said: "The writer knows a cyclist, a member of the medical profession, who declares that if he could be protected from the impeding influence of the wind, and could be put on a line of railway properly laid for the purpose, he could, if placed behind an engine tearing away at the rate of 25 miles an hour keep up with the engine for one hour at least. At one of the meetings of the Society of Cyclists, Dr. B. W. Richardson, who presided, declares that he saw in them the first true efforts leading to the practical accomplishment of aerial flight."

Secured New Quarters.

The Wolverine Bicycle Club of Grand Rapids, Mich., has secured rooms at No. 76 South Ionia street, and is fitting and furnishing them in fine style.

MILWAUKEE RACING ITEMS.

Peculiar Action by Columbus Wheelmen—Sanger Doesn't Go to Springfield.

MILWAUKEE, Sept. 13.—Sanger has been notified by the chairman of the prize committee to serve an injunction on the Columbus Wheelmen to prevent them from giving the prize to Berlo, who was awarded the first place in the one-mile open race by the referee, on account of the person who pushed Sanger off stepping over the tape. The Columbus Wheelmen say Sanger won the race fairly, and they want to see him receive the prize—which is an elegant eight-piece silver dinner set, valued at \$100.

Wegner, who captured a bicycle and a dinner set, has been notified of their shipment.

Now that it has come to be regarded on all sides that cycling is the coming sport, the League of American Wheelmen should be more liberal in their rulings regarding racing than heretofore. It has been the rule of the league, and for that matter is at the present time, to allow only amateur American riders to compete in championship races, but it is understood that next year a new plan will be adopted, and that it will throw open to the world the league championships. This will be in line with a liberal and progressive policy, which will not only receive the hearty endorsement of wheelmen all over the world, but will add strength, numbers and additional luster to the already great fame of this princely American institution. [We can not endorse our correspondent's views, but are glad to give both sides of every story.—Ed.]

Sanger, who intended to attend the great diamond meet at Springfield, has concluded to remain at home, as it would be impossible for him to return in time for the Milwaukee Wheelmen's races Sept. 17.

The racing board of the Milwaukee Wheelmen, in selecting Sept. 10 as the date for their first day's sports, failed to consult the weather prophet, and in consequence of rain were compelled to postpone the event until Sept. 17. The board has decided to re-open the entry list, which at the present time numbers in the sixties. The prize list will also be added to and made as attractive as possible. Many of Chicago's fast riders have entered and others will no doubt avail themselves of this opportunity. There will be eight events and a one-mile invitation race. The Milwaukee Wheelmen will make an extraordinary effort to give visiting racing men a good time.

The State Fair Association has just completed at its new grounds one of the finest regulation mile tracks in the country. As it will be used more or less by the Milwaukee Wheelmen until such time as they can possess a track of their own, a brief description of it will give racing men an idea of what they can expect when attending a race meet in the Cream City. It is constructed on a new principle, the originator of which is J. J. Boyd, of Milwaukee, who has given the race track problem years of study. The track is constructed on what is termed a gradual curve, which it is believed will make it one of the fastest. It approaches the elliptical or regulation pattern in the general plan, but is built on such lines as to entirely avoid the abrupt transitions from straight stretch to circular turns, and from turn to stretch again, which has proven so annoying in the old style of track. The stretches pass smoothly into turns, in which the curvature is at first barely perceptible, but gradually increases in sharpness for 400 feet, then follows a true circular

course of similar length to the middle of the turn and vanishes into the stretches. The pole line is very nearly a perfect level, and the turns at their sharpest parts are much easier than those of the regulation track, and are thrown up for high speed. The track, it is claimed, is the finest ever built, and is expected to be very fast. Who knows but at some future time some of the world's records may be smashed on this track in the bicycle line, and new names made famous?

The resignation of H. P. Andrae, L. A. W. official handicapper, recently made, has not yet been accepted by the racing board. He will handicap the Milwaukee Wheelmen's race meet September 17.

Asbury Park Wheelmen.

The Asbury Park Wheelmen is one of the most flourishing organizations in New Jersey. At the regular monthly meeting last week two of the town's representative business men were elected to membership, and ten applications were received. The club now numbers eighty members, including Arthur A. Zimmerman, the modest Manasquan boy, who has electrified the bicycling world by his marvelous work on the wheel. To say that the club is proud of "Zimmie" is expressing it too mildly; they worship him, and when he finishes his racing season and returns home he will be given a reception that would shake down the walls of Jericho.

Papa Zimmerman is proud of his boy. When the latter returned from Europe, after he had met and conquered the Britishers, his fellow natives at Manasquan accorded him a grand reception. A brass band was engaged, and with a big transparency in the front ranks a parade made up of the best people of the place, marched through the streets of the historic town.

The A. P. W. sent two of its fastest riders to Springfield this week—Harry B. Martin and Ray Pauley. The club was also represented by thirty of its members, who went there in a private car. The trip cost each member fifteen dollars.

Fred C. Atkins is an enthusiastic cyclist, and to him is due much of the credit of engineering so successfully the A. P. W. meet on August 5 and 6. At the last meeting of the club a committee was appointed to select for him some suitable souvenir.

"Could Asbury Park take care of the national meet of the L. A. W. in 1894?" This was a communication addressed to the Asbury Park Wheelmen this week by G. Carleton Brown, vice-president of the league. Bicyclists in this section are enthusiastic on the subject, and steps have been taken toward the consummation of the proposition. Asbury Park is one of the leading summer resorts in America. Beside its natural advantages, it has one of the best athletic grounds in the east, with a third-mile track and a grand stand that will accommodate 4,000 persons; and speaking of the track reminds the writer that it is to be improved this fall by raising the bankings on the turns eighteen inches. It was the general opinion of the fast men who competed in the August races that such a course would improve the track wonderfully.

The A. P. W. will celebrate its second anniversary on Sept. 24 by giving a supper.

The necessity of educating the farmers on the subject of good roads has met with the endorsement of the A. P. W. At its recent meeting it was resolved to provide 100 farmers in Monmouth County with a year's subscription to *Good Roads*, the monthly magazine published by the L. A. W. Captain Zacharias was authorized to draw on the club's treasury for \$100 to defray the expenses.

W. E. BEDELL.

SPRINGFIELD'S TOURNEY.

Again the Scene of Grand Racing and the Reduction of Many Records.

Zimmerman Twice Beaten, But Still the King.—Wins the Mile Record Race Easily.—Tyler Rides a Mile in 2m. 08 4-5s.—Windle Performs Well.—Thousands of Spectators.

SPRINGFIELD, Mass., Sept. 13.—Springfield! You have all heard of it. Thousands crowd the hotels and streets here to-night.

Where did the crowd come from? They came from every state in the union. California, Florida, Michigan, Illinois, Colorado, Texas and many other far-off points sent their cycling enthusiasts to swell the throng, and they came to see the great tournament of the year, founded by Ducker & Company and now carried on so ably by President Miller and his band of hard workers, who are fully as enterprising as the club was years ago.

The train from Boston, which carried one of the REFEREE specials, carried many men and their wheels, and the dark clouds which hovered over Springfield on our arrival filled some with forebodings of a rainy tournament, but President Miller, ever hopeful, stated that he had made special arrangements with Uncle Jerry Rusk for a two days' supply of real Indian summer weather, and he was cheerful on that account.

After vainly trying to engage the front parlor at the Cooley for some friends, a visit was paid to the track. Here everything was bustle, and more racing men hovered and moved around the track than have ever trod the old Hampden Park before. Fancy 750 entries! Yes, that was the number; and the host of trainers, backers and managers were alert, and used liniment on the limbs of their charges regardless of expense. The writer was greeted by racing men of high and low degree. The "champion of champions," Zimmerman, and George Taylor, looked fit and ready to do battle for Raleigh and blue rims. Windle was off color. So was Tyler; but the hero of two continents was fairly among the records, scoring his mile in competition in 2:16 2-5, another world's record. It would be a dull day if Zimmerman did not get among the records. Taylor did 2:17 a few minutes later from scratch, which shows that he is moving to some tune also. Berlo was all broken up and could not do anything, and the Chicago men were not much better. Van Sicklen stated that he was not feeling well, but he felt well enough to ride a remarkable race in the two-mile handicap which he won in good style.

Lumsden rode poorly and Munger worse, so there cannot be much expected from the "great and glorious" on this trip.

Munger forgot himself after his heat and struck the inoffensive Carl Hess a hard blow in the face while the latter was on his wheel, "for getting in his way or crowding him," as he expressed it. A magistrate who was on the ground wanted Hess to swear out a warrant for Munger's arrest, but the latter immediately apologized and peace reigned. Munger caused many comments not complimentary to himself. He is not a very careful rider as his falls testify, and everybody knows Hess to be a well-be-

haved young man. "Birdie" should have a guardian when away from home.

The crowd at the park numbered about 2,000, and the trial heats, as announced, took from 1:30 to nearly 7 o'clock to get through, being finished in semi-darkness. All the old-timers seemed to be on hand, and the old track was never in better condition for fast time, although the atmosphere was damp and chilly. The hotels are crowded to the doors to-night. What will they be to-morrow when the mob arrives? Some of them will have to camp out to a certainty, and the grand stand is likely to furnish accommodations for some sleepers before the races are over.

Overman's band is playing in front of the Springfield Bicycle Club house to-night, and ten thousand people are present on the circus ground opposite. All is bustle in the club house, and the various officials are doing heavy work.

One of the mile heats in a handicap was won in 2:13, which speaks volumes for what can be expected before the tournament is over.

It is estimated that ten thousand strangers will be here by 10 o'clock to-morrow, and the first day's attendance bids to be a record one. Among the visitors is noticed A. G. and John Spalding, the Overmans of Boston and Washington, J. B. McCune, Colonel Pope, Albert Pope, Jr., George Hendee, Fred Patee, Harry Rouse, George Collister, C. A. Dimon and other big guns too numerous to mention.

From the look of the trials to-day the scratch men will have little luck in the handicaps, and it looks as if Zimmerman and Taylor will finish in that order in the great race for the gee-gees.

Five men went down in the second heat of the novice race, C. E. A. Kelley breaking his collar bone and Porter, of New York, getting cut up badly.

RESULTS OF THE DAY'S RACING.

One mile novice—First heat—E'well, 1; Hartford, 2; Bagg, 3; time, 2:58 1-5.

Second heat—Dyer, 1; Willis, 2; Staunton, 3; time, 2:41 4-5.

One mile, 2:30 class—First heat—E. A. Nelson, 1; Campbell, 2; Inslee, 3; time, 2:47 1-5.

Second heat—Williamson, 1; Relph, 2; Murphy, 3; time, 2:33 2-5.

One mile, 2:50 class—First heat—Olmstead, 1; Hartford, 2; Moore, 3; time, 3:03 1-5.

Second heat—Bagg, 1; Thompson, 2; Stacy, 3; time, 2:48 4-5.

Third heat—Nelson, 1; Andrews, 2; Wettergreen, 3; time, 2:46.

Two miles, 5:40 class—First heat—Wunder, 1; Robertson, 2; Brandt, 3; time, 5:30 2-5.

Second heat—Stacy, 1; Robson, 2; Mordt, 3; time, 6:05 2-5.

Half mile, open—First heat—Zimmerman, 1; Taylor, 2; Wheeler, 3; Lumsden, 4; Hess, 5; time, 1:10.

Second heat—Tyler, 1; Taxis, 2; Rhodes, 3; Banker, 4; Windle, 5; time, 1:11 4-5.

Half mile, 1:25 class—First heat—Thompson, 1; Elwell, 2; Olmstead, 3; time, 1:11 4-5.

Second heat—Wunder, 1; H. B. Martin, 2; C. F. Martin, 3; time, 1:10 2-5.

Third heat—Sydney, 1; Whitten, 2; Stacy, 3; time, 1:11 1-5.

One mile, 2:40 class—First heat—Nelson, 1; Murphy, 2; Andrews, 3; time, 2:17 2-5.

Second heat—Wunder, 1; Warren, 2; Robson, 3; time, 2:56 1-5.

Half mile, open—First heat—Tyler, 1; Taylor, 2; Banker, 3; time, 1:14 3-5.

Second heat—Zimmerman, 1; Taxis, 2; Lumsden, 3; time, 1:11 3-5.

Third heat—Windle, 1; Rhodes, 2; Campbell, 3; time, 1:10 4-5.

One mile, 2:25 class—First heat—Wheeler, 1; Taxis, 2; Arnold, 3; time, 3:05 3-5.

Second heat—Rhodes, 1; Murphy, 2; Banker, 3; time, 3:01 3-5.

One mile, world's record—First heat—Tyler, 1; Windle, 2; Bliss, 3; Lumsden, 4; time, 2:54.

Second heat—Smith, 1; Rhodes, 2; Taylor, 3; Dornitge, 4; time, 3:15 1-5.

Third heat—Zimmerman, 1; Taxis, 2; Wheeler, 3; Hess, 4; time, 2:55 2-5.

Half mile, 1:15 class—First heat—Williamson, 1; Dornitge, 2; Warren, 3; time, 1:10 3-5.

Second heat—Broadhead, 1; Inslee, 2; Murphy, 3; time, 1:10 2-5.

Half mile, 1:20 class—First heat—Wunder, 1; Robertson, 2; Robson, 3.

Second heat—Cronin, 1; Clapp, 2; Bahl, 3.

Third heat—Murphy, 1; Keltie, 2; Warren, 3.

Half-mile, handicap—First heat—Pole, 65 yds., 1; Dyer, 75 yds., 2; Draper, 45 yds., 3; Zimmerman, scratch, 4; time, 1:04 3-5.

Second heat—Tyler, scratch, 1; Staunton, 75 yds., 2; Sims, 65 yds., 3; Bliss, 20 yds., 4; time, 1:03.

Third heat—C. F. Martin, 65 yds., 1; Taylor, scratch, 2; Warren, 50 yds., 3; time, 1:06 2-5.

Fourth heat—Campbell, 30 yds., 1; Williamson, 35 yds., 2; Murphy, 30 yards, 3; time, 1:05 1-5.

Fifth heat—Wells, 35 yds., 1; Arnold, 30 yds., 2; Nelson, 40 yds., 3; Van Sicklen, 35 yds., 4; time, 1:03 1-5.

Two-mile, handicap—First heat—Zimmerman, scratch, 1; Munger, 50 yds., 2; McDuffee, 75 yds., 3; time, 4:51.

Second heat—Nelson, 150 yds., 1; Relph, 185 yds., 2; Hartford, 300 yds., 3; time, 4:44.

Third heat—Van Sicklen, 35 yds., 1; Williamson, 110 yds., 2; Porter, 100 yds., 3; time, 4:39.

One-mile, handicap—First heat—Herman, 80 yds., 1; Robertson, 110 yds., 2; Thompson, 85 yds., 3; Zimmerman, scratch, 4; time, 2:16 2-5.

Second heat—Grant, 110 yds., 1; Bliss, 40 yds., 2; Taylor, scratch, 3; Lumsden, scratch, 4; time, 2:16 2-5.

Third heat—Bernhard, 115 yards, 1; Fuller, 90 yds., 2; Williamson, 65 yds., 3; Arnold, 65 yds., 4; time, 2:15 1-5.

Fourth heat—Nelson, 85 yds., 1; Robinson, 120 yds., 2; Merrill, 140 yds., 3; Whitney, 100 yds., 4; time, 2:16.

Rain Causes a Postponement.

SPRINGFIELD, Mass., Sept. 14.—(Special telegram)—Despite President Miller's arrangement with the weather bureau, rain fell very heavily last night and most of to-day. Racing was therefore out of the question, and the club was reluctantly compelled to announce a postponement until to-morrow.

My prediction of yesterday has been amply fulfilled. Every train brings a heavy load, and to-day there are probably more riders here than ever before.

A telegram was received here to-day stating that Washington Park, Chicago, had been secured for races in October. On the strength of this, I understand Zimmerman has promised to go west.

Chicago men are well pleased with their work yesterday, and expect to win several prizes.

Zimmerman at Last Defeated.

SPRINGFIELD, Mass., Sept. 15.—(Special telegram)—The weather to-day fully makes amends for yesterday's disappointment. It is glorious. The track is in grand condition, and there are nearly ten thousand people on the grounds. An even larger crowd is expected to-morrow, when the world's record race will be run.

A parade occurred this morning, headed by the Overman band and the Springfield B. C. Then followed Geo. A. Perkins of Boston and D. E. Miller, president of the Springfield club, and after them Colonel Burdette and many representatives of "royalty."

Racing commenced at 2:30 under the following officials: H. E. Raymond, referee; Dr. G. Carleton Brown, Fred Patee, Alonzo D. Peck and Springfield's old favorite, George Hendee, judges; the Whipple brothers, O. N. and C. E., both

old and faithful officers, W. H. Jordan and W. C. Marsh, timers.

ZIMMERMAN BEATEN BY TWO MEN.

The novice race created but little excitement, but in the next event, the mile invitation, Zimmerman was defeated by both Tyler and Windle. Tyler is a member of the club here, and it had been announced that at this meet he would make the effort of his life to defeat all comers. In this event he was successful, but the greatest dissatisfaction prevailed.

Many believed that Zimmerman had been prevailed upon to allow the local man to win, a suspicion not deserving the least credence.

Zimmerman needs rest. He has done enough work for a horse, and the effects were visible to-day when he was twice defeated. To people who have watched him before it was easily seen. Heretofore his last rushes, often on the outside of the track and on the rough portions, have been unparalleled. To-day they were lacking. Taylor beat him in the mile handicap, and Lumsden ran within a yard of him in the half.

WINDLE TO THE FRONT.

Windle rode well in the half-mile handicap, winning the final in 1 min. 52 2-5 sec. In this event Lumsden, 10 yards, and Munger, 20 yards, were passed, apparently with ease. The former rode well in the half-mile open, however, for although unable to beat Zimmerman, he finished ahead of Tyler.

In the mile handicap Taylor, from scratch, beat Zimmerman and the competition record at the same time. Although he did 2 min. 15 2-5 sec., however, he could get no better than fourth. Zimmerman attributed his defeat to the fact that he was unable to get through, while Taylor was more fortunate.

SUMMARY:

One-mile, novice—T. A. Dyer, 1; F. Hubbard, 2; W. O. Staunton, 3. A procession to the last quarter, when Dyer spurred suddenly and won by ten yards, five between second and third men. Time, 2:38 1-5.

One-mile, invitation—Tyler, 1; Windle, 2; Zimmerman, 3. Great interest was taken in this event. G. W. Wells, of Toronto, made pace to the quarter, and then Munger took a turn, leading until the three-quarter pole was reached. At this point Tyler was alongside him, followed closely by Zimmerman and Windle. By this time the remainder of the field, consisting of Wells, Berlo, Taylor and Taxis, were out of it. At the last quarter Tyler made his effort and secured a lead which the others could not overcome. Windle also left Zimmerman a yard or two and their positions were not changed to the finish. Tyler won by a yard amid the utmost enthusiasm. Windle the same distance ahead of the champion. Time, 2:31 4-5.

One-mile, 2:30 class—W. S. Campbell, 1; C. W. Dornitge, 2; F. N. Herman, 3. Ten started. Williamson made pace for the first lap. Campbell came to the front at the last quarter and won by two feet. Time, 2:30 1-5.

One-mile, 2:50 class—C. S. Thompson, 1; A. W. Olmstead, 2; C. T. Nelson, 3. There were nine starters at the outset. Blakey went to the front and stayed there until after passing the quarter. Olmstead took the lead at the three-quarter pole, but was easily passed by Thompson in the stretch. The latter won easily. Time, 2:31 3-5.

Half-mile, handicap—First heat—A. R. S. Williamson, 35 yds., 1; C. W. Dornitge, 30 yds., 2; P. J. McDuffee, 70 yds., 3; W. S. Campbell, 30 yds., 4; time, 1:06 4-5.

Second heat—A. E. Lumsden, 10 yds., 1; L. D. Munger, 20 yds., 2; A. W. Warren, 50 yds., 3; C. T. Nelson, 75 yds., 4; time, 1:09.

Third heat—A. H. Davis, 70 yds., 1; W. O. Staunton, 70 yds., 2; G. M. Wells, 20 yds., 3; C. F. Seeley, 55 yds., 4; time, 1:10.

Fourth heat—E. A. Nelson, 25 yds., 1; J. D. Crolin, 75 yds., 2; H. B. Martin, 75 yds., 3; W. W. Windle, scratch, 4; time, 1:06 3-5; Windle's time, 1:06 4-5.

Final heat—W. W. Windle, scratch, 1; E. A. Nelson, 25 yds., 2; R. S. Williamson, 35 yds., 3.

Windle worked his way through his field magnificently, caught and passed the men up to twenty-five yards in the first 200 yards and defied all their efforts to hang on. Fifty yards from the finish he was in front and of course won easily, Nelson beating Williamson by a foot. Time, 1:05 2-5.

Two miles, 5:45 class—Hugh Robson, 1; J. A. Merdt, 2; A. W. Stacy, 3. A procession until the

last quarter, when Robson let out and won easily. Time, 5:31 2-5.

Half-mile, open—Zimmerman, 1; Lumsden, 2; Tyler, 3. Chicago rejoiced over this event, for Lumsden beat everyone but Zimmerman. George Banker cut out the work for half the distance, and then Zimmerman rushed by, winning by a yard. Time, 1:09.

Half-mile, 1:25 class—A. H. Davie, 1; H. T. Wunder, 2; H. B. Martin, 3. This at first seemed a good race, but eventually Davie won by ten yards. Time, 1:12 3-5.

One-mile, handicap—H. B. Arnold, 85 yds., 1; E. A. Nelson, 85 yds., 2; J. P. Bliss, 40 yds., 3; George A. Taylor, scratch, 4. Taylor, Zimmerman and Lumsden started from scratch. It was a magnificent race all the way. The eastern pair paced alternately, Zimmerman to the quarter, Taylor to the half. Then the latter remained in front, reaching the three-quarters in 1:41 1-5. He could not catch the leaders, however. Arnold won handsily by a yard, less than five yards covering five men. Zimmerman finished sixth. Taylor's mile, which, with the three-quarters, is competition record, was 2:15 2-5.

**

Will Race at Chicago.

SPRINGFIELD, Mass., Sept. 15.—(Special telegram.)—The Chicago delegation has secured promises from a number of eastern racing men to attend the Chicago races in October. Among those who have promised are Zimmerman, Tyler and Taxis. Zimmerman is much perturbed over the supposition that he allowed the other fast men to beat him. He will rest awhile after this week.

**

Zimmerman Regains His Laurels.

SPRINGFIELD, Mass., Sept. 16.—(Special telegram.)—On this, the closing day of the diamond tournament, the weather is simply magnificent for the spectators. Your correspondent has never seen an attendance to compare with that at this moment gathered at Hampden Park. A club official, who has seen nearly all the big crowds here, estimates the attendance at fifteen thousand.

The track is simply superb.

Zimmerman certainly looks off-color, and his friends cannot disguise their disappointment. The champion stated to a REFEREE representative, however, that he is by no means dispondent, and will make every effort possible to uphold his position this afternoon.

A photograph exhibited in the press stand shows clearly that Bliss was second in yesterday's one mile handicap.

Governor Russell and staff, accompanied by President Miller, have just entered the judges' stand, and met with an enthusiastic reception.

A rather strong wind is blowing and will interfere with the riders, somewhat, on the finish.

Full details of the racing will be found in the following

SUMMARY.

One mile, 2:40 class—E. A. Nelson, 1; C. M. Murphy, 2; Wunder, 3. This was a grand race all through. At the outset Murphy made the pace, and for the first half was not headed. At three-quarters Nelson took up the running and won by a length. Time, 2:34 3-5.

Half mile, open—Zimmerman, 1; Taylor, 2; Lumsden, 3. The starters were Windle, Zimmerman, Taylor, Taxis, Lumsden, Rhodes and Campbell. At the outset Taxis took the lead, but was only permitted to retain it for a hundred yards. Then Zimmerman rushed to the front, and was never headed. The champion won by five yards, proving, or at least seeming so to do, that the reports so industriously circulated as to his condition were untrue. Lumsden was a good third. Windle finished in fifth place, a dozen yards behind the winner. Time, 1:12 1-5. Last quarter, 29 4-5.

One mile, 2:35 class—C. W. Dornage, 1; H. C. Wheeler, 2; G. W. Wells, 3. Banker went away in front at a fair pace, closely followed by Bliss. At the half Hess took a turn at pacing. Nearing the last quarter Banker, Bliss and Rhodes went down in a heap. Two hundred yards from home Milliken, the Baltimore man, was leading, but a splendid effort by the Buffalo man landed him a winner. The Toronto man, Wells, was a good third. Time, 2:38 4-5. The race was declared off.

Half mile, handicap—E. A. Nelson, 40 yds., 1; A. W. Warner, 50 yds., 2; W. C. Stanton, 75 yds., 3. The plucky little Chicago rider, Bliss, came out for this event. There was an immense field

of starters. Bliss started from scratch, and caught the big bunch ahead of him at the quarter, but to get through was impossible. Nelson made a splendid effort in the straight and won a good race by two yards. Time, 1:07 3-5.

Two miles, 5:30 class—McDuffee, 1; W. S. Campbell, 2. A field of moderate performers appeared, and J. C. Wettergreen led them at an easy pace to the quarter. Then the Boston boy, McDuffee, and Campbell rode side by side in the lead to the half. Morfit then took up the pacing, followed, at the end of a mile, by Broadhead. At three-quarters of the journey Wettergreen spurred furiously, passing both McDuffee and Campbell. They collared him again one hundred yards from the finish. The finish between Wunder, McDuffee and Campbell was a corker, the Boston man winning by a foot, and Campbell less than a yard behind second man. Time, 5m. 53 1-5s.

THE WORLD'S RECORD RACE.

One mile, world's record race—Zimmerman, 1; Windle, 2; Taxis, 3; Taylor, 4; Tyler, 5. Naturally enough, the greatest excitement prevailed when the men walked to the mark for what was expected to be the most memorable event of the season. And it was a field calculated to create excitement in the least excitable of men. All those who possessed the slightest chance of success turned out, and the field was probably the most representative of America's riders that could possibly have been gathered. Windle and Tyler, the Massachusetts representatives, were called to the judges' stand and extended the best wishes of Governor Russell, while the New Jersey man's adherents made Rome—or rather Springfield—howl with an enthusiastic demonstration in behalf of their favorite. And richly they all deserved it. The people are now thoroughly satisfied that the racing is absolutely fair and square and that every man engaged in this event was there to win, if all the energy he could put into use could accomplish that object. As the men stood at the mark, the magnificent prize for the event, a carriage and pair of horses, valued at \$1,000, was driven on to the track. The noisy crowd did not stop cheering and calling the names of favorites even when the men were all ready.

At the pistol-shot, George Smith, the Riverside champion, jumped away with the lead, and, with his lightning spurt, which carried him so well through in his recent quarter-mile record race, opened up a gap of twenty-five yards in the first quarter. Keeping up his pace, he passed the half-mile post fifteen yards in the lead, by this performance securing two diamonds offered to the leader at each quarter. Then Hess took up the game, and, leaving the field, passed Smith, who was fast tiring, soon after the half. Zimmerman and Windle were close behind him, however, each intent on the final result, and paying no heed whatever to the gew-gaws offered for intermediate distances. The Millbury man went up to Hess, but dropped back again. Hess and Dornage were the leaders at the quarter pole, and here, of course, the great struggle began. Tyler, who had been riding quietly, and preserving all his strength, went to the front, followed closely by Taylor. At this time Windle and Zimmerman were on the pole and remained there until fairly in the straight. Then the great Jersey rider went through the gap ahead of him into the lead. Windle, right after him, challenged resolutely for the premier position, and gained slightly, reaching his rivals pedals. But he was unequal to the task, for Zimmerman, with that marvelous spurt which has made him the greatest rider of the world, soon placed the result beyond doubt. Fifty yards from home it was all over, and Zimmerman won by five yards, Windle second, Taxis third, Taylor fourth and Tyler fifth. A strong breeze was blowing down the straight as the men finished. Time, 2:31 3-5.

It is useless to attempt to describe the scene of excitement which followed the race. The winner was enthusiastically, wildly cheered, and was congratulated by the governor and by every one who could get near him. Through it all he maintained the same modest exterior which has made him famous.

Half mile, 1:15 class—R. S. Williamson, 1; A. W. Warner, 2; C. M. Murphy, 3. Eight men turned out. There was a fight for position all through. Williamson assumed command three hundred yards from the finish, and after a rattling race beat Warner by a yard. Time, 1:13 2-5.

Two miles, handicap—J. P. Bliss, 70 yds., 1; McDuffee, 70 yds., 2; R. S. Williamson, 110 yds., 3. Bliss soon caught the limit men, and, riding with excellent judgment, came away a furlong from home and beat McDuffee about two yards. Time, 4:54 1-5.

Half mile, 1:50 class—C. M. Murphy, 1; A. W. Warren, 2; Wunder, 3. The riders were bunched from the start until well into the stretch. Here Murphy's experience told and enabled him to beat Warner by a yard. Wunder was ten yards away. Time, 1:09 1-5.

One mile, 2:35 class—This, the second attempt, ended in another fizzle. A time limit of 2:35 was imposed, and this time was not approached. The riders loafed in in 2:57 2-5. Race declared off finally.

This closed the regular programme, but the men were not yet satisfied, and

made a number of successful onslaughts on the records.

THE MILE RECORD BEATEN.

Tyler tried the mile, standing start. He was poorly paced, the Murphy brothers and Banker going the first half on a triplet, Taxis the third quarter, and Nelson the last. There was a tremendous shout when the announcer stated that the Springfield lad had covered the distance in 2m. 8 4-5s. His quarters were: First, 35s.; second, 1m. 5s.; third, 1m. 35 4-5. Of course, all Springfield is jubilant over the performance.

The Murphy brothers and A. C. Banker rode the triplet a half-mile in 1m. 1s., and Herman and Fuller covered a mile on a tandem in the record time of 2m. 17 4-5s.

**

Races at Washington Park.

The prospects of a couple of days' sport at Washington Park are excellent. The Chicago C. C. has about completed arrangements for the track, and Zimmerman, Taxis, Tyler and others have promised to attend. The list of events will be completed and sent to Philadelphia, where they will be announced Monday.

The Washington Park people have undertaken to put the track in the best possible condition.

October 21 and 22 are the dates.

Since writing, the following programme has been arranged:

First day—One mile, novice; one-mile, 2:25 class; half-mile, handicap; three-mile, invitation, handicap; quarter-mile, open; two-mile, open.

Second day—One-mile, 2:40 class; two-mile, 5:00 class; one-mile, handicap; two-mile, handicap; half-mile, open; one-mile, dedication; half-mile, handicap, final. Entries close a week ahead, with C. P. Root, this office.

* * *

Thinks the League Can't Stop Him!

Ludwell Cox of Abingdon, Ill., has been declared a professional by the racing board. This fact was published in the *Bulletin* some time since, but the racing board is anxious to circulate the affair very thoroughly in this section, so that the party may be prevented from competing in amateur races, and that he may be taught a lesson which he will not soon forget. The board is particularly anxious in this particular case, as Mr Cox has taken the pains to write a letter to the board "cussing" it up hill and down. He also takes particular pains to knife the league, and claims that it cannot stop his racing; that he does not belong to the league, never has and don't want to, and will do all he can to harm it. This being the case, it is thought best for the good of the cause of organized sport to make his suppression as severe as possible. Race meet promoters will please take notice.

* * *

Coming Events in Ohio.

The Springfield, Ohio, wheelmen will hold a race meet at the Clark County fair grounds Sept. 20. The track is a half mile and fast. The Cadet band has been engaged for the event. Below are given a few of the best prizes offered: Model B Victor pneumatic, silver cup, gold medal, \$50; gold medal, \$30; bronze figure, bicycle suit, opera glasses, gold headed cane, gold watch. Besides these there will be many more valuable prizes to be used for seconds, thirds and fourths. Programmes and entry blanks are ready for distribution to any one desiring them.

* * *

The Record Raised Again.

Stephane, the French rider, has again beaten the twenty-four hour record. At

Paris, on Tuesday and Wednesday, he covered the wonderful distance of 421 miles, 437 yards. This is the second time Stephane has accomplished this feat. In July he rode 392 miles, 892 yards on the same track—the famous Buffalo. Then Shorland, in a race at Herne Hill, did 413 miles, 1,615 yards, which stood until Wednesday.

* * *

Columbians on the Road.

To the Columbia Wheelmen, Chicago, belongs the honor of holding the greatest club road race on record. The club's membership is 153, all but twenty of whom are riders. There were 113 entries. Owing to the fact that a change of arrangements was necessary, but



H. L. NELSON.

sixty men started. It had originally been intended to hold the race on Sunday morning, but the park authorities refused a permit. Sixty-three prizes valued at \$1000 were offered.

At the starting point a huge tent provided shelter for the contestants, while rope for over a block held the crowd back.

The start was at 4:16, a slight rain falling throughout the race, making the newly laid boulevard very heavy traveling. Yet Fred Nessel, of Waukesha fame, and Emil Ulbrecht rode the ten miles in 30:21, finishing six inches ahead of Ulbrecht. L. Tagholm, the other scratch man, made 30:30; J. A. Erickson, 30:50; J. S. Olsen, 31:10, and W. J. McMahon, 31:45. The latter rode nine miles on a broken saddle, and will be allowed to ride the first five in another contest, for a place on the team of 1893. H. L. Nelson, the winner of Saturday's contest, is but eighteen years of age, has ridden but a year, and works for A. C. McClurg & Company.

SUMMARY.

Plc.	Name.	Handcp.	Time.
1	H. L. Nelson	3:30	3:00
2	W. Bainbridge	1:30	31:02
3	S. C. Clark	2:30	32:30
4	O. Smith	3:00	33:02
5	A. Price	2:45	32:49
6	Alf Norman	3:45	33:51
7	H. MacLagan	1:00	31:20
8	O. E. Olsen	1:00	31:22
9	G. S. Olsen	1:45	31:10
10	F. Erickson	4:15	34:32
11	W. J. Doyle	1:30	31:50
12	Fred Nessel	scratch	30:21
13	Emil Ulbrecht	scratch	30:21
14	H. March	1:00	31:25
15	E. J. Conser	3:00	33:29
16	L. Tagholm	scratch	30:30
17	J. A. Erickson	3:45	30:55

* * *

Zimmerman in New York.

Arthur Zimmerman had a "soft snap" in the two-mile championship, given with other athletic events last Saturday at Manhattan Field, New York, before about 2,000 people. Only Banker, of the fast division, opposed him, and Zimmerman was as pleased in 5:28 1-5, Carl Hess, the ever green German, taking third.

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PEORIA, ILL.

The New York A. C. scored fifty-eight points in the meeting to the Manhattan Athletic Club's fifty-one; the worst blow to the latter being the defeat of their mile champion, Conneff, and the walk-over for Zimmerman against their cyclists.

* * *

Races at St Johns, Mich.

ST. JOHNS, Mich., Sept. 12.—The third biennial race meet of the St. Johns (Mich.) Wheelmen was favored with the usual fine weather and was a success in every particular. Below is a summary of the day's racing:

Sixteen-mile road race—twenty starters—First prize was won by Charles Parker, Goshen, Ind.; time prize by R. Loomis, Lansing, scratch, in 51:30.

One-mile, novice—six starters—R. Loomis, Lansing, 1; H. E. Beecher, Detroit, 2; time, 2:45.

One-mile, open—First heat—W. B. Hurlburt, Detroit, 1; F. F. Rough, South Bend, 2; time, 2:46 3-5.

Second heat—E. L. Reichle, Saginaw, 1; M. W. Thompson, Jackson, 2; time, 2:58.

Final heat—F. F. Rough, 1; E. L. Reichle, 2; time, 2:52 1-5.

Two-mile, handicap—eleven starters—C. H. Weld, Marshall, 175 yds., 1; Charles Parker, 220 yds., 2; time, 5:25.

One-mile, club championship—four starters—A. Smith, 1; J. Davies, 2; time, 3:07 1-2.

Five-mile, handicap—twelve starters—F. F. Rough, 2:40 yds., 1; C. H. Weld, 450 yds., 2; time, 14:05 2-5.

Quarter-mile dash—seven starters—E. L. Reichle, 1; M. W. Thompson, 2; time, 38 1-5.

Special race for farmers only, one mile—five starters—E. H. Westbrook, Marine City, 1; S. D. Trove, Penamo, 2; time, 3:02.

Half-mile dash—seven starters—F. F. Rough, 1; M. W. Thompson, 2; time, 1:18 2-5.

ROBERT G. STEEL.

* * *

Good Sport at Kalamazoo.

Kalamazoo's tournament last Saturday was a well attended and successful affair and some good sport was seen, though no remarkable times were made. The results were as follows:

Mile, handicap—Caselton, Battle Creek, 1; Haigh, 2; Jones, Battle Creek, 3; time, 3:00.

Half-mile, scratch—Bradford, 1; Hawcroft, 2; Vyne, 3.

Mile, handicap, boys—Stimpson, 1; Murphy, 2; Baretts, 3.

Mile, handicap, Kalamazoo championship—Flansburg, 1; Haigh, 2; Campbell, 3; time, 2:55.

Three-mile, handicap—Casterlin, 1; Bradford, 2; Jones, Battle Creek, 3; time, 10:50.

Half-mile, scratch—Casterlin, 1; Flansburg, 2; Jones, Battle Creek, 3; time, 1:22 3-4.

Quarter-mile—Casterlin, 1; Flansburg, 2; Jones, Battle Creek, 3; time, 41 1-4.

Five mile, handicap—Jones, Battle Creek, 1; Henshaw, 2; Bradford, 3; time, 17:25.

* * *

Open Events at Elgin, Ill.

These events, open to all amateurs, occur at Elgin, Ill., Oct. 1: Half, one-mile and two-mile scratch, half, one-mile, two and five-mile handicaps. There are also two events for Elgin riders. Entries close Sept. 22 with H. H. Everett, Elgin, or at Spalding's.

* * *

What They think of Us.

This is from a Springfield paper: "The Chicago delegation come ramping from the making of mythical records on the kite shaped tracks of the western wilds."

* * *

Another West Side Failure.

The west side track scheme has gone up. The committee to whom the matter was referred reports that their offers to the people who own the ground selected were absolutely refused.

* * *

A Canadian Programme.

At the Wanderers' Bicycle Club meet, to be held on Sept. 24, at Rosedale track, Toronto, the following events occur: One-mile safety, handicap; quarter-mile, open, flying start; two-miles, 2:50 class; half-mile, open; one-mile, 2:40 class; one-mile, open; three-mile, handicap, club only; half-mile, handicap; two-mile team race, open to Canadian clubs only; three men to a side—Wells,

Nash, Hyslop, Smith, Carman and Palmer barred; five-mile, handicap. For further information apply to the secretary, 136 King street East, Toronto, Ont.

* * *

Race Notes.

There will be races at Freeport, Ill., on Friday of this week.

At Island Park, Fairfield, Me., a new quarter-mile track is being built.

The Illinois club has about seventy entries for its ten-mile handicap road race Saturday.

A survey of the ten-mile course from Humboldt to Douglas Park, Chicago, and return, shows it to be one-sixteenth of a mile too long. Ulbrecht's record of 28:42 1-5 over this course, was American record until Harry Hall lowered it one-fifth of a second.

Morrison, of the Lincoln club, is still in a hospital at Columbus, O., owing to his fall in the races, when ten or more stitches were taken in his leg.

It is reported that W. C. Jones (2:20 1-5) once record holder, is coming to the front again. He has got to go fourteen seconds faster than he ever did to be in it.

The Milwaukee Wheelmen's races at National Park, which were to have occurred Saturday last, were postponed until to-morrow because of rain. A number of Chicago men have entered.

To-day the wheelmen of Grand Rapids, Mich., will give a club race on the North Park track, if it can be secured, otherwise on the highway. The race will be open to all Grand Rapids wheelmen.

Several interesting events took place last Friday at Davenport, Ia., the occasion being the third annual tournament of the Davenport Fair and Exposition. William Schmidt captured the mile county championship medal in 2:55.

Oscar Kobs won the novice race in 2:50 1-2; also the 3:30 class in 3:02. The half-mile, open, fell to F. H. Clifford of Muscatine in 1:24; also the quarter in 38 sec. C. C. Schmidt, 110 yards, was first in the three-mile handicap, and C. T. Roychaus won the boys' race.

There will be plenty of sport for Chicagoans Saturday. The Illinois and Lake View Cycling Clubs hold ten-mile handicaps; the Minnette Cycling Corps, Ravenswood Cycling Club and Madison Road Club five-mile handicaps, and Stackpole's tournament occurs at Park-side.

At the Trenton (N. J.) Driving Park, Sept. 5, three bicycle races were run in connection with the horse races. The results follow:

One-mile, handicap—H. I. Wunder, 15 yards, 1; J. A. Mead, 15 yards, 2; time, 2:31 1-2.

Half-mile, handicap—F. Danielberger, 60 yards, 1; W. S. Rich, Jr., 50 yards, 2; time, 1:00 1-2.

Two-mile, handicap—H. I. Wunder, 50 yards, 1; A. H. Rogers, scratch, 2; time, 5:20 1-2.

The programme for the Racine Wheelmen's races, to take place at the exposition grounds on Sept. 24, are being issued. There are seventy-two entries and the affair promises to be a success. There will be a one-mile novice for members of the Racine Wheelmen; one-mile, handicap; half-mile, handicap; quarter-mile, handicap; the fourteen-mile road race and a one-mile race for boys under sixteen years.

At a meeting of the Grand Rapids (Mich.) Bicycle Club it was decided not to hold a race meeting this year, but a committee consisting of Richmond, F. H. Escott and P. S. Hunt was appointed to arrange for a grand meeting next summer. F. M. Lee, P. S. Hunt and W. B. Folger were appointed a committee to arrange for a few races for local riders, and H. W. Stebbins, F. N. Hyman and P. S. Hunt were appointed a committee to arrange for the bicycle races at the West Michigan fair.

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CHARLES P. SISLEY.

The genial-looking face of Mr. Sisley, of *Cycling*, is presented. Mr. Sisley is the editor of England's youngest cycling journal, but, despite its age, the paper has, by energetic management, attained



probably the largest circulation of any of the English cycling papers. A writer of considerable merit is Mr. Sisley, somewhat given to a practice we cannot commend—that of tooting his own horn—but the maker, nevertheless, of an interesting journal.

The News from Milwaukee.

MILWAUKEE, Sept. 14.—It is not an unusual sight in Milwaukee to see wheelmen riding through our principal thoroughfares at a rate of speed that would seem to rival an express train, much to the discomfit of pedestrians and the inconvenience of all those using the streets. Milwaukee has been remarkably free from oppressive legislation as regards the privileges of wheelmen, and

the rattle-headed scorchers should be made to understand that they must stop their pernicious habit. It would be well when a wheelman sees one of these eyesores on the street to call him down, or the whole fraternity may have to pay tribute to his foolish ways.

A. Cressy Morrison, ex-president of the Milwaukee Wheelmen, is making a tour of the large eastern cities, and will be in Springfield, Mass., during the great diamond meet.

F. S. Hart, who is also doing the east, has this famous racing mecca on the list, and will show up in time for the sport.

Cyrus Williams and Elmer Gray of the Milwaukee Wheelmen, who are at present engaged in touring through France on their wheels, are more than delighted with their trip. The boys will be abroad for about two months, the entire trip covering four months.

P. H. Sercombe, accompanied by his wife, leaves to-day for a short vacation. They will visit Indianapolis, Dayton and other eastern cities, and endeavor to have a general good time. Few men in the bicycle business have worked harder or accomplished more during the present season than Mr. Sercombe.

The Sercombe-Bottle Manufacturing Company will make a special racing wheel for 1893, to weigh from twenty-four to twenty-six pounds. This machine is intended to be great in every particular and a world's record smasher. It will be made to order only.

JACK ROYAL.

"Laurel's" Peoria Chat.

PEORIA, Sept. 12.—The Peoria Bicycle Club has had some very successful runs this summer. Capt. O. C. Mandeville has always a nice run planned for Sunday. On September 18 the boys will leave the club house at 8 o'clock and ride

to Wyoming. After refreshing the inner man they will wend their way back to the club house, the total distance being thirty-five miles.

The second annual century of the Peoria Bicycle Club will be held October 9, leaving the club house at 4 a. m. The exact route has not yet been decided on, but it is safe to say that a good one will be selected. The first century run of the P. B. C. was on Oct. 11, 1891. There were thirty-one started, and twenty of them finished. Each club member who made this century was presented with a fine pen knife as a souvenir.

The Toulon Bicycle Club held a very successful tournament on the 9th. In the five-mile lap race Bert Myers was defeated by H. R. Steensen, of this city. This is the first time that Myers was ever beaten by a wheelman of Peoria. Bert won the quarter-mile and the mile open. The boys all got back Saturday morning, and speak very highly of the Toulon Bicycle Club.

H. G. Rouse had his arrangements about completed for an extended trip to England, but is holding off on account of the cholera scare. The going over part, Harry says, is all right, but when you start back and have to spend twenty days in quarantine it is not so nice.

LAUREL.

The La Crosse (Wis.) Bicycle Club has just been organized with officers as follows: President, Dr. D. S. McArthur; vice-president, E. D. Loomis; secretary and treasurer, F. D. Hopkins; captain, Allan McCord; first lieutenant, Bert Burroughs; second lieutenant, John Hoban.

At Greenville, Mich., Sept. 7, the one-mile heat race was won by A. E. Lovejoy, of Big Rapids, H. A. Cossitt second, C. Johnson third. The prizes were \$100 bicycle, \$75 gold watch, and \$50 ladies' gold watch.

General Notes.

Two Cleveland clergymen are doing the mountains on wheels.

The "banquet" table at Siegel, Cooper & Co.'s looks rather deserted at noon time just at present, and all on account of most of the racing men being out of town, while the few "stayers" who gather around its festive board chew (?) things over among themselves.

A great book is the new road book of the Illinois division, and a great demand for it has already been created. The touring season is at its height. An arrangement for joining the league: A member pays \$1, a non member \$2. Buy one and study the roads of the state.

The Easthampton Cycle Club elected these officers at its annual meeting last week: President, Charles J. Keene; vice-president, Philip Mayher; secretary, H. W. Rust; treasurer, A. A. Goodenough; trustees, C. J. Keene, H. L. Dibble, Charles Keutcher; captain, W. H. Ferry.

Now that the racing men have left town to take in the eastern and western circuits, all will anxiously await the first results, and their trip throughout will be watched by Chicago people with a great deal of interest. The REFEREE will be represented at all meets where they compete, and through its columns its readers will be furnished correct and detailed accounts.

Articles of incorporation have been filed in the office of the secretary of state of Iowa of the Des Moines Cycling Club, the incorporators being Alvah Green, John A. Garver, Fred C. Haywood, Fred M. Stapp, Fred C. McCartney, Jr., George R. Harbach, Charles Reinig, J. Crawford, Clinton Clark and W. C. Harbach. The club is organized as a social affair. The capital stock is \$1,500, divided into 150 shares of \$10 each.

TO HOLD TWO SHOWS.

ENGLISH MAKERS DECIDE TO HOLD
AN EXHIBITION OF THEIR OWN.

The Stanley Show to Be Held at the Agricultural Hall, While the Makers Are Trying to Secure Crystal Palace for February.

[From our own correspondent.]

COVENTRY, Eng., Sept. 3.—Just after closing my last week's letter I learned that at a meeting held on the previous day in Coventry the members of the Cycle Manufacturers' Protective Association had decided to hold a cycle trade's exhibition in London at the end of January on early in February, 1893. The place was not definitely decided upon, but I have it on the best authority that negotiations are in progress with the managers of several buildings, one of which is the Crystal Palace.

At the same meeting a resolution was carried confirming the resolution arrived at a few months ago not to exhibit at any show held during 1892. As may be imagined, the meeting was not altogether a unanimous one. Some of the makers are still as much opposed as ever to shows of any kind, but others, although anxious to adhere to their bond and not exhibit during 1892, are undoubtedly anxious to obtain some means of bringing their goods before the public, and regard a show early in 1893 as the best method of doing so. In the end the men of this way of thinking were found to be in a majority and it is now anticipated that the others will throw in their lot with them.

There is little doubt that many of the firms who have held aloof from shows during the two past seasons have had reason to regret it. Their business may not have decreased, but they have allowed younger and smaller firms to profit by their absence and obtain a footing among the public.

TO-DAY THE ANNOUNCEMENTS ARE OUT

Concerning the Stanley Show which, as I have already told you, is to be held in November. The Agricultural Hall at Islington, a fine, convenient building less than a couple of miles from the very heart of London, is the chosen place, and the show is to open on November 18 and close on the 26th.

Space for exhibits must be applied for before the end of September. The Stanley people are quite confident that the public will look upon their exhibition and regard it as the cycling show. The manufacturers on the other hand are confident that the agents will only visit their exhibition. I fancy that a good many people in the trade and out of it will go to both, and the maker or dealer who desires to catch the favoring gale will do the same. Last year it was urged that by holding the show in November time was allowed for makers to book their orders and work away quietly at completing them before the season opened, instead of having to rush them as they used to do when it was held in January or February. As a matter of fact, now that there are so many more makers,

THERE IS VERY LITTLE RUSH

At any time, and when the show takes place in November it allows time for a complete change of patterns before the riding season really opens. This is what happened this year, and many large stocks suffered greatly in value.

Last Saturday rain quite spoilt all racing and there was a very paltry attendance of the public at Paddington to view

the races held by the Catford C. C., who were running a so-called "international" match against a team from Holland. Owing to various causes the Catfords were only able to put a very indifferent team into the field, and the result was that the Hollanders won easily. Of course, the ordinary newspaper reporter accepted the event at the valuation which the Catford put on it, and people who know nothing of these things have since been waiting over the defeat of "England" by the Dutch.

On Monday was accomplished one of the finest performances done on the road this season. On that day H. Arnold and S. D. Biggie mounted a newly made Hadley tandem tricycle fitted with Michelin tires, and starting with a good breeze behind them, did fifty miles on the road in the marvellous time of 3 hrs. 19 min. F. T. Bidlake was timekeeper and the usual North Road course was followed, so there can be no doubt about the correctness of the performance.

On Wednesday Mr. E. Mushing, of the Centaur Cycle Company, Coventry, left

NOTES AND COMMENTS.

While talking to a horse driver the other day, the conversation drifted into cycling channels. Said he, "You wheelmen are getting to be a dreadful nuisance on the road; I must have met three or four hundred cyclists last Sunday." We said yes, we were out and in a whole day's riding we only met about a hundred carriages. Now, if there are more cycles than carriages, which has the best claim to the road? Who will in time be the nuisance, by taking up room enough for half a dozen cyclists? Echo answers, who?—Bicycling World.

Not a bad bit of reasoning for the superannuated organ, is it? I was out with a party in the country the other day and we met a man driving a very nice team. He had several ladies in his carry-all and seemed to be putting on considerable style. When we came in sight he motioned wildly for us to get out of the world, but beyond giving him his half of the road no attention was paid to him, as the pace had developed into considerable of a scorch and everybody was in a hurry. The gentleman in the wagon saved on his horses (which, by the way, were not nearly so scared as

that they are not tolerated by law-abiding people, or is it perhaps because they are just now going through the unpopular stage of cycling, where prejudice has got its foul grip upon them—that grip that even eastern riders have not entirely shaken off. From personal acquaintance with a large number of coast riders I should think that the latter was the case, for a more whole souled and gentlemanly set of men than San Francisco and Oakland riders (not to mention the splendid fellows in Sacramento and San Jose) I have never met, and I cannot believe that they have been so very, very rude as to ring a noisy bell or to scare the raw-boned nags of any of the editors above mentioned. I think I see traces in the clippings of a very, very small human emotion, one that ought always to be sat upon, merely *spite*.

It is noticed that the man who howls the loudest about bicycles on the sidewalks is the one who keeps the street in front of his premises in a muddy condition with his lawn hose. He is one of a large class of people who ignorantly believe that wheelmen have no rights which anybody is bound to respect. The sidewalk cyclist and the man with the hose are both nuisances which ought to be suppressed.—Findlay (O.) Republican.

Behold, a philosopher, an analyst, a man of brain. And on the daily press, too. The reporter who wrote the above squib ought to have a bigger salary than he is getting, because he is a student, an observer of human nature. I have often noticed that the boor who finds occasion to complain of service, cockery, napkins or drinkables at the public hotel table, is ninety-nine times out of the hundred the man who had poor service, poor grub and mighty little of them at home; likewise the man who is always in trouble with his neighbors is the man with whom no neighbor could possibly get along. The road hog who complains of bicyclists is the man who, if he were driving a dray, would run every other vehicle into the ditch. There seems to be an inherent hogishness in the human family, which combined with prejudice makes what is known as the "conservative man" a heap more unpleasant than the out and out crank. To be sure the crank sometimes goes too far and is nearly always a bore, but the other is always a bore and does not go far enough.

For ten long years I rode an ordinary bicycle, and for six years of that time I was on the machine almost constantly. I owe to it my health and what little worldly wealth I have, and when the safety came in I fought it tooth and nail; and now I fear that, like Samson, it was the jaw-bone of an ass that I used as a weapon, for without doubt the safety is the king of road vehicles. Nevertheless, although I was a good ordinary rider and had the reputation of being one of the road riders and hill climbers of my time, I have never been able to master the safety. That is to say I cannot handle it with any comfort to myself or companion riders. But I have imported a geared ordinary. It is a Crypto, geared to sixty inches, and once more I am in it. To say that the machine is satisfactory is not half expressing it. It is the G. O. O. improved. All the steadiness and comfort are there. It runs easy and is light and noiseless, and I for one feel as though I had met an old friend.

LA COTE MAL TAILE.

The Galveston, Tex., wheelmen have organized a club with the following officers: President, Dr. A. A. Dyer; vice-president, E. Dultz; secretary and treasurer, W. C. Skinner; captain, Morris Noble; executive committee, F. S. Thompson, A. Templeton and George H. Walker.



Liverpool for the States. He takes with him something very special in the form of a racing King of Scorchers safety. He intends to combine pleasure with business, and to be present at some of the fall races.

The Bloomfield (N. J.) cyclers have re-organized with the following officers: President, Howard B. Davis; vice-president, W. S. Phraner; treasurer, William B. Dodd; recording secretary, E. Walter Morris; corresponding secretary, Harry Lake; trustees, F. J. Hall, J. H. Tryon, Harry Thomas; road committee, C. T. Coggeshall, F. M. Cossitt, J. M. Unangst. The club has hired Spragg's Pavilion, on Greenwood avenue, as headquarters.

Here's a good one from the *Guardian*, of Patterson, N. J.: "A young man on a bicycle, coasting down Bogota hill toward the West Shore railroad, ran into the locomotive of an express train. The pneumatic tire caused his wheel to bound back, and the only damage was to the machine, which had one wheel shattered."

the driver) and between "Whoas" antiathematezed bicycles in general and ours in particular, and threatened dire vengeance by "having the law on us." We were out several hours and met possibly ten teams. There were twenty in our party and we met at least twenty other cyclists. Like the *Bicycling World*, I would ask who has the better right to the road?

THE BICYCLIST ON THE COAST.

From the Sacramento Bee.

The Chicago News Record is denouncing a policeman because he clubbed a bicyclist. In Sacramento the citizens would garland the officer with roses.

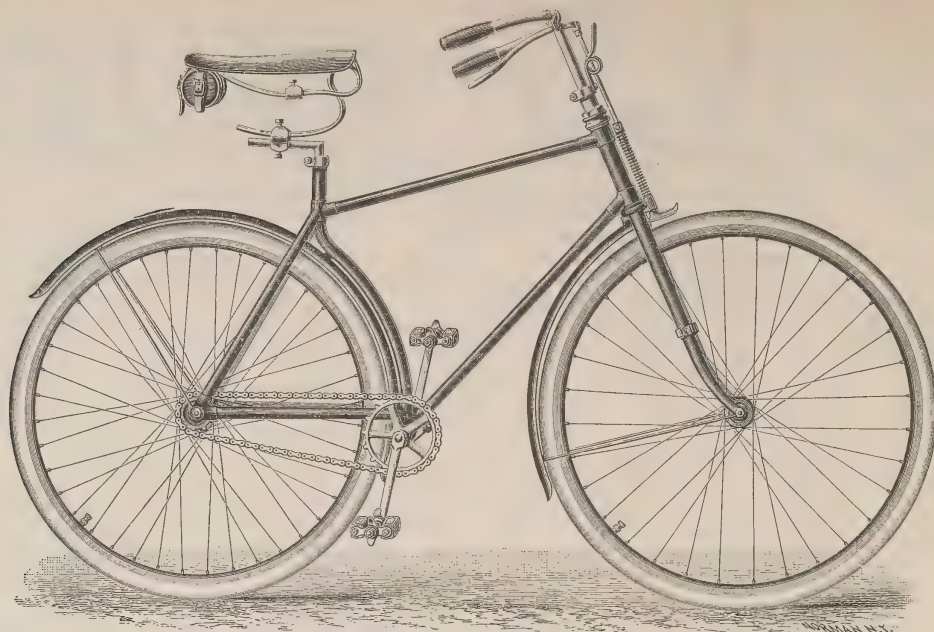
From the Oakland Times.

And in Oakland they would nominate him for sheriff.

From the Los Angeles Times.

And in Los Angeles they would not only nominate the cuss, but would get right in and elect him by a unanimous vote.

What is the matter with the Pacific coast bicycle riders? Can it be possible that California cyclists are so depraved



THE TOURIST.

The Highest Grade Bicycle in the World. Perfect in Material, Construction and Finish.

Made at Colt's West Armory, Hartford, Conn., under the same system and with the same attention to detail followed in the manufacture of Colt's fine fire arms. Gun steel forgings; all cones and bearing cups cut from the bar, not stamped.

WEIGHT: { Road Racer, 34 lbs., } PRICE, \$150
 { Roadster, 42 lbs., }

Fitted with BIDWELL (THOMAS) PNEUMATIC TIRES, guaranteed against puncture, bursting and leakage.

A GENUINE NOVELTY.

THE TOURIST BALL-BEARING LAMP

WITH EQUIPOISE BRACKET.

THE MOST PERFECT LAMP MADE

WILLIAM BOWN, BIRMINGHAM, ENGLAND, Manufacturer.

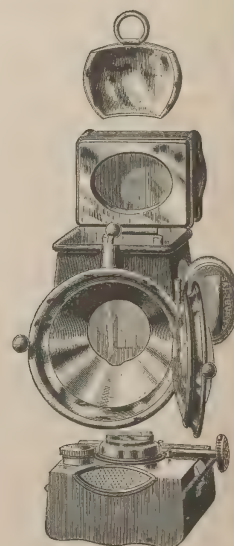
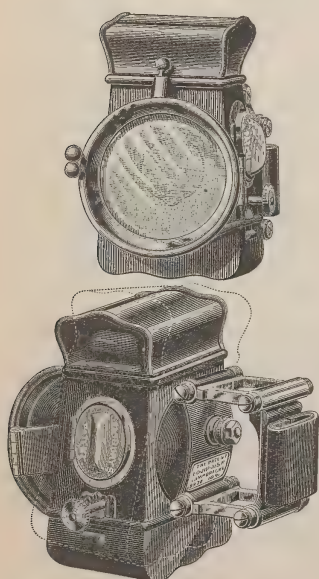
A Few of its Strong Points

- Ball-Bearing Bracket.
- Ball-Bearing Equipoise Attachment, preventing the spilling of oil.
- Double Convex Lens.
- Salsbury Non-Breakable Side Lights.
- Detachable Top, Bottom and Reflector.

SELLS AT SIGHT.

If your Dealer does not keep them, write to us.

Sole United States Agents,



GEO. R. BIDWELL CYCLE CO.,

BICYCLE FACTORY, Colt's West Armory, Hartford, Conn.

306-308-310 West 59th Street, NEW YORK

Western Agents, TAYLOR CYCLE CO., 270-272 Wabash Avenue, CHICAGO.

Fast tires do NOT make fast riders FASTER ? ? ?

LET US SEE.

Quarter Mile,	- - - - -	27 seconds.
Half Mile,	- - - - -	1m. 1 4-5s.
Mile in Competition, 2m. 19s.		

ALL WORLD'S RECORDS.

Made by A. A. ZIMMERMAN.

EH?

And look at the races won at Hartford on this Tire.

FIRST DAY.

One Mile Open,	- - - - -	1st, 2d and 3d
Two Mile Open,	- - - - -	1st and 2d
One Mile 2:25 Class,	- - - - -	1st and 2d

SECOND DAY.

Half Mile Handicap,	- - - - -	1m. 2s.
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A. A. ZIMMERMAN.

One Mile Invitation, for Cracks,	- - - - -	
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A. A. ZIMMERMAN.

Two Miles World's Record, at Springfield, Sept. 7,	- - - - -	4m. 37 2-5s.
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A. A. ZIMMERMAN.

One Mile (Beating Nancy Hanks' Trotting Record),	- - - - -	2m. 6 4-5s.
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A. A. ZIMMERMAN.

This settles the question of the superiority of the

BIDWELL (THOMAS) PNEUMATIC TIRE.

Some of the riders using this tire: ZIMMERMAN, BERLO, TAXIS, BANKER, WHEELER, HESS.

GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 West 59th Street,

NEW YORK.

Tire Factory, 49-51 West 66th Street, New York.

NEW ENGLAND TRADE.

PREPARATIONS GOING ON FOR THE
WORLD'S FAIR YEAR.

Hartford Cycle Company's New Building—Pope's Rubber and Tube Factory Eagle Works Cleaning Up—Sundry Men Busy.

The Hartford Cycle Company's new building is a "hummer," four stories high and 360x45 feet. The building is of brick and was called the Board of Trade building before the Hartford Cycle Company occupied it. At present they use the basement and second floor only. A large clearance already graded alongside, it is said, is to be used for the construction of a factory for Sterling Elliott's Hickory bicycles.

May Have An Athletic Ground.

The new rubber factory and tube works of the Pope Manufacturing Company are nearing completion. The tube works and cottages now being built are in a beautiful location, surrounded by trees and near the railroad. It is rumored that Colonel Pope thinks of building a first class athletic ground with a record-breaking track at the same place, having plenty of ground for the purpose.

The Eagle Flying High.

The Eagle Bicycle Company, of Torrington, shut down last week in order to overhaul boilers and machinery, and will be in running order this week again. Business has been very satisfactory and the Eagle safety stood the work well. Walsh, treasurer, and L. B. Gaylor, superintendent, state that next season's Eagle will weigh about thirty pounds, and they have already a model of same on exhibition, which has been thoroughly tested over all kinds of roads. This company shipped all they could turn out the past season. Among a lot at present at the railroad depot is a fifty-inch ordinary Eagle with pneumatic tires.

To Make the Windle Cycle.

H. B. Arnold, the well-known racing man made a few wheels in New Britain the past summer, and will possibly increase his output next season. Arnold is pretty well off financially, and owns the building he is in and the property adjoining. His grandfather may also put money into the cycle trade with him, and the wheel will be called the Windle, in honor of the famous rider of that name, who is a bosom companion of Arnold's.

Big Firms Making Tools and Parts.

The Hartford Screw Works people state that they supply more parts and screws to manufacturers than any similar concern in America.

Pratt & Whitney, the Hartford tool makers, are making a specialty of tools for cycle manufacturers.

Billings & Spencer, Hartford, of wrench fame, are dipping heavily into the drop forgings and parts trade.

Will Not Make Bicycles.

The New Britain (Conn.) Hardware Company state that the report that they are going to manufacture bicycles is unfounded. They will continue to make parts for the present.

Offers Facilities to Makers.

Wilcox & Howe, of Birmingham, Conn., are engaged in the manufacture of steel forgings for bicycles, and also do a general steel business. Mr. Howe can

offer a manufacturer good inducements to occupy a part of his large works. Plenty of power and room can be had, and also parts for cycle making. R. L. Flynn, a member of the Crescent Cycle Club, of Birmingham, is one of the Wilcox & Howe office force, and is a crack amateur photographer, who with C. E. Horner, of the same club, took some good pictures of the recent meet there.

Sundry Articles and Items.

Pomeroy Brothers, of New Haven, who have advertised so long in the REFEREE, think their oiler can not be beaten, and extensive orders have kept them very busy since last March. They are now coming in for next year. Pomeroy Brothers are also making a number of bicycle parts, such as brass nipples, nuts, washers, screws, etc.

The New Haven Metal Turning Company, who recently placed an oiler on the market, has made a deal with Whittier & Godding of Providence, whereby that lusty young firm became the owners. Frank E. Morgan, secretary of the Metal Turning Company, is interested in other patents appertaining to bicycles.

Reichert, the metal and club pin manufacturer, of 16 Crown street, New Haven, is doing a nice business with his

The Providence Trade.

Belcher & Loomis, hardware dealers, who carry a large line of cycles and sundries, have had a most successful season and are still selling wheels, having disposed of ten last week. They have made a good deal with the New York Belting & Packing Company for tires, and are wholesaling them. They also carry a large line of saddles, bells, etc. Manager of Cycling Department C. E. Monroe stated that several good orders came from the west, which he traced to the REFEREE advertisement. Mr. Monroe takes the road January 1, and will visit all the important New England cities.

RANKIN & BRUCE

are fairly busy and have now one of the most complete repair shops in the country, power being supplied by an electric motor. Some six men are at work converting wheels and repairing, and have several sulkies on hand which they are converting for the horsemen. Mr. Rankin said that the past season has not been a flattering one, and he was not afraid to mention it, but believes another year will make up for the depression. Mr. Monroe (a brother of C. E.) travels for Rankin & Bruce, and is the inventor of the lubricant "anti-squeak."



The Quinton Company's New Roadster.

specialties, and is supplying some wholesalers with badges, pins, etc.

A. M. Stillman, of Hartford, is having a great run on his upright oil can holder, which can be fastened to any part of the frame of a wheel, and the little article is quite ornamental and very useful. A Cushman & Dennison oiler goes with the holder, which is opened by a spring which pushes out the oiler when released.

The Torrington Swedging Company is making a large proportion of the spokes used in this country.

The Barnes Tool Company, New Haven, is turning out a neat and strong bicycle wrench, vest pocket size. The wrench is of the best steel, extremely tough, and warranted free from weakness and imperfections.

The Corbin Cabinet Lock Company, of New Britain, will place an aluminium lock on the market, of neat design and extreme lightness. The firm is one of the largest lock makers in America, and occupies two large buildings.

East Hampton, Conn., is the center and headquarters of bell making in America, no less than five manufacturers being in the little town of 2,000 people. Four out of the five make bicycle bells, but have not pushed them very much as yet.

H. J. Curtis, the Hartford dealer, will improve his home trainer somewhat for next winter's trade, and expects a good sale of the winter conditioner.

WHITTEN & GODDING

are both "at home," and it is pleasing to note that this firm can show on its books the heaviest business of any season it has ever had, being phenomenal. The sale of parts, sundries and the general line of wheels has been "record." The firm has secured the sole agency of the Saladee saddle. Mr. Godding fitted one to a wheel for the writer to try, and it is simply all they claim for it. A neater and simpler saddle is seldom seen. It will soon be illustrated and described in the REFEREE. The oiler referred to in New Haven notes is also a recent acquisition of this firm. Mr. Godding started on a western trip Saturday.

CAMPBELL & COMPANY

are a pretty well known and enterprising firm. Seeing a large crowd looking at their window, the writer expected to find a man explaining the workings of a machine that had a hundred multiplying gears, and which would go a mile in a minute—providing it was on an express train. The cause of the crowd, however, was a couple of bulletins announcing that Zimmerman and Windle had broken records, and a pneumatic sulky in the window, which seemed to fascinate the crowd. Campbell & Company are building the Phantom to order—a strong, extremely light wheel. Their repair shop is a splendid one. Thomas Lahey, the superintendent of same, increases in popularity rapidly, and is the designer of

the Phantom, which does him credit.

TILLINGHAST TIRE COMPANY.

George C. Vose (Councilman George C. Vose) of Tillinghast tire fame, invited your correspondent into his office and talked tire from Alpha to Omega, and talked it well, for the councilman knows his business—both how to award the city contracts, drive his pneumatic sulky behind his 3:40 roadster, and dealing in jewelry. The local paper printed pictures of the councilman, his horse and pneumatic sulky recently. The city father was photographed in City Hall Square in full view of his constituents. I won't attempt to tell all he told me or I might be suspected of owning some stock in the Tillinghast Company, and of inflating the stock a little. Boiled down, the tire talk was this: The Tillinghast will be greater than ever next year. Samples of two or three distinct tires will be ready next week. The new works of the company are up and nearly all the machinery placed in position. In the center of the tread the company will not use the same sort of material as last year, but eight thicknesses of muslin, rubber coated all through. Tests have satisfied them that it is knife and nail proof. The Tillinghast people say that they have not had a bursted tire since last April, and don't expect to have one in the future. A new valve will be one of the features of the next season's tire. Two Boston riders recently rode to Chicago and return on Lovell Diamond wheels and Tillinghast pneumatics without a mishap.

Safety Stolen.

Stolen on Aug. 26, from Van Buren street and Western avenue, Chicago, a combination Clipper, No. 2,114, Morgan & Wright pneumatic tires. Return to Ganse Cycle Company and receive a reward.

THE BOY-CYCLE.

(F. T. Merrill in Portland, Ore., Review.)

An' for 'ave yer bin to? An' phat is it, Terrence? A boy-cycle is it! An' phat is it for? To roide on ashtraddle! Go lang wid yer Terrence, Yer'd break ivery bone in yer back on thar floor.

Now don't ye be thryin' yer thricks wid yer mother;

An' phy wan't ye home to yer supper before?

An' me wid thar baby, an' only yer brother

To draw 'all thur wather an' wait on thur shote.

An' fare did yer buy it? Be truthful now, Terrence.

Phat! from thar Merrill in thar Boy-Cycle Hall?

An' only twenty dollars yer paid 'em, Terrence?

Sure it's chapar he's selling thin things in thur fa!

An' phat is that thing hanging there in thur middle?

A lantern! faix, hang it up over thur door!

'Twill loight up thur notice as foine as a fiddle;

'Here's Mrs. O'Flaherty's Grocery Shote.

Yer han's are that filthy, an' black beyont men-shun;

An' how did it come as your breeches waz tore?

The boy-cycle did it, thur devil's invention;

I'll not have yer roidin' thur thing any more.

Get down from thur, Terrence! Come back you young villin!

Och, mother av Moses! An' ain't there no law,

To punish a poor widdy's son, as ain't willin'

To shopt wid thur mother, an' wait on thur shote?

ON TO WASHINGTON.

LOW RATES VIA THE VETERANS' ROUTE.

Round trip tickets to Washington, via the Baltimore & Ohio Railroad, the "Veterans' Route" to the G. A. R. Encampment, will be on sale at all principal ticket offices in America from September 13th to 30th inclusive, at extremely low rates. The signature of the purchaser of tickets will not be required, nor will they have to be stamped at Washington. They will be good for return journey until October 10th, and will be good to stop off at all stations between Cumberland and Washington—a region familiar to every veteran, because of the warfare along the Potomac. They will also be valid to Baltimore, where the meeting of the Naval Veterans' Association will be held from September 15th to 19th.

THE GREAT NORTH ROAD.

It is the Chief Racing Ground of All England.

LONDON, Sept. 3.—American cyclists who continually read that such and such a race has been run or this or that record has been broken on the Great North Road, will have little idea of what is meant by the phrase. Strictly speaking, the road runs from London to York, but the part of it which is generally used for races and record-breaking is only a small portion, some fifty miles long, and a considerable piece of the course frequently adopted lies in a great measure on branches of the road as well as on the road itself.

The starting place for most of the big events is just outside Hitchin, a picturesque market town in Hertfordshire, with wide, well-paved streets, a venerable old church and a large, open market-place which on Saturdays assumes an air of great stir and bustle. Hitchin, situated thirty-four miles from London,

length the market-town of Biggleswade is reached. The chief industry of the place is carriage building, but to cyclists it is known as

THE HEADQUARTERS OF DAN ALBONE, the proprietor of the Ivel Hotel and founder of the Ivel Cycle Company, L^{td}. The hotel occupies a convenient position at the far end of the town, and is close to the little river from which it takes its name. Originally it was a small inn, but a few years ago, when the cycling fever broke out, its convenient situation in the midst of good roads, and the personal popularity of Albone, its host, who was then a frequent competitor at race meetings and a great favorite wherever he went, caused it to be so well patronized that the accommodation it provided was not nearly sufficient, so the old place was pulled down and the present edifice built on its site.

Since then it has been the temporary stopping place of many. After every long distance race it is simply crowded,

Monday during the summer or at the time of any big road race cyclists may be seen continually passing in or out. At the rear is a large shed where machines are stored, and a few men regularly keep machines there and come down from London each week end to make that their starting place for their journeys a-wheel. It is not everybody who is allowed the privilege of the club, for a club it is although

THE SUBSCRIPTION IS NOT LONG.

To be a member one must also be a shareholder, and in the allotment of shares members of the North Road C. C. have preference. In addition to these are a few of the best riders of the quieter sort, and the remaining members consist of men who take an interest in the sport and whose company is desired.

A few hundred yards away runs the river Ouse, where boating and bathing are freely indulged in. The morning swim is quite one of the events of the day, and some of the men, S. F. Edge,

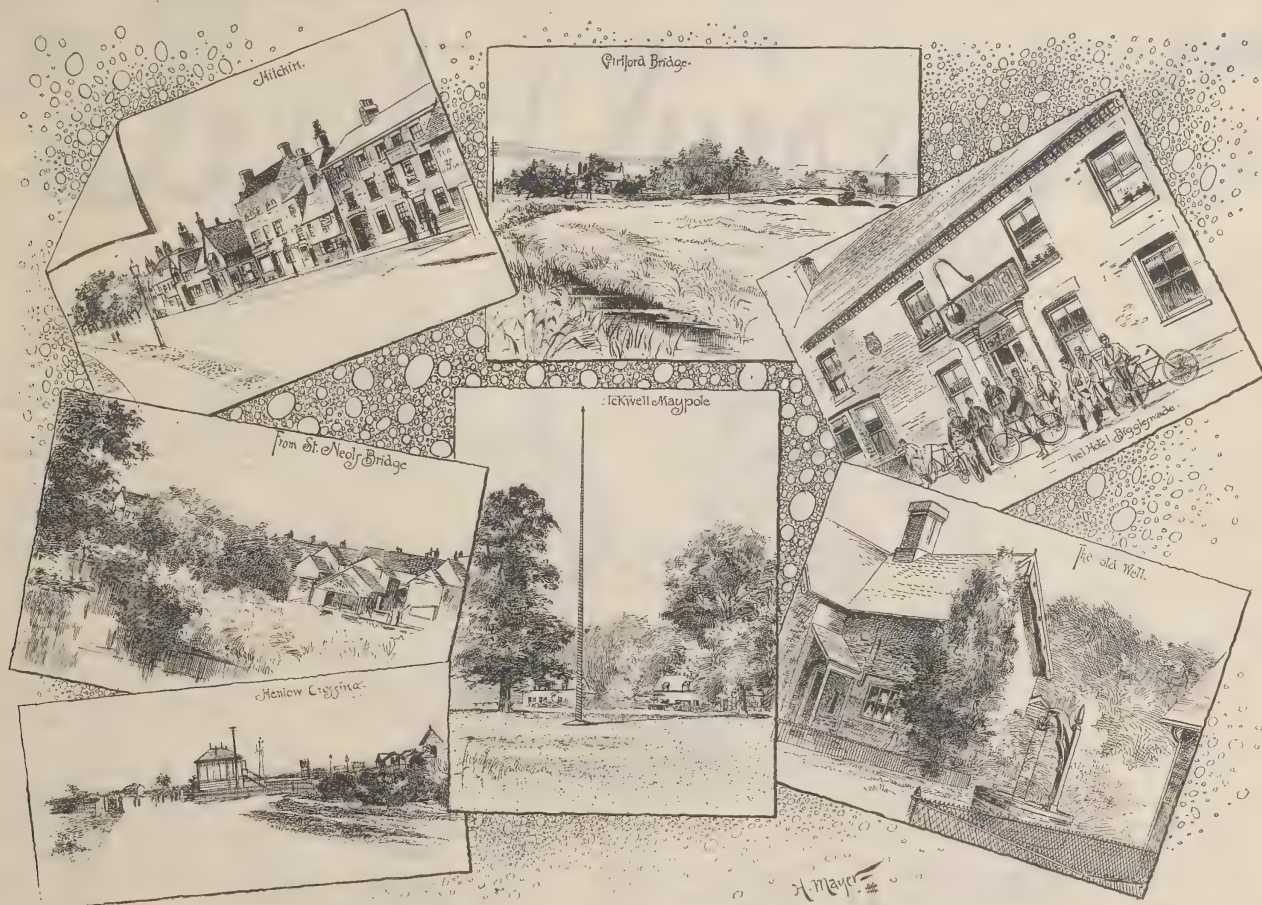
an-hour gait in a most unconcerned way. The surface of the road, which has up to here been of crushed flint, now becomes mixed with gravel.

A few miles on Cambridgeshire is entered. Sawtry is passed, and then, after negotiating a series of well-wooded and easy slopes, the rider comes to Stilton, famous for its cheeses and as a stopping-place in the old coaching days. The large, rambling old inns with wide spaces in front of them and immense stables at their sides, still remain as relics of past glories.

Scarcely is the town left behind than a stiff rise is encountered. At the top stands

THE NORMAN CROSS INN,

In front of which a road forks off to the right towards Peterboro. The record-breaker as a rule keeps on along the Great North Road for another five miles until he reaches a cross road, where for many years stood a hut locally known as Kate's Cabin—a name of which the ori-



is not on the North Road, but on a loop which leaves the main artery at Welwyn, nine miles south, and rejoins it about the same distance north. The first few miles out of Hitchin consists of a series of easy gradients up and down, and it is not until Henlow Crossing is reached that the famous flats begin which

GIVE THE ROAD ITS NAME

for speed. At Henlow is a railway station, and close beside it the road and the rails cross one another at right angles, and it is just at this point, which lies in Bedfordshire, that the start for the big twenty-four hours' race held by the North Road Club takes place.

For a few miles the scenery is not very interesting. Huge market gardens, whose product consists of vegetables wherewith to supply the great city of London, stretch away on either side, and it is a positive relief to the eye when the little rise to a bridge which here spans a small stream is at last sighted. Then the road, still level, leads through a succession of small villages or hamlets, until at

and during the past few seasons M. A. Holbein, H. H. Spencer, T. A. Edge and others have made it their training quarters and stayed there for weeks at a time preparing

FOR THEIR ONSLAUGHTS ON RECORDS.

At the side of the hotel is the entrance to the Ivel works, which continue yearly to increase and take up more space. Leaving these hospitable quarters, the rider has another series of flats to cross. A slight variation comes when Girtford Bridge is reached and the river Ouse is crossed on its way to Bedford, which is some fifteen miles away on the left. Then over more flats the road, now the Great North Road proper, leads to Eaton Socon.

Here, opposite to the White House Inn, is situated the Cyclists' Country Club. It is a neat little cottage containing some half-dozen or more quietly furnished rooms, and on ordinary days there is nothing to denote that it differs from any other of the many buildings of the same size. But from Saturday to

for instance, are as good in the water as out of it.

A little further down the river is St. Neots, a most delightful little town, to which the men frequently go for fruit, tobacco and other necessities, and still further on is the county town of Huntingdon, where the river is both broader and deeper.

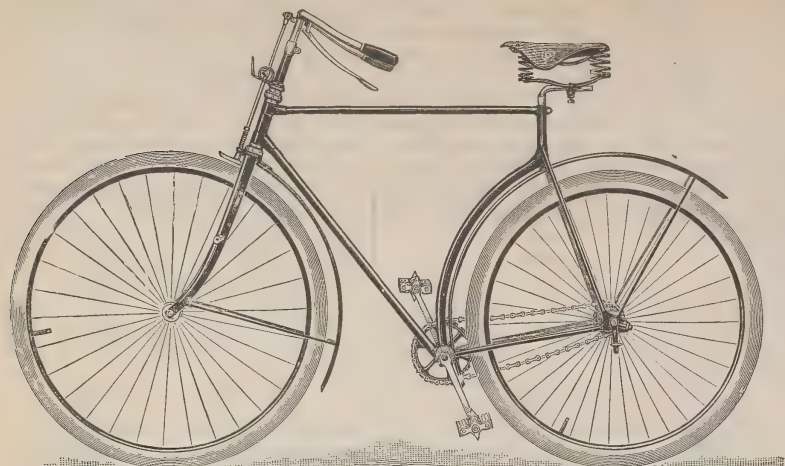
The road from Eaton Socon leads, after a series of slight slopes, along through Buckden, where stands the George and Dragon Inn, until this year the headquarters of the road racing men. Almost opposite to it is a delightful old palace, once the property of the bishops of Lincoln. Past this the road goes along a series of short flats to Alconbury Hill—one of the few hills of any importance on the whole route. A rather short, sharp rise is followed by a few hundred yards of level, and then comes

A LONG, GRADUAL DESCENT,

nearly a mile in length, down which fast times are always made, and men bang along at a more than twenty-miles-

per hour is indistinct. Here, unless he is going on to York, or for a straight-away run before the wind, he leaves the main road and makes over a lumpy but fairly level road for Peterboro, whose cathedral spire stands in bold relief against the sky. If he be going for the fifty-mile record he finds his finishing point just under a railroad bridge before entering the town; if he be going for the hundred-mile he goes a little further to a lamp-post and makes that his turning point. Or, if the wind be behind him, or if he be going on a twelve or twenty-four hours' grind he makes his way through Peterboro, and after perhaps a short stay for food and a change of pacemakers the Saracen's Head, where Mine Host Dell is ever ready to give him a welcome and a word of encouragement, he speeds on across the fen country through Lincolnshire to Bourne, or through Cambridgeshire to Wisbeach. But these are miles away from the Great North Road and must be written of on another occasion.

E. H. GODBOLD.



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

—AND—

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,

COVENTRY, ENG.

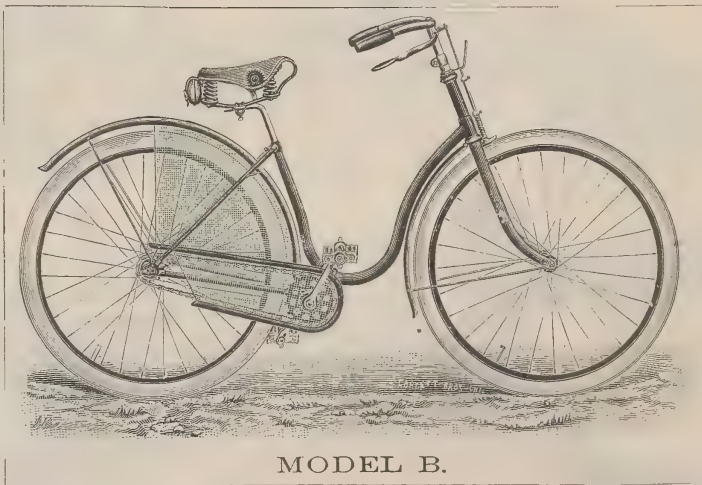
Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.

NOTHING FINER MADE THAN THE

"Imperial Wheels"

OUR LADIES' WHEEL
IS A PERFECT
LITTLE BEAUTY
THOROUGHLY
CONSTRUCTED.
WEIGHT, - - 41 LBS.



MODEL B.

OUR MEDIUM GRADE
WHEELS, MODELS C.
AND D. ARE NOT SUR-
PASSED BY ANY IN
MATERIAL and WORK-
MANSHIP. CUSHION
and PNEUMATIC TIRES

Our line consists of wheels for all, from \$40.00 upwards. Send for Catalogue containing details of construction.

AMES & FROST COMPANY,

Sieg & Clementi Company, Chicago, sell hundreds of them.

302 WABASH AVENUE, CHICAGO.



YOUR KNEES AND LEGS



YOU HAVE WITHOUT DOUBT



SYLPH CYCLES
RUN EASY....

MA answer for springs when riding a rigid frame safety, but don't it make them *awful tired* and lame after a long ride on the road, specially if it be a rough road?

NOTICED how wheelmen straighten their legs out and raise themselves in their saddle when riding curbs and other rough places. They do this to avoid the shock, caused by the obstruction.

SO their riders say—and wheelmen don't have to use their knees and legs for springs, either, to save themselves from the bumps and jolts, for the frame of the SYLPH is provided with springs in the right place, which relieves the rider of all the shocks and makes cycling more of a pleasure and comfort than ever before anticipated.

POSITIVELY NO LOSS OF POWER, AND RIGID IN EVERY DIRECTION EXCEPT UP AND DOWN.

Catalogue FREE. Agents Wanted in unoccupied territory.

ROUSE-DUYEA CYCLE CO., 89 G. Street, PEORIA, ILL.



WARWICK CYCLE COMPANY CHANGES

Mr. Chamberlain Gives Way to a New President—Capital Stock Increased.

Another large transaction that means much for Springfield's future was consummated yesterday, when Charles D. Rood assumed the management of the enlarged Warwick Manufacturing Company. At the same time the capital

In 1877 Mr. Rood became one of the organizers of the Hampden Watch Company, of which he became director, treasurer and general manager. In 1884 Mr. Rood became president of the concern, without relinquishing his other offices. When the concern was transferred to Canton, O., Mr. Rood severed his connection with the company.—*Springfield Union.*

Recollections of Hartford.

Rain fell after the first day's racing and improved the track.

It was in splendid condition for fast work, and a strong wind favored the riders down the finishing straight. The wind retarded the riders at the half, and on the top corner a little, but its benefit was very observable coming home, so Zimmerman informed the REFEREE representative, who wished him to try the half with paces, believing that there is little doubt he could have come pretty close to the even minute if paced properly. Zimmerman expressed the opinion that he could have done it, but he was evidently satisfied with 1:01 4-5 for the half, which many think will stand for a time as world's record. His quarter in twenty seconds was done in his preliminary heat, being, of course, the last and a flying one.

George C. Smith, the little New Yorker, upset the quarter figures of thirty-three seconds by Arnold on the same track, and his beating Tyler was a surprise. He rode a game race, and thirty-one and a half seconds from standing start was a surprise to all.

There was a snap about the second day's sport which was lacking the first day, and barring a lot of people standing on the track at the finish the management was capital.

Zimmerman sends another piano and bicycle to his warehouse, and will place a few more diamonds in the treasure box. A feature of the afternoon was the waltzing of Abbot, Bassett and the chairman of the racing board, who cavorted in the middle of the track to the band's strains of "Ta-ra-ra-da-boom-da-aye."

MEN WE ALL KNOW.

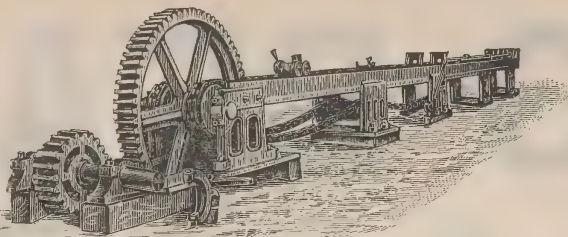
No. 5.—C. W. Fourdrinier.



Editor of *Bicycling World*, official organ of the League of American Wheelmen.

Cycle Races Draw the Crowds.

We notice that bicycle races at the county fairs throughout the state, attract more attention and create more enthusiasm than the horse races do. Wherever tried they have proved the successful feature of the fair, and draw large crowds. They would be a drawing card at our fair.—*Charleston (Ill.) Plaindealer.*



Machinery of most Modern practice for

SEAMLESS COLD-DRAWN STEEL TUBE-MAKING,

Seamless and Brazen Brass And Copper Tube-Making

SUGAR CANE MILLS--TRIPLE EFFECTS.

Vacuum Pans, Centrifugals, Engines, Boilers, Etc.

GALVANIZING PLANT, CORRUGATING MACHINERY.

Wire Drawing and Rolling Mills.

SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

LOW

BIRMINGHAM, ENG.

ELECTRIC * * TOURNAMENT

—OF THE WESTERN CIRCUIT—

GIVEN BY

Louisville * Cycle * Club.

\$2,657 Actual Prizes.

A Vose Piano, Suburban Lot, Pneumatic Wheels, Diamonds, Furniture, Clothing Bric-a-Brac.

WE RACE **Electric Light**

at NIGHT by **Electric Light**

On The Auditorium Track.

THURSDAY and FRIDAY, Sept. 29 and 30.

A Special Car to Bring Racing Men and Visitors From Peoria.

W. W. WATTS, - Chairman Race Committee,

Send your Entries at once.

548 West Jefferson, LOUISVILLE, KY.

Will You

Be There?

Jacksonville, October 3 and 4.

For Illustrated Pamphlet, Entry Blanks, Etc., Address

ARTHUR D. BLACK, Lockwood Cycling Club.

THE MOST NEWSY CYCLING JOURNAL IN EUROPE.

For really pleasing cycle reading, bright, chatty and light, commend me to the *Irish Cyclist*. Although it necessarily devotes much of its space to Hibernian affairs, it always contains matter of general interest, while its little stories and anecdotes are well seasoned with Attic salt. Mr. McCreedy would certainly satisfy Carlyle's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—*The People, London.*

The ablest edited and most newsy cycle journal in Europe.—*Sporting Times, New York.*

One of the smartest and liveliest of cycling papers.—*National Press.*

Mr. McCreedy's admirable cycling journal has pushed its way by sheer merit and enterprise into the very front rank of sporting papers.—*Freeman's Journal.*

The best paper in its peculiar line published.—*Irish Society.*

Its literary fare is still as bright and interesting as ever.—*Cycling.*

Although some of our English cycle journals are reckoned pretty smart, they cannot beat it.—*Hull Daily News.*

Matter which from beginning to end is thoroughly interesting, not only to Irish riders but also to English wheelmen.—*Liverpool Athletic and Dramatic News.*

The most interesting of wheel papers.—*Cricket and Football Field.*

A credit to the country.—*Belfast Morning News.* An admirable miscellany of everything interesting to cyclists.—*Weekly Irish Times.*

Specimen Copy, post free, from MCCRÉDY & KYLE, 49 Middle Abbey St., Dublin.
SUBSCRIPTIONS, POST FREE, SIX MONTHS, 5s 6d; ONE YEAR, 10s.

stock of the company was increased from \$150,000 to \$200,000, the new issue being all taken at once. Mr. Rood was elected a director of the company, also its president and treasurer, and entered upon his duties immediately. No other changes were made, Joel H. Hendrick continuing as vice-president and general superintendent. The directors stand as heretofore—Edward S. Brewer, George A. Russel, Nathan D. Hill, A. B. Wallace, Joel H. Hendrick and Herbert Myrick, with Mr. Rood in place of Mr. Chamberlain.

The change will be a surprise to the public, but was not unexpected by either the old or the new management. George D. Chamberlain, the retiring president and secretary, has for some time felt the need of relief from the engrossing cares and responsibilities of the Warwick company's rapidly growing business.

Much credit is due Mr. Chamberlain for his work in bringing the company to its present prosperous condition. He has labored early and late for the success of the concern, and has fully earned the rest which he will soon enjoy. Mr. Chamberlain will remain with the company for several weeks and perhaps for several months, as his knowledge of the business will be of great value to the new management.

Mr. Rood, who assumes the management of the company, is one of the best known business men in the city. As president and treasurer for many years of the Hampden Watch Company he made a wide reputation as a skillful manager, and he is generally recognized as a man of exceptional business ability.

With increased capital and under the new management the business of the Warwick company will be largely increased. The company's new plant is equipped for the employment of 1,000 men and an annual production of 10,000 wheels, and it will soon be run to its full capacity.

Mr. Rood, who was born in Ludlow, has had a long and successful career. He was for a time assistant paymaster and clerk at the Indian Orchard Mills, after which he went into the employment of Warren & Spradone, New York jewelers. After a year's experience in their store he went on the road, and afterward became a partner in the firm, which did a business of about \$1,000,000 a year.



GEORGE D. CHAMBERLAIN.

3-BEAUTIES-3

The James Safety.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle-Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
FULL ROADSTER, Weight 35 Pounds,	- - - - -	\$150 00
TRACK RACER, Weight 25 Pounds,	- - - - -	\$155 00
TRACK RACER, Weight 23 Pounds,	- - - - -	\$160 00

We Guarantee These Weights.



"B. & A." SPECIFICATIONS.

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order. Finest Weldless steel tube and steel forgings, adjustable seat pillar and handle bar, 6 1-2 in. adjustable cranks. Adjustable balls to both wheels, crank axle, ball head and pedals.

Same Model and Specifications:

TRACK RACER, Weight 26 Pounds,	- - - - -	\$150 00
ROAD RACER, Weight 30 Pounds,	- - - - -	\$140 00
FULL ROADSTER, Weight 34 Pounds,	- - - - -	\$140 00

These prices are with Pneumatic Tires.

These celebrated machines are made by THE NEW BUCKINGHAM & ADAMS CYCLE COMPANY, Coventry Works, Birmingham, Eng. H. P. Cook, Managing Director, having had great practical experience, is turning out the B. & A. in great shape.

During Easter week (in England) the B. & A. captured the most prizes.

Beat the 100 Miles Record.

Mr. Peter Holliday, of the Ramblers' Club, Blackburn, Eng., beat the 100 miles record from Blackburn to Kendal, by the extraordinary time of 48 minutes, on the B. & A. Road Racer, weighing 30 lbs. This is another convincing proof of the superiority of the B. & A. machine.

B. & A. Champion Racer.



South Road Safety.



FRENCH & SONS, Balham, England.

AGENTS WANTED.

"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. We guarantee that there is not a single casting throughout. 28 inch wheels, tangent spokes, Warwick hollow rim, round cranks, adjustable handle bar and seat pillar, ball bearing throughout, lamp bracket, geared to 64 or to suit purchaser.

TRACK RACER, Weight 23 Pounds,	- - - - -	\$155 00
ROAD RACER, Weight 29 Pounds,	- - - - -	\$140 00
ROADSTER, Weight 33 Pounds,	- - - - -	\$140 00

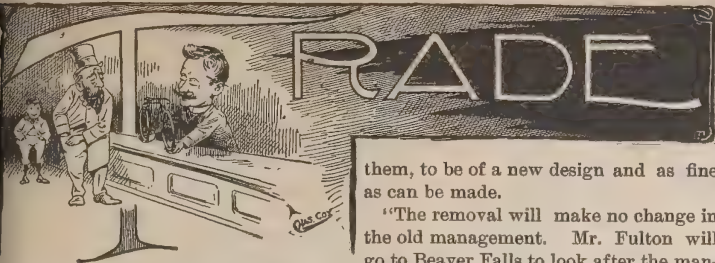
Any kind of Pneumatic Tires. We Guarantee Weights.



The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.



Eclipse Bicycle Company's Removal.

As has been briefly noted in these columns previously the Eclipse Bicycle Company has removed to Beaver Falls, Pa. For months a flattering offer has been before the managers, but until a short time since the offer was not accepted. The following details have been sent us:

"The work and progress of this concern in building bicycles has been almost phenomenal from the start. For years the managers had been engaged in the manufacture of various machines which required very close work and the best of skilled labor. When they concluded to give up their entire plant at Indianapolis to the making of bicycles, the experience of years in working of steel and building fine machinery was a great help in their new line. The first bicycle put on the market by the Eclipse people was made largely of steel rods, secured by aluminum bronze clamps and bolts, and was entirely different in construction from anything ever made. It was predicted by many that the cycle would be a failure and bring disaster to the makers. The contrary was the result. The 'old reliable Eclipse' was a seller almost from the start, and to this day these machines are in use in all parts of the country, and are doing good service.

"During the season just closing, the Eclipse people were compelled to work an all-night force in order to get out the large number of machines sold, and not only that, but were obliged to work a number of men in a building away from their factory, as they lacked room. They had about decided to put up a large factory in Indianapolis, but a number of prominent business men of Beaver Falls offered to the Eclipse managers large factory buildings in the latter city, which were formerly occupied by the Cutlery company of that place, and which are among the finest in the country, as can be seen by the cut published in this issue. This is said to be an exact picture of the plant, and is in no way exaggerated in size or style. In fact, a number of smaller buildings belonging to the plant, such as the blacksmith shop, stables, storage house, etc., are not shown.

"The buildings are fitted throughout with piping for steam heat, natural gas, artificial gas, and the Neracher sprinkler system. With the buildings are a number of steam and drop hammers, large and small power presses, shafting, lathes, drill presses, etc., and the machinery of the entire plant driven by water wheels. There are three of these wheels, the smallest having a capacity of 150 horse power. The size of the buildings is as follows: Front of main building 110 feet, length of wings 200 feet each, and all having a width of 43 feet. In addition to these main buildings are the two-story buildings, which have a depth of 310 feet, and width of 35 feet, giving in all a floor surface of nearly 100,000 feet, giving them the fifth largest bicycle plant in the United States. Already the machinery at Indianapolis is being moved to Beaver Falls, and by the middle of October the Eclipse people expect to be at work on their wheels for 1893, which are said by those who have seen

them, to be of a new design and as fine as can be made.

"The removal will make no change in the old management. Mr. Fulton will go to Beaver Falls to look after the manufacture of the wheels, and be on the road seeking trade as of yore, while Mr. Whittier will remain at Indianapolis, and have charge of the office work and finances of the company, as heretofore."

Buffalo Trade Notes.

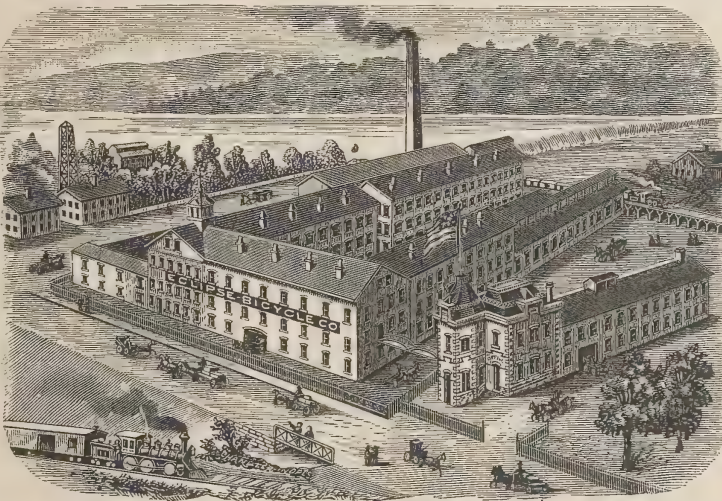
L. C. Pixley, of R. L. Coleman & Company, was here one day last week.

The Vincent Wheel Company is working on a new saddle which will shortly be ready for sale.

Ned. Oliver, representing the Garford Company, of Elyria, O., has been with us for a few days.

The trade here feels that next year about ninety-five per cent of all the old riders will be mounted upon pneumatic tired wheels.

H. C. Martin & Company have had a fine trade right along and are, at present, satisfied to take it easy for a little



while. Their well-known salesman, Clark Radcliff, is fast becoming a devotee to the little black cap, which he wears continually, as he is afraid of showing his bald head.

Doesn't Stop at Tires.

Many carriage makers believe that the pneumatic tire is only one of the improvements, first applied to bicycles, which will eventually be used in the construction of carriages.

"I hardly think that we will ever arrive at the use of the pneumatic tire in carriage work," said one. "The best that has been arrived at so far in that line would hardly have the durability that would be desired to use on a buggy. You see the weight that would be carried would be so great, and the roads are so indifferent, that they would hardly last the day through, and they would be forever collapsing, so I think it is safe to predict that unless there are some radical changes, or some way of placing armor over the rubber, the pneumatic tire will never come into use in our line of business.

"In regard to the ball bearings, that is entirely another matter. A wheel could be made with them that would almost entirely do away with that unpleasant rattling, and, by placing a cushion of rubber beneath the steel tire, the vehicle could be made practically noiseless. It

is a wonder to me that no large factory has thought of making a ball bearing wheel for high class buggies. The principle has been in use for many years, notably on the roller skate, and there is no reason why they would not prove a success. A wheel of that kind would do away with the everlasting greasing, and hot boxes and heated axles would be a thing of the past.

"Of course, the new wheel would be very expensive, and could only be put upon the very high class makes; but I am of the opinion that there would be trade enough in them to make it pay. People who invariably purchase a cheap grade of vehicles would be tempted to put more money into them if they were obliged to do so to get such a great improvement. There is little doubt that some time in the future the present style of patent wheel will be relegated to the very cheapest class of buggies."

Tired of the Prize System.

BUFFALO, Sept. 11.—Many of the dealers are sending up a great prayer for deliverance from the begging fiend whose club is going to have a road, relay or track race, or who appears in the interest of some meet which will greatly benefit the dealer, etc., etc., and calls to ask the dealer what he is going to do for him, coolly remarking that he is willing to take anything from a cycle lock up to

4-2,090, fork for velocipedes; Cyrus Kehr, Lake side, Ill.; filed Jan. 11, 1892; serial No. 417,749.

482,100, unicycle; John Rawley, Chicago, Ill., filed Aug. 30, 1891; serial No. 404,333.

482,182, pneumatic tire; Charles M. Langren, Bayonne, N. J.; filed Sept. 16, 1891; serial No. 405,831.

482,271, attachment for velocipedes; George Openshaw and Charles A. Carr, Bury, England; filed Oct. 10, 1891; serial No. 408,398.

A Useless Patent.

Charles Openshaw and Charles A. Carr of Bury, Eng., have just been granted a patent for a queer but useless, we fear, device. It is a suspender-like affair, passing over a man's shoulders and attached to the frame of the wheel by a hook. According to the specifications "the object of the invention is to afford a means whereby the rider of a bicycle shall be able to exert a greater amount of power on the treadles of a machine than heretofore, and thereby obtain a considerable increase of speed." We pity the man who tries it. In the first place, the idea is not new. It was suggested several years ago.

Peoria Trade Affairs.

The retail trade in Peoria last week was what might be called good for this time of the year. A number of high grade machines were sold without any trouble, and there is quite a large run on second-hand wheels. A great many people can not afford to buy a new wheel, so they content themselves with a second-hand one. The retail cycle houses are making extensive preparations for a heavy sale during fair week, which begins on the 26th.

Mr. Eibach, representing the Rockford Tool and Sundry Manufacturing Company, of Rockford, Ill., was in Peoria last week on business. This concern manufactures the well-known Sylph pedals for the Rouse-Duryea Cycle Company. It will continue to manufacture the Sylph pedal, as the contract for them was made during Mr. Eibach's visit here.

Charles E. Duryea, of Sylph cycle fame, and vice-president of the Rouse-Duryea Cycle Company, is spending a short vacation in Peoria. Mr. Duryea will only be here until the latter part of this week, at which time he will take his departure for his home in the east.

Harry Houghton, a member of the Peoria Bicycle Club and for a number of years a resident of this city, has entered the employ of Kingman & Company's branch house at Des Moines, Iowa. Houghton was an active wheelman, and the fact of his taking up his residence in Des Moines will be regretted by the riders of this city.

Mr. Simons, who looks after Kingman & Company's bicycle department, is in the east in the interest of that concern. Kingman & Company will handle the Centaur cycles in the eastern states next season. They will also handle the Clipper, on which they have had a fair sale this year. With their branch houses at Kansas City, Omaha and Des Moines they will certainly put out a large number of bicycles.

LAUREL.

Leeming Seeks an Engagement.

Having sold my interest in the firm of Stokes & Leeming, I am at present open for an engagement. Have a thorough knowledge of taking charge of an assembly room, repair shop or branch depot. Was manager for D. Rudge & Company's largest depot in England for three years. The net receipts of my business amounted to one hundred and twelve thousand dollars for the year 1884, beside securing an order from Stoddard, Lovering & Company of Boston for one thousand machines, which kept the Rudge works running full time all winter, the only time this has been done

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFERENCE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

481,197, pneumatic tire; Charles H. Roth, Cincinnati, Ohio; filed Nov. 12, 1891; serial No. 411,869.

481,236, bicycle lock; Edwin W. Macauley, Rochester, N. Y.; filed Dec. 5, 1891.

481,323, pneumatic tire; Adolphus F. Wyman, New Bedford, Mass.; filed June 3, 1892; serial No. 435,578.

481,340, rim and tire for wheels; Charles E. W. Woodward, Chicopee, Mass., assignor to the Overman Wheel Company, same place; filed Feb. 16, 1891; serial No. 381,701.

481,390, bicycle lock; Frederick Egge, Bridgeport, Conn., assignor of two-thirds to Charles E. Smith and Oliver C. Smith, same place; filed June 18, 1892; serial No. 437,184.

481,435, tire for cycles; Thomas H. Stone and Harrington Corser, Birmingham, England; filed Feb. 2, 1892; serial No. 420,119. Patented in France Jan. 15, 1892; in Germany January 15, 1892, and in Belgium Jan. 18, 1892.

481,460, bicycle wheel; Frederick Ashley, Brooklyn, N. Y.; filed Oct. 38, 1891; serial No. 410,347.

481,476, bicycle; William S. Cranmer, Sonoma, Cal.; filed Feb. 12, 1892; serial No. 421,304.

481,530, bicycle; Alexander Winton, Cleveland, Ohio; filed Nov. 27, 1891; serial No. 413,215.

481,538, bicycle saddle; Arthur L. Garford, Elyria, Ohio; filed Jan. 2, 1891; serial No. 376,461.

482,967, bicycle, Frank Sweetland, Angola, N. Y.; filed Feb. 10, 1892; serial No. 420,994.

A Fair Field, No Favor,

And May the Best Man Win !

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequte durability and speed.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
J. B. Woolas	Pullman Road Race	Greyhound	15 miles	53 40	
Bert Harding	De Soto course	Imperial	45 miles	3 hrs. 29 min.	Breaking Record 29 min.
L. D. Munger	Springfield, Ill	Imperial	1-2 mile competit'n	1 05 1-5	World's Record at the time.
L. D. Munger	do	Imperial	1 do do	2 22	" " now.
George K. Barrett	do	Humber	1-4 do do	33	" " equalled.
George K. Barrett	do	Humber	5 do do	13 19	" "
W. C. Rands	Poorman Race	Monarch	18 do	51 03	Time Prize.
F. E. Spooner	Twenty-four hour ride	March-Davis	375 do	24 hrs.	American Record.
L. D. Munger	Team race in New York	{ Imperial	2 do		Beating Manhattans and Kings County.
G. K. Barrett		{ Humber			
J. W. Thorne		{ Humber			
C. D. Cutting	Elgin Races	March-Davis	Won every race.		
Roy Keator	Chicago to Waukegan	Reform	Broke Record		
Roy Keator	Springfield, Ill	Reform	Mile Handicap.	2 24, from 70 yds.	Rode RACING TIRES.
L. D. Munger	Springfield, Ill		2 miles	5 31 4-5	
G. K. Barrett					
J. W. Thorne					
John Johnson.	Winona, Minn	Freeport Elliptic	1, 2 and 5 miles	2 36½; 5 22; 14 37½	All State Records.
Bert Harding	Forest P'k R'd Race, St. Louis	Imperial		1 hr. 40 seconds	Broke Record 4 min. 8 sec.
J. W. Cox	{ Missouri Division League }	Holbein, Swift	1-2 mile cham.		{ Out of 11 events at Mo.
Bert Harding	{ meet at Springfield, Mo, }	Imperial	1 do do		{ div. meet, Springfi'd July
C. R. Kindervatter	{ July 4th. }	Imperial	2 do do		{ 4, 9 won on M & W. Tires
Fred Nessel	{ Waukesha to Milwaukee, }	Speedy	16½ miles	48 min. 11 sec.	M. & W. Racing Tirest
Emil Ulbrecht		March-Davis		49 do 22 do	do do do
John Johnson		Elliptic		49 do 22 do	M. & W. Road Tires
G. A. Thorne	Road Race	Humber		49 do 51 do	M. & W. Racing Tires
F. E. Spooner	Elgin-Aurora Course	March-Davis	100 miles		
Emil Ulbrecht	do do do	March-Davis	100 do		{ M. & W. Racing Tires ‡
A. D. T. Simmons	do do do	James Racer	100 do		
J. B. Woolas	Minnette Club Race	Greyhound, '92	10 do	30 35	Heavy Roads, 1st p. & t'e.
J. Reitzner	Waukesha Road Race	James, 23 lb racer	16 1-2 miles	2d Place	Racing Tires.
T. W. Smith	Elgin-Aurora	James Racer	100 miles		do do
R. Dale	do do	B. & A. Racer	100 do		do do
C. D. Cutting	do do	March-Davis	100 do	{ 7 hr.	do do
				{ 6:24 Riding Time	
E. C. Carruth	Crookston, Minn.	{ "No name."	1 do	3 hrs.	Rough, soft track, wind blowing a gale; won 3 races
		{ Svensgaard			
*Austin Banks	{ Capital Club Run,	Reform			This trip attempted several times before but never accomplished, as wheels always broke down. Not a wheel or tire broke on this trip.
Elmer Anderson					
C. F. Hart					
Jos. Mino					
Ed. Smith	Denver to	Road	150 miles	22 hours	
O. E. Boles	Colorado Springs	Racers			
Walter Banks					
W. C. Rands	Detroit Road Race	{ Monarch and }	25 miles	1 hr. 15 m. 50 4-5 s.	
Emil Elbriecht	Elgin-Aurora Course	{ King of Scorchers			
Fred Nessel	Chicago-Milwaukee	James	100 miles		
		Sunol	100 miles	6:55	Racing Tires
			{ 2 m. h'd fr'm s'ch		
			{ 3 m " " " "		
			{ 5 m open		
W. C. Rands	Alma, Mich.	Monarch	2 mile handicap	5:29 1-2	
H. S. Hull	South Bend, Ind.	Smalley Model D.			
A. B. Edmonds	Des Moines, Ia.	"Pacemaker"	{ 1-4, 1-2, 1, and }		{ All Iowa State
			{ 5 miles. }		{ Championships
					{ Racing Tires
John S. Johnson	Sioux City, Ia.	Elliptic	{ 2 m. h'd 'p scrat' }	{ 5:06	Won all open events.
			{ 1 mile open }	{ 2:27 2 5	

+Best time by 5 min. 9 sec. ever made over this course.
‡It is a hard test to drive Racing Tires over such a course. Spooner says, road worst he ever saw it.
*First fifty-two miles has elevation of 2,000 feet. Rained for two days previous to trip. Twenty miles through cold rain and hail storm.

MORGAN & WRIGHT,
MANUFACTURERS OF RUBBER GOODS,
331-339 West Lake Street,
CHICAGO.

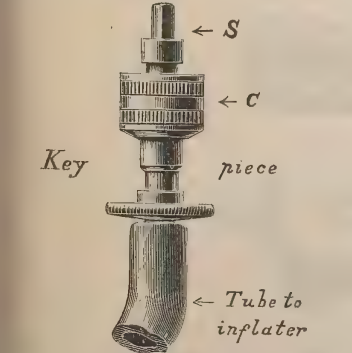
in the history of bicycle making in England. I have been in this country four years and am well acquainted with the trade from New York to San Francisco. I have been the most successful bicycle trainer in the world for the past ten years, although I have given very little time to training. Brought out such men as Sellers, Gatehouse, Furuival, Lee and Synner, and had W. C. Thorne, Bode, Van Sicklen and Tuttle in charge last year, when they did their best performances. Address H. Leeming, 506 Wabash avenue, Chicago, Ill. (adv)

The Worth Sociable.
The Chicago Bicycle Company will commence at once to make the Worth Sociable, shown in the accompanying



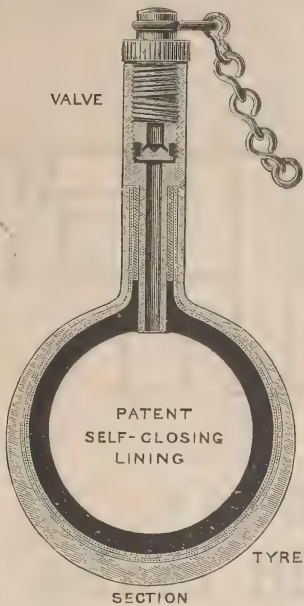
sketch. It is the invention of Mr. Worth, who expects to make a trial trip this week. It will be so arranged that electric power may be applied, and the cost will be about \$300.

The Silvertown Tire.
This tire is somewhat new in the United States, but in England it has become deservedly popular. A pair was shown a REFEREE representative recently, and a neater tire has never been seen. The rubber is white and extremely soft and fine, while the tire must have been made from a perfect mould, being absolutely round, and no signs of the seam or joint can be found. Where it is cemented to the rim a small strip of woollen is vulcanized to the tire, which aids in its gripping the cement and prevents creeping. Nails, pins, knives, etc. had been thrust into the tire numberless times, still no air was lost, as it is perfectly self-healing. One tire of this make has had 155 punctures, yet it is as capable of holding air as if new. The valve seems



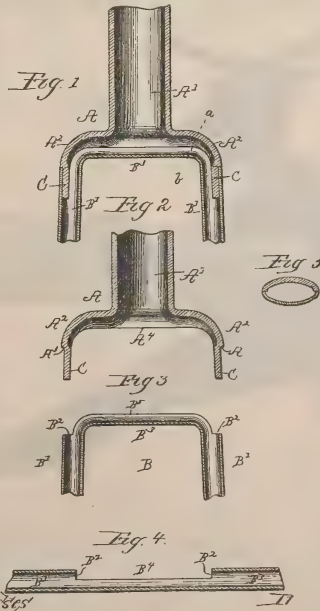
to be a splendid one, too, and works easily. The tire has had some very thorough tests. Tacks were strewn on the ground and ridden over until eighty of the little pieces of metal were driven well into the rubber, but no air was lost. Then thirty-four more were put in, and again thirty, and after a country run the tires were as hard as ever. This is certainly a remarkable record and one apt

to have a good effect on the purchasing public. The tire is even lighter than many of the pneumatics now on the market. Besides the Closure, the makers, the India Rubber, Gutta Percha and Telegraph Works Company, England,



manufacture a single tube tire on the Boothroyd principle, which is very easy of repair, and a racing tire weighing but three and one-half pounds to the pair for 13-4x28 inches. As yet there is no exclusive agency in this country, but a number of tires have been used with great success.

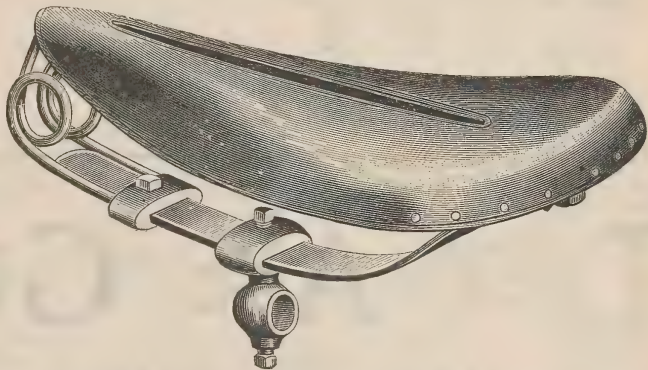
A New Front Fork Scheme.
Cyrus Kehr, of Lakeside, Ill., has been granted a patent on what appears to be a good idea in forks and crowns, illustrations of the drawings of which are shown herewith. There can be no doubt that the fork crown would be much stronger than the ordinary one. A is the crown. This is shown detached in figure 2 and combined with the legs and reinforcements in figure 1. A 1 is the neck. The outer face of each of the shoulders, A 2, of the crown extends to the substantially vertical portion of the legs, at which point there is on said crown a substantially horizontal downward-directed face, A 3. The lower face of the crown is concave and terminates at each side in a downward-directed edge, A 4. The faces, A 3, and the edges, A 4,



are to meet, respectively, the faces, B 2, of the legs, B 1, and the upward-directed edges, B 5, of the reinforcing member, to be hereinafter described. B is an integral arch composed of the tubular legs, B 1, and the reinforcing member, B 3. This arch is formed by taking a piece of metal tube and cutting out the upper half thereof at B 4, through a linear distance equal to the length

of the edge, A 4, between points opposite the faces, A 3, of the crown A. (See Fig. 4.) Thus the tube will continue to be a tube, excepting along B 4, where it is a half tube, the concave or open portion being directed upward. At each end of the cutting, B 4, is a face, B 2, formed by the wall not cut away. The pipe is not bent downward at each side of the cutting, B 4, until the uncut portions of the pipe are nearly perpendicular and the arch is formed, as shown in figure 3, the bending being done on the half of the pipe next to the faces, B 2. The arch now consists of the legs, B 1 B 1, and a reinforcing member, B 3, integral with and connecting said legs, said reinforcing member being concave above and having the upward-directed edges, B 5, and the faces, B 2, of the legs, B 1, being now directed upward and extending from the exterior of each leg to the middle thereof. The specific dimensions and shape of the several parts of the arch are such as to cause the faces, B 2, to fit accurately upon the faces, A 3, while the edges, B 5, fit accurately upon the edges A 4, when the crown and said arches are brought together, as indicated in figure 1. After these edges are thus made to meet they are permanently brazed. The result is a light, graceful, and strong fork and one which is elastic at every point, so that strains resulting from jarring are not concentrated at particular point. A reinforced-tongue, C, may extend from each shoulder of the crown downward into and along the outer wall of the leg, B 1, and such tongue may be brazed to said wall.

The Scorcher Saddle For '93.
The above is shown in the cut herewith. It is the product of the Bretz & Curtis Manufacturing Company, of Philadelphia. The Scorcher pattern weighs just one pound seven ounces. The weight is reduced by cutting off the flat spring, giving it a slight upward bend, thus producing a neat, compact and except-



ionally strong saddle. The size of the seat is the same as the Regular pattern, but other parts are reduced in size and weight to give us the extra lightness. The leather is made of the same quality high grade stock as before. White oak finish. The only change noticeable is its shape, which has been formed to fit the rider most accurately. Attachments such as post clamps and bolts are designed somewhat differently than before, but of the same quality. Springs both coil and flat are made of the highest grade Bessemer steel and carefully tempered in oil. A drop steel forged improved pattern cantile is used, which adds much to the strength and decreases the weight considerably. Nickel-plating is done on copper and is strictly first-class.

Sercombe & Bolte's Sulkey.
The Sercombe & Bolte Manufacturing Company are making a push for the pneumatic sulky business, and from appearances are meeting with great success. P. H. Sercombe, with his usual foresight, anticipated what was coming, and was ready for the demand when it came. The cut on another page shows their sulky with the S. & B. pneumatic tired wheels, and a good picture of the celebrated jockey and sporting critic, James Garrison, and his famous trotter, Bell B. No less than a dozen of these speedy flyers will be used this week at the state fair. JACK ROYAL.

Trade Jottings.
R. D. Garden has returned from the east.
A. A. Taylor, of the Taylor Cycle Company, is in the east.
The Spooner-Peterson Company has moved from 335 Wabash avenue.
A. J. Marratt, manager Coventry Machinists' Company, visited Boston last week.
The T. D. Ganse Cycle Company will, in a few days, have samples of the '93 Reform.
The Coventry Machinists' Company has had to cable for another shipment of Holbeins.
The Quadrant Cycle Company, Chicago, will have greatly enlarged quarters next season.
Morgan & Wright's out-put of tires this season was close to 17,500 pairs, beside cushions.
In our English trade letter last week, the size of the Crypto's front wheel was given as thirty inches instead of thirty-six.
Prince Wells was in Chicago last week to hurry up shipments of safeties. Whitaker also called along cycle row on business.
The regular roadster Garford saddle, ('93 pattern) weighs but a pound and three-quarters, while their Scorcher is under a pound.
The firm of Stokes & Leeming, repairers, Dearborn street, has been dissolved.

Mr. Stokes will continue the business and assumes all obligations.
An addition is to be made to the Morgan & Wright pneumatic tire factory. The output next season will be much larger even than that of this year.
Mr. W. C. Brewer, recently of Chicago, has taken the managership of the Toledo Bicycle Company. The company is to be congratulated upon securing the services of a gentleman so full of energy and determination.
Thomas Sanders, of Birmingham, England, representing a half-dozen English firms, is at the Wellington Hotel, Chicago. This is his fourth trip over this season. He represents William Bown among the number.
A very handy bicycle lock now being introduced consists of two parts that clamp tightly one on each fork. A steel bar in one comes up through the wheel, and being pushed into the opposite fork fixture, locks with a spring.
The Heartley Machine Works, of Toledo, have moved to larger quarters, and their address will be 903 and 905 Water street. Mr. Heartley reports numerous orders from bicycle manufacturers, and expects to have a busy season.
The Raleigh is in a fair way to hold all the principal records before the year closes. Zimmerman has already placed the quarter, half, three-quarters and two miles to his credit. There will be a

Do you know of anything
Better than the

SWIFT

We don't. If we did we
Would make it

Send for

SWIFT

Catalog.

Coventry Machinists' Co., Ltd.,

Chicago,
Boston,
San Francisco.

THEY ARE GOING VERY FAST

ALL OVER THE WORLD.



The Sun Never Ceases
To Shine Upon Them.



These reliable WELDLESS and BRAZED STEEL FORKS are renowned throughout the trade. We also manufacture
MUDGUARDS. STEEL CUPS, Footrests, SAFETY FRAMES and PARTS.

YOU USE THESE GOODS.

Send for our List at Once.

Butler's Cycle Fittings Company, Ltd., Birmingham, Eng.

The BROOKES

STANDARD GUARANTEED BICYCLE OF THE WORLD.

Highest Grade Only. Constructed on Scientific Lines. Distinguished for Perfect Finish. Great Durability, and Freedom From Repairs. Manufactured by J. & H. Brookes, Birmingham, England.

You Have Heard of the BROOKES Saddle,

Sole Agent for the United States and Canada,

GEO. A. DRYSDALE,

176 and 178 Portland St., Boston, Mass.

 LIVE AGENTS WANTED EVERYWHERE.

real struggle of men and machines before the season ends, however, and one can't tell what may happen. George Banker and Harry Wheeler are now on Raleighs, fitted with Bidwell tires.

Cog wheel bearings, of course said to be easier running than balls, no friction whatever, never in need of oil and all that sort of thing, have been put to a test on street-car wheels and will now be placed on a prominent firm's bicycle for trial.

H. J. Hall, Jr., of Rudge and Metropolitan Hardware fame, and later with the Ormonde Cycle Company, has followed in the steps of that company's late secretary and joined the Raleigh Cycle Company as its traveling representative.

Edwin Oliver will travel in the interest of the Garford Manufacturing Company for the next sixty days only. About Nov. 1 Ned proposes going in for himself. A. L. Garford and H. S. Follansbee will soon be on the road in the interest of the Garford saddle also.

"PERFECT" POCKET OILER.—1/2 Size.



Best and neatest oil can in the world. Throws only a small quantity of oil at a stroke; handsomely nickel-plated. For sale everywhere. Price, 50c. each.

"Perfect" Pocket Oiler Holder.

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.



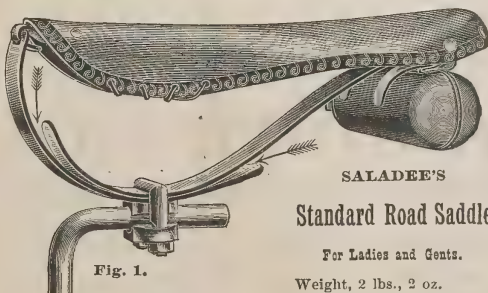
"Perfect" Pneumatic Pump Holder.—Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON.
172 9th Ave., - New York.

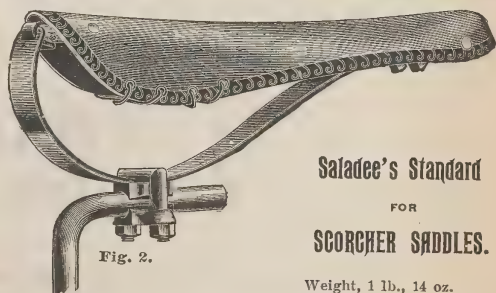


SALADEE'S PATENTED INTERNATIONAL STANDARDS

For the UNITED STATES, CANADA, ENGLAND, FRANCE,
GERMANY, BELGIUM, AUSTRIA and SWITZERLAND.



SALADEE'S
Standard Road Saddle
For Ladies and Gents.
Weight, 2 lbs., 2 oz.



Saladee's Standard
FOR
SCORCHING SADDLES.
Weight, 1 lb., 14 oz.

The arrow points in FIG. 1 indicate the open spaces between the plates of the spring in front and rear of the clasp, and which are closed as the weight is applied to the seat, reinforcing the spring as it is depressed, and thereby affording an AUTOMATIC ADJUSTMENT, to a light or heavy rider. Never before attained in cycle saddlery.

Correspondence Solicited for
next season's trade.

The Whitten-Godding Cycle Co.
PROVIDENCE, R. I.

Sole Manufacturers for the U. S.

The simplicity, style, and comfort embodied in FIG. 2, as a "Scorching" Saddle, has never yet been equalled.

In this spring, the weight of the rider is so balanced, in relation to the L-Rod, that the absolute rigidity of the old "Hard Shell" is avoided, and hence a degree of comfort is retained that all expert cycle-riders riding a "Scorching" will duly appreciate.

Send for our Illustrated and Descriptive Circular, and PRICE LIST.

The trotting record of Nancy Hanks was made by the great mare when hitched to a bicycle sulky fitted with Elliott's hickory wheels and Columbia tires and ball bearings.

The new factory of the Garford Manufacturing company is rapidly assuming proportions. In dimensions it is 40 by 100 feet, four stories and basement, and will be the largest in the world devoted to saddles. The company will list about twenty distinct varieties of saddles in

1893. They intend, however, to do the business, and if a manufacturer has anything especial they will be most happy to figure on it.

The Aurora & Chicago Interurban Railway Company, composed of Chicago and Aurora capitalists, has been granted a right of way by the Aurora council. This company proposes to build an electric road of the Boynton bicycle pattern from Aurora to Riverside to connect with the elevated road now

under construction from Chicago to that point.

There is \$30,000,000 worth of bicycles in use in the United States.

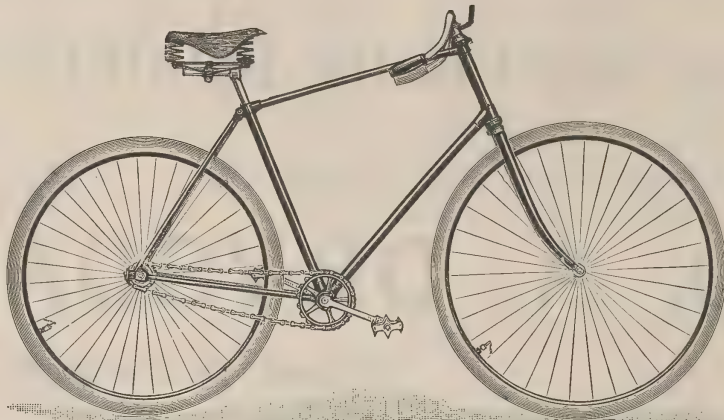
The South Bend (Ind.) C. C. has leased a home in the Defrees block, and it will be furnished handsomely.

POSITION WANTED.

A N experienced and practical salesman wants a position with some reliable house to travel or as inside salesman. Good references given. Address T. F. Rockwell, REFEREE Office, Chicago.

...THE NEW HOWE HAS COME TO STAY.

Elias Howe in his
Day made the best
Sewing Machines,
And to-day the
New Howe Company
Make the best
Cycle.



Wait and see.
The "New Howe"
Will be in America
In time for the
"Opening Run."
For terms and
Agencies apply to

STEPHEN GOLDER, P. O. Box 2225. NEW YORK.

BRANCHES—London, 48 Farringdon Street.
Paris, 1 Rue du Printemps.

Bristol, 22 Victoria Street.
Manchester, 19 Victoria Street.

CHAS. D. STONE.

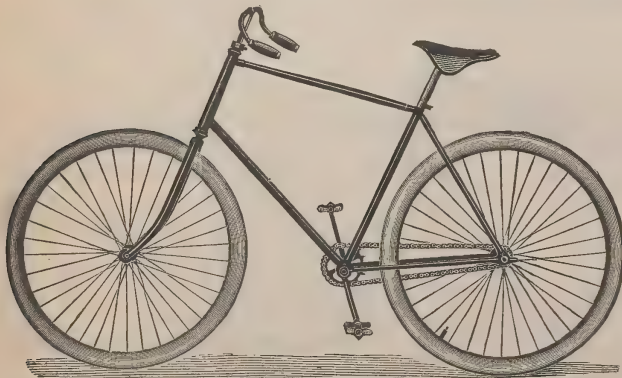
OSCAR F. KOSCHE.

CHAS. D. STONE & CO.,
CUSTOMS AND FORWARDING AGENTS,
113 Adams Street, CHICAGO, ILL.

The Largest Forwarders of Bicycles and Cycle Materials in the United States. Correspondence Solicited.

Liverpool Agents, CUNNINGHAM, SHAW & CO., 21 23 Water Street.

"It runs the easiest of any machine I ever rode." That is what every one says who rides our wheel.



THE SMALLEY MODEL, D.

Weight 34 lbs., wheel base 48 inches, front wheel 30 inches,
rear wheel 28 inches, Morgan & Wright pneumatic tires, full
ball bearings, rat trap pedals, cork handles. Enameled red or
black as ordered.

The workmanship and materials used are the very best.

Geared to 64 unless otherwise ordered.

A rider can push our wheel geared to 64 as easily as he could
most wheels geared to 58.

Mr. Otto F. Merpall is in charge of our wholesale and retail
store, 271 Wabash Ave., Chicago, Ill. General office and factory,
Plymouth, Ind.

Correspondence solicited. Please mention this paper.

THE MARBLE CYCLE M'FG. CO., - - - PLYMOUTH IND.

THE Referee.

AND
CYCLE-TRADE JOURNAL.

A Weekly Record and Review of the Cycle Trade.

Vol. 9. No. 21

CHICAGO AND NEW YORK, SEPT. 23, 1892.

\$2 Per Year.

"There isn't a road in Christendom untried by woman."

"THE JOY OF FAIR WOMEN"

Nowadays everybody cycles—the wheel is a family affair—women vie with husbands, brothers, lovers, upon the macadamized* road of health—in May, 2413 lessons were given in the Columbus Riding School, at Boston—in warmer June, 1539—in later July, 1518 lessons were recorded—of the 5470, over 4000 were to women—These are women's days—in the bright cycling millennium, fair women, strong as men, will lead men in cycling as in about everything else—The Ladies' Columbia is built for women—it is simply a Columbia with all Columbia's excellence—all about it in the Columbia catalogue—free for the asking.

POPE MANUFACTURING CO.,

BOSTON. NEW YORK. CHICAGO.

*For most roads will soon be macadamized.

BREAK AWAY THERE!

Break away and let the world know that the mile has been ridden in

2:08 4-5

BY

Harry C. Tyler,

On a Union Bicycle fitted with Airtite Tires.

UNION CYCLE MANUFACTURING CO.,

166-170 Columbus Ave., BOSTON, MASS.



THE OWL(D) RELIABLE.

NEW LONDON, CONN., Aug. 26, 1892.

THE WARWICK CYCLE MFG. CO.,

Springfield, Mass.

GENTLEMEN:—This organization used nine of your Cushion Tired Bicycles at Camp White, State military rendezvous, Niantic, Conn., from Aug. 13 to Aug. 20, 1892, inclusive.

It was a question of much debate what machine should be used for the occasion, as the work required of mounted signal men and messengers in this service is such as to necessitate cycles of the most durable and tenacious qualities. The Warwick was finally decided upon and the result was most judicious.

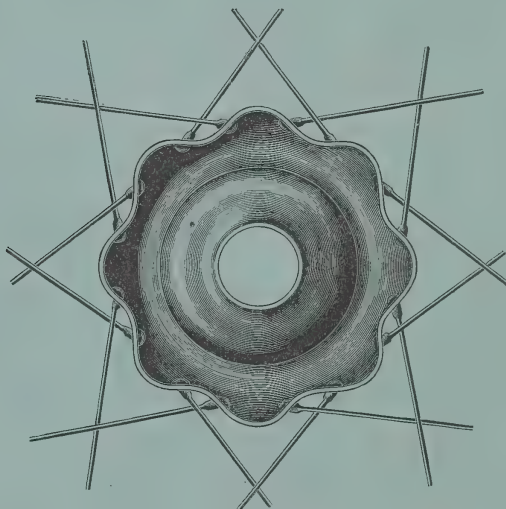
The wheels were severely tested on the rough roads outlying Niantic and over the turfen and lumpy fields, and the result was perfect satisfaction to every member of the corps, some of the members of which are owners and riders of wheels of other makes. All are loud in their praise for the Warwick and prefer it either for work or pleasure.

Yours very respectfully, ALBERT A. BEACH, First Lieut. Com'd'g.

THE STERLING— —CORRUGATED HUB



Combining the best of the two styles of construction, known as DIRECT and TANGENT SPOKES.



DIRECT TANGENT SPOKE.



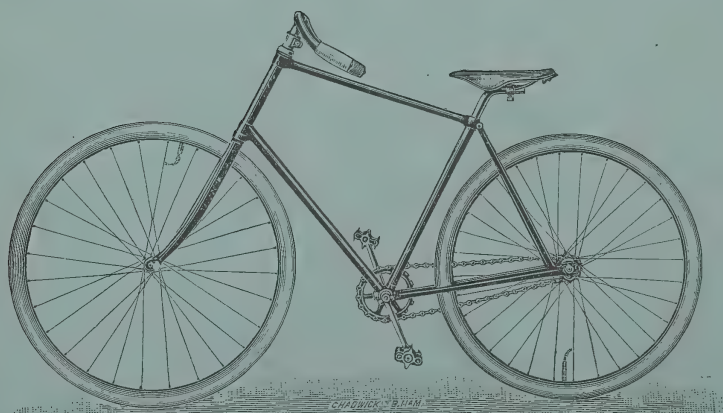
The object of this method will be appreciated at a glance, as we secure all the advantages of the Direct as well as the Tangent form, and do not have to disturb the fibre of the spoke by either hot or cold bending.



CHAS. F. STOKES MFG CO.,

293 Wabash Ave., Chicago.

BRANCHES, DENVER, MILWAUKEE, CHICAGO.



REFORM RACER

REFORM CYCLES

WRITE TO THE
T. D. GANSE CYCLE COMPANY,
508 STATE STREET, CHICAGO
FOR PRICES. THESE WHEELS ARE IN IT.

Flavell & Company, Coventry, England.

THE Referee.

AND
CYCLE-TRADE JOURNAL.

A Weekly Record and Review of Cycling and the Cycle Trade.

VOL. 9, No. 21.

CHICAGO and NEW YORK, SEPT. 23, 1892.

\$2 PER YEAR.

“STAR” CYCLES. “STAR” CYCLES.

Manufactured by SHARRATT & LISLE.

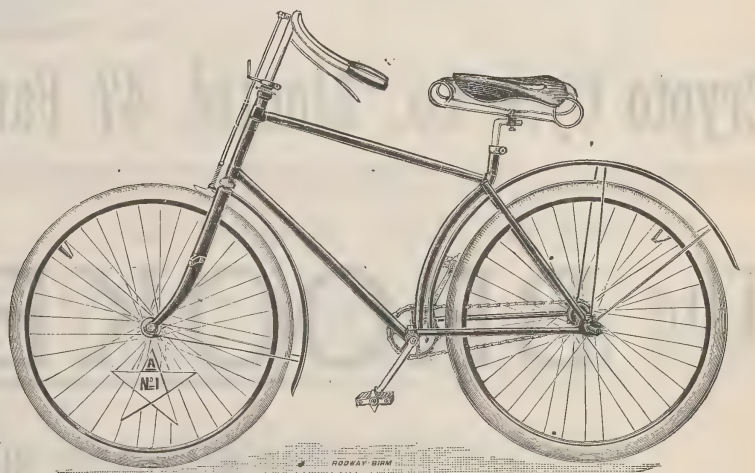
WRITE FOR ILLUSTRATED CATALOGUE.

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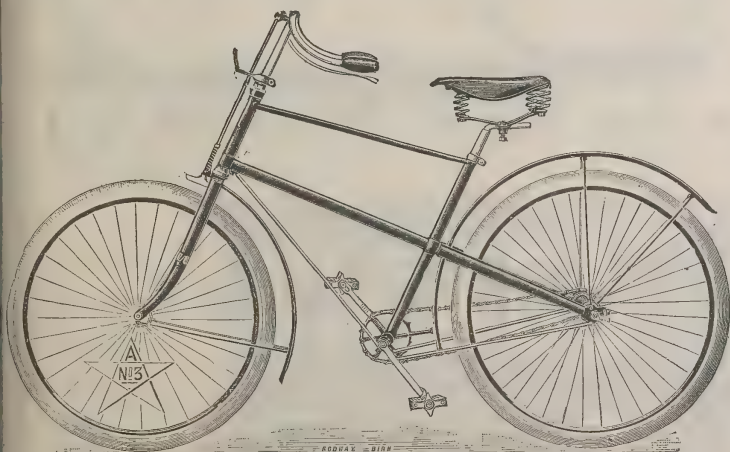
Fitted with Solid, Cushion or Pneumatic Tires.



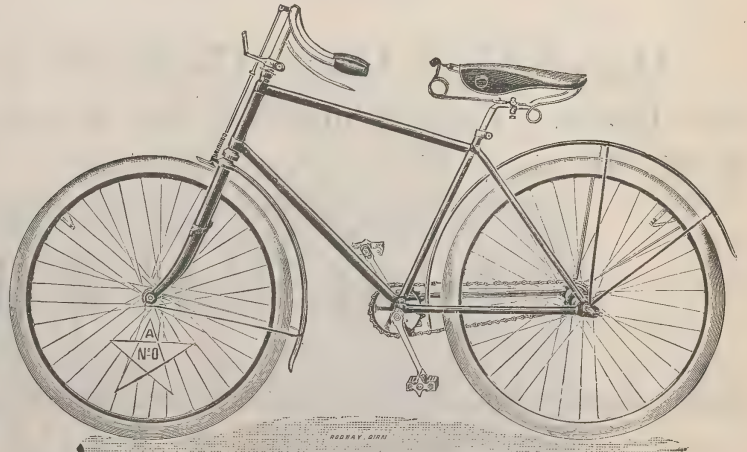
Light Roadster, Weight 31 lbs.



No. 1 “Star.”



No. 3 A “Star.”



No. 0 A “Star.”

All the “STARS” are made of Weldless Steel Tubes and Steel Stampings.

The Very Best Machines Extant.

Sole Agents for Chicago, SPOONER-PETERSON CO., Madison St.

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STAR CYCLE WORKS, WOLVERHAMPTON, ENG



This illustration shows a man of average height on a 36 inch F. D. Safety, geared to 60 inches.

THE CYCLES OF THE SEASON.— THE CRYPTO GEARED ORDINARY

....AND....

THESE ARE THE.....
MACHINES OF THE FUTURE...

F. D. SAFETY

And will in the course of the next year or two quite supersede the chain-driven Safety, for they are far ahead in both speed, comfort and durability. We invite applications from responsible dealers throughout the United States. Our traveler will be over in September, when he will arrange agencies. At present the machines may be seen and particulars obtained from

The McIntosh-Huntington Co., Cleveland, O.
The Bidwell Cycle Co., New York.

The Taylor Cycle Co., Chicago.
Kingman & Co., Peoria, Ill.

Sole Manufacturers,

Crypto Cycle Co., Limited, 47 Farringdon Road, London, E. C.

The BROOKES

STANDARD GUARANTEED BICYCLE OF THE WORLD.

Highest Grade Only. Constructed on Scientific Lines. Distinguished for Perfect Finish. Great Durability, and Freedom From Repairs. Manufactured by J. & H. Brookes, Birmingham, England.

You Have Heard of the BROOKES Saddle,

Sole Agent for the United States and Canada,

GEO. A. DRYSDALE,

176 and 178 Portland St., Boston, Mass.

LIVE AGENTS WANTED EVERYWHERE.

The Credenda
 ... GOOD AS GOLD. —
 Cushion Tires \$90.
 Pneumatic \$120.



Art Catalogue Free.

For Sale by all Victor Agents.

MANUFACTURED BY
H. G. Spalding & Bros. Chicago - New York - Phila.



HAVE YOU SEEN
THE NIAGARA
 ROAD RACER?

To See it is to be Convinced
 That it is the Finest on the Market.

BUFFALO WHEEL CO.,

BUFFALO, N. Y.

For a silvery
 white deposit of
 nickel, use our
 Pure Anodes
 and Salts.
 French,
 American,
 Plain Spanish,
 Felt Wheels, or
 in Sheets.
 Muslin Fuffs.

NICKEL

HERCULES DYNAMOS AND MOTORS
 FOR LIGHT AND POWER.
 AMERICAN GIANT DYNAMO
 FOR ELECTROPLATING
 AND ELECTROTYPING.

**ZUCKER & LEVETT
 CHEMICAL CO.**

Works, FLUSHING, L. I.

PLATING

OFFICES,
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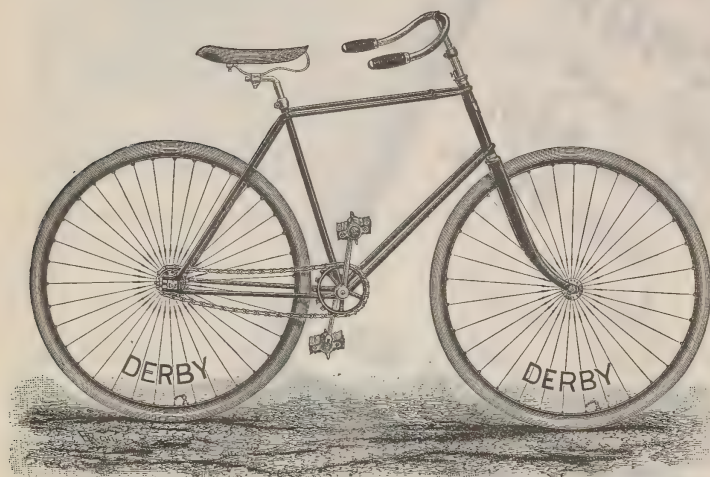
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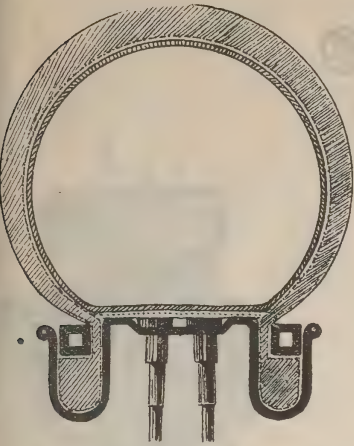


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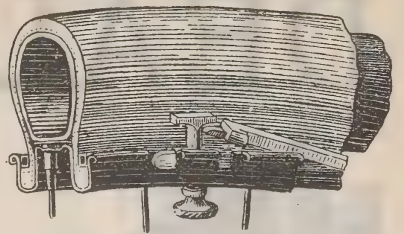
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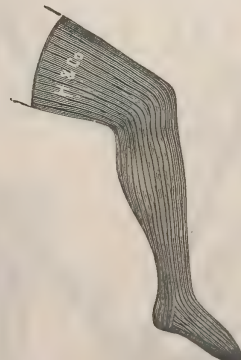
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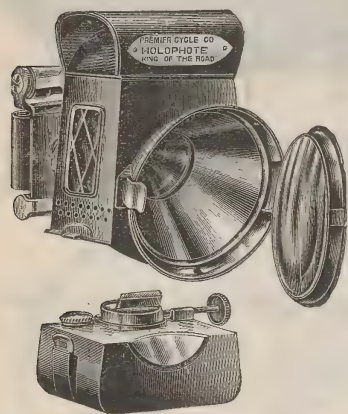
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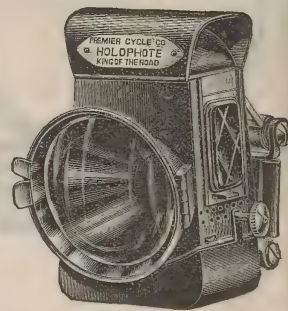
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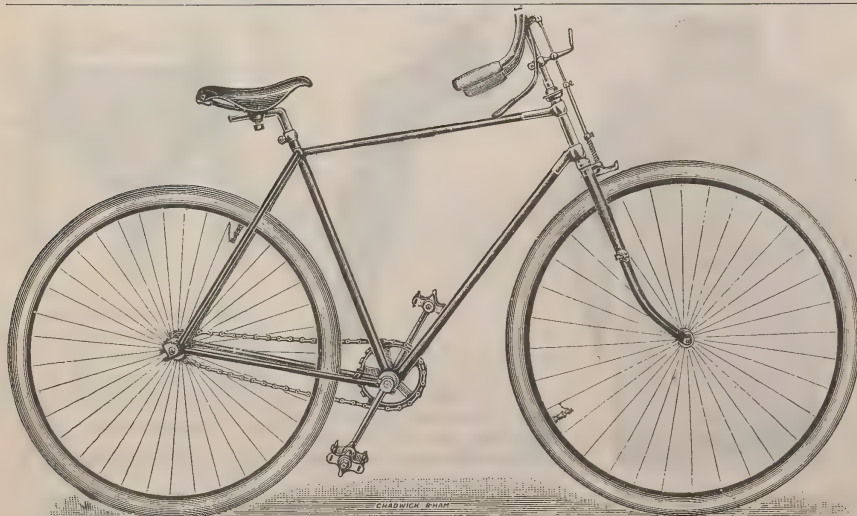
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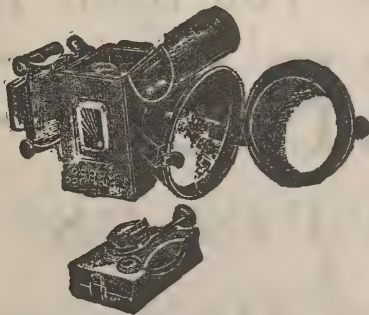
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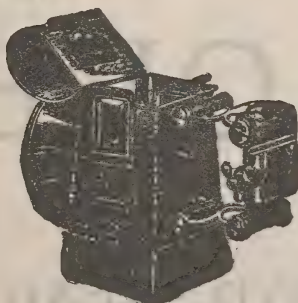
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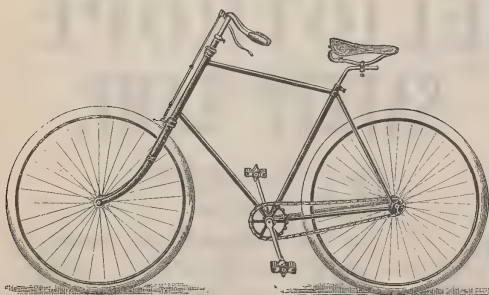
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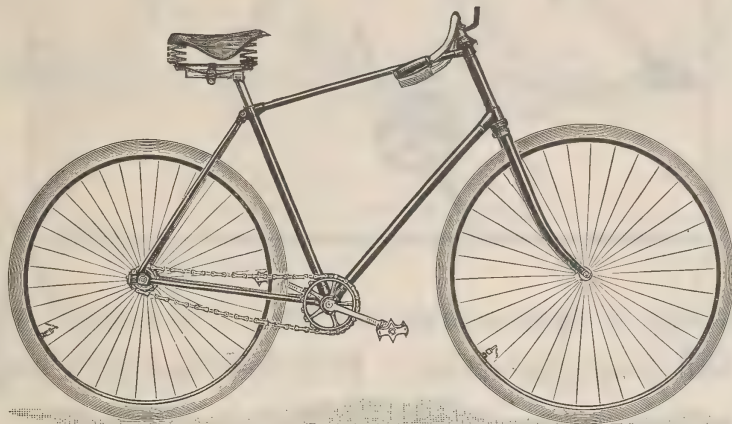
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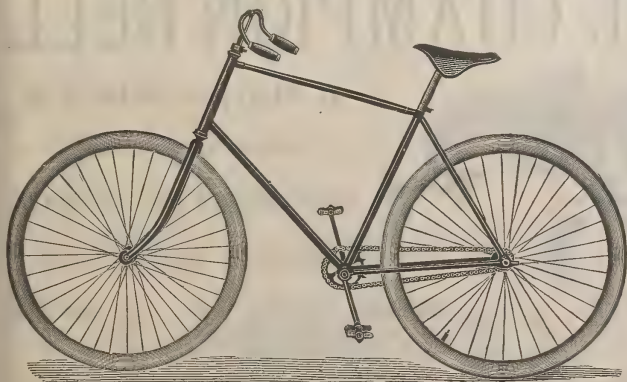
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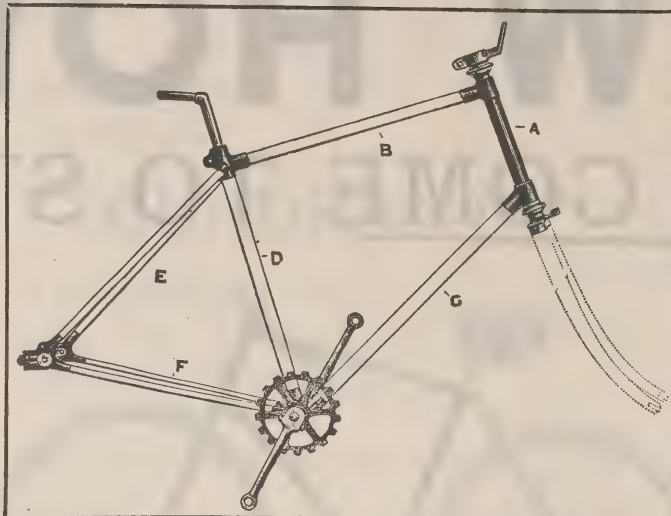
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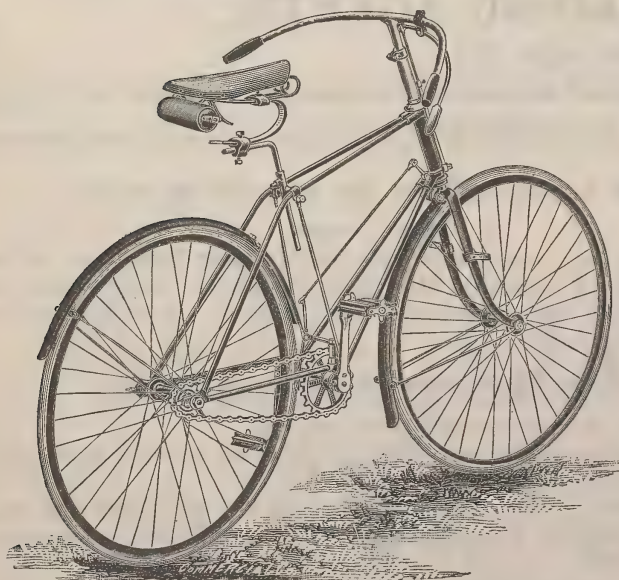
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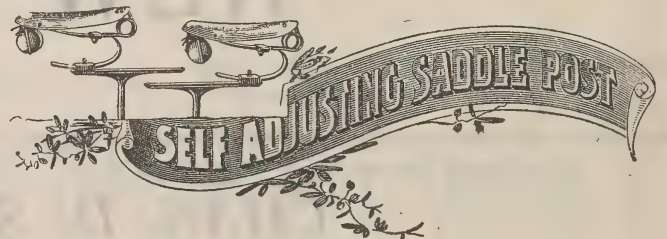
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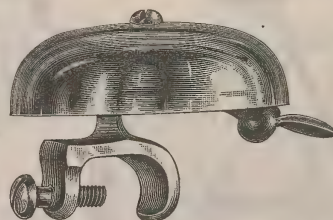
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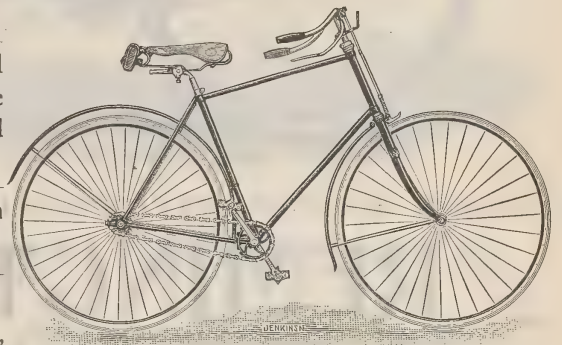
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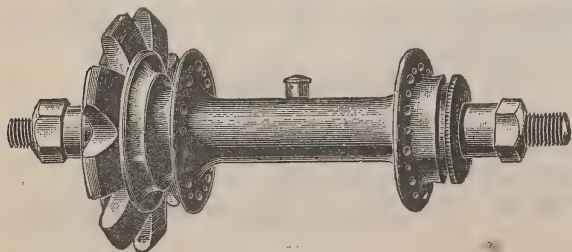
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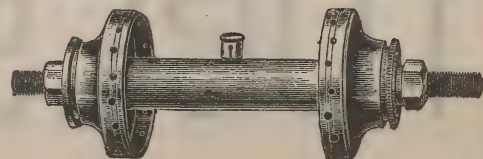
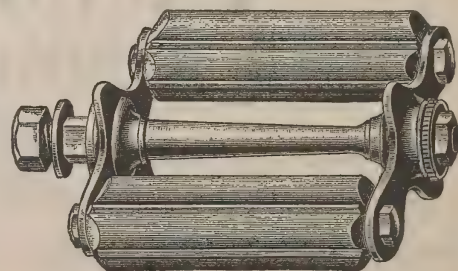


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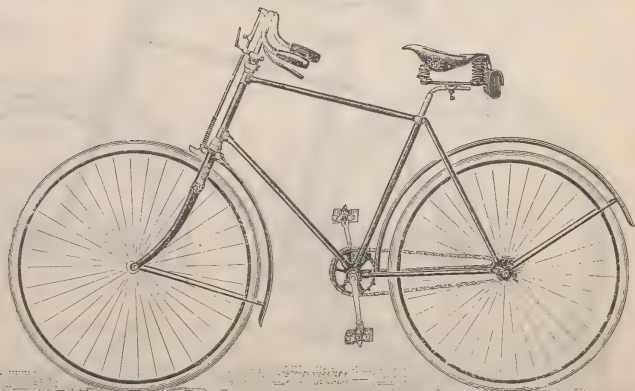
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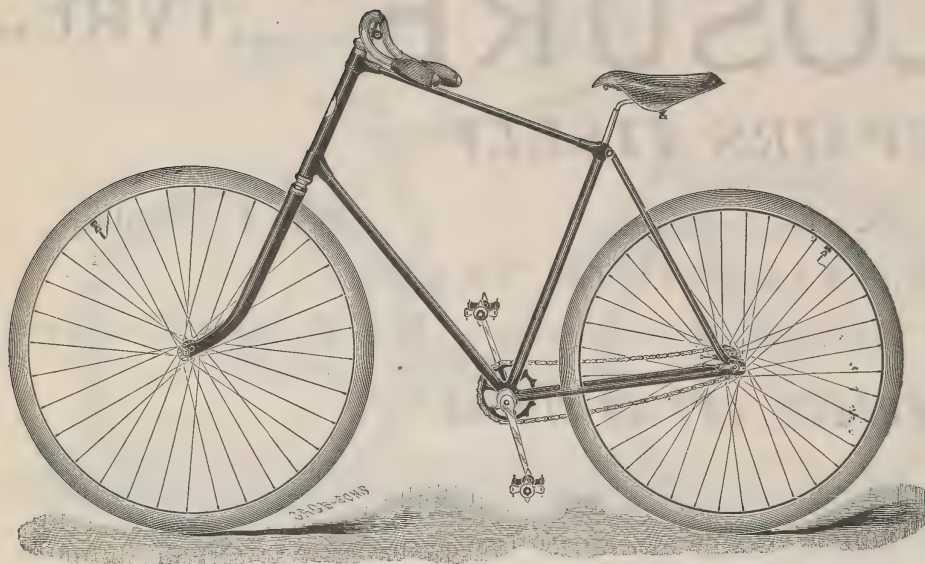
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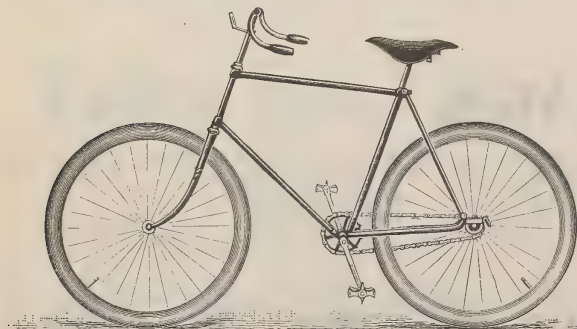
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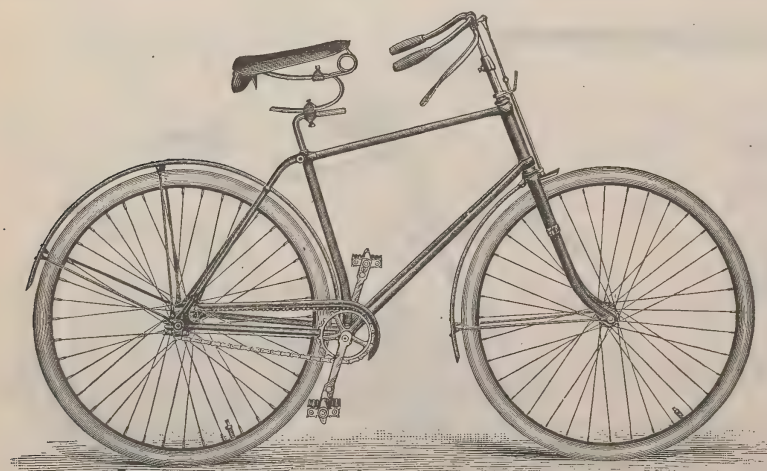


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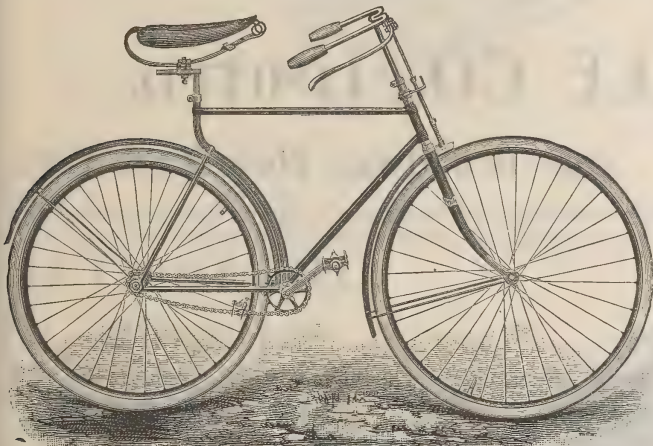
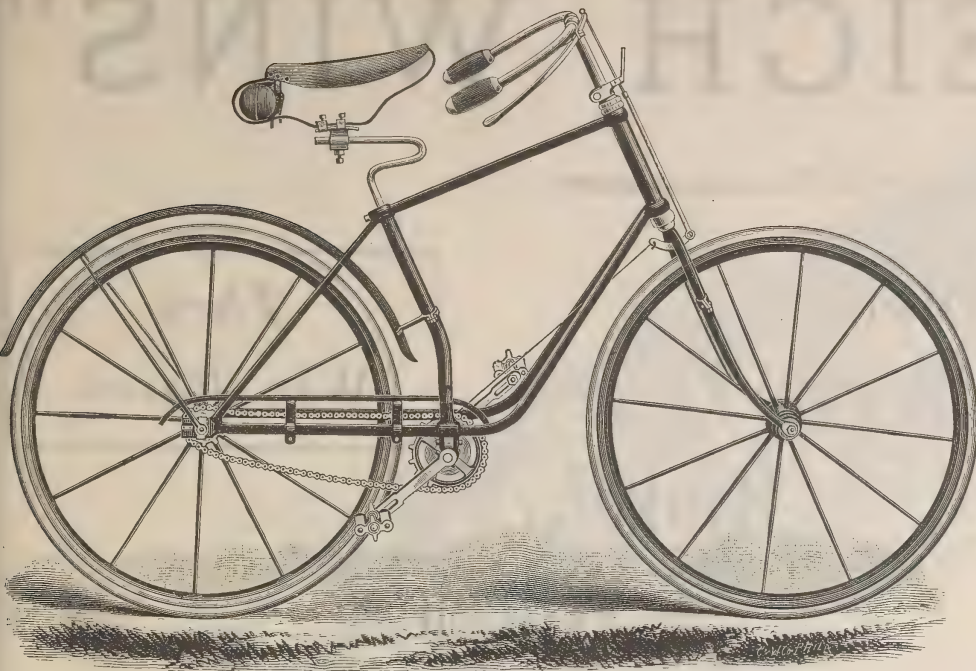
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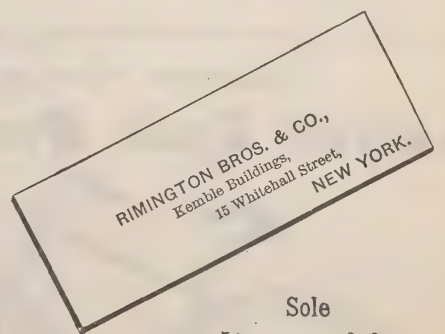


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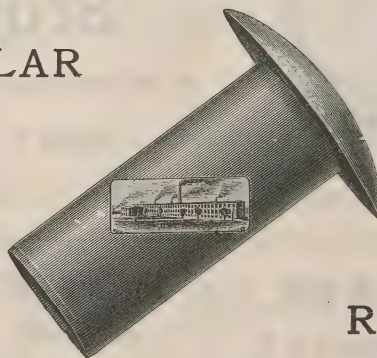
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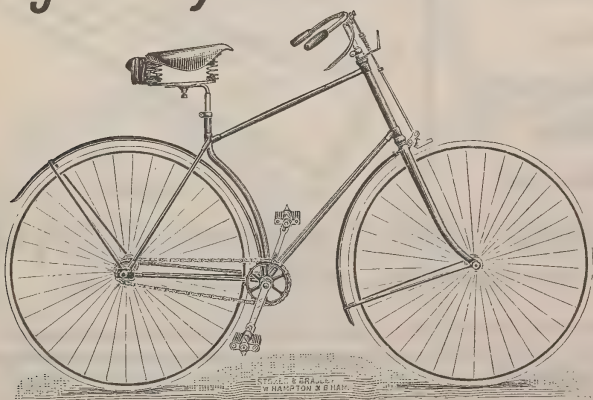
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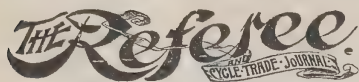
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Claim to have the very best wheel on earth—
that's a chestnut. We aim to be original; but
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SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.
CHAS. P. ROOT, - - - Associate Editor.
R. M. JAFFRAY, - - - Business Manager.

WHAT DOES A BICYCLE COST?

The following letter, written on a plain sheet of paper and enclosed in a plain yellow envelope bearing the Chicago postmark, reached us one day last week:

DEAR SIR:—An impression prevails that the manufacture of bicycles affords an unusual opportunity for profit. Articles in the daily press have expressed the opinion that wheels would be sold much cheaper in the near future, and riders and dealers generally have an idea that makers are on the high road to wealth. For the purpose of affording a better understanding of the actual situation of the matter, I submit the following actual results of our business for the fiscal year ending Sept. 1, 1892:

What it cost us to build a bicycle:
Labor, machine and blacksmith shop.....\$37.90
Nickel-plating, labor, materials, fuel, waste. 4.62
Enameling..... 3.65
Tools, machinery, estd. wear, tear and waste 1.77
Materials used and wasted..... 31.74
Expense, rent, power, supt., clerk hire, traveling, postage, stationery, advertising, freight, etc..... 9.38
Total..... 89.04
Number of full days of ten hours each shop was in operation, 238.
Number of men employed full days of ten hours each, 48.
Average earnings of each man, \$379.58.
Average earnings of each man per day, \$1 66 1-2.
Actual capital employed, \$32,700.
Actual loss sustained, \$2,869.44.

For obvious reasons I can not give you my name, but the figures I publish will prove interesting to makers, dealers and riders. The shop has been in operation about three years. A part of the goods were sold to jobbers, as it now turns out, for much less than actual cost. All materials have been bought for cash at the lowest market prices. Morgan & Wright and New York Belting & Packing Company's pneumatic and cushion tires were used, the larger part being cushion. It seems certain to us that higher instead of lower average prices must be realized to put the business on a paying basis.

These figures were submitted to a gentleman well known in the trade with a request for his opinion thereon. It will be found in the following:

"I have no doubt whatever that many small makers find, often at too late a day to render their experience valuable, that wheels cost more than they are sold for. In this particular case, however, mismanagement sticks out at almost every line.

"Let us first take the item for 'materials used and wasted.' In the average wheel of forty-five pounds weight there will be found about eighteen feet of tubing, which costs about \$3.50. Twenty-five to thirty pounds of steel, making up the remainder of the metal portion of the wheel, will cost somewhere in the neighborhood of \$12. Add to this the cost of tires (the remaining five pounds) and the material can not cost, at the outside, over \$25. According to the showing,

the maker quoted has wasted a full one-third of his material.

"Now, as to the cost of labor. It is, of course, true, that in a factory turning out hundreds of machines weekly, a wheel can be built cheaper than in a small shop. A shop employing forty-eight men should be able to turn out four complete machines daily. This maker, then, with his forty-eight men, each working 228 days, should have been able to make 912 machines, provided his shop was in good running order at the commencement of the season. At this rate each machine should cost, for labor, a fraction of a cent less than \$19.98, including the labor expended on nickeling and enameling. Yet, according to the statement, labor, exclusive of the nickeling and enameling shops, cost \$37.90, or nearly double the correct amount.

"There must be some good reason for this, and it will probably be found in the class of workmen employed. If this maker has been employing men at one dollar, sixty-six and a half cents a day and selling his wheels as high grade, he ought to be ashamed of himself. Even in the east, where machinists are far more numerous, the hands employed in the big factories earn \$2.50 a day, and some even as high as four dollars. And the cheaper the man the cheaper the work.

"Finally, as to the item 'Expense, rent,' etc. In comparison with other items, this is ridiculously low. Most factories include in this list such items, besides those named in the maker's list, as wear and tear of machinery, insurance, expense of experimental department, etc., and the cost of all these things runs up to one-third of the total cost of the machine. Figuring on this basis, this maker's machine would cost him over \$100! As a matter of fact this item—\$11.15, including wear and tear of machinery—is not very far from what it should be, but in comparison with the others it is preposterous.

"It would seem then that this maker—'Wastes over one-third his material, at a loss of over \$10 per wheel,

"Employs cheap labor to save money, but in the end finds that such men do half the proper amount of work, besides wasting, on an average, about \$2.50 worth of material per man daily,

"And gives too little time and attention to those methods which sell the wheel after it has been produced.

"To show that all small makers do not experience the same difficulty I may use the case of a gentleman who, not long ago, thought seriously of investing in an established business. He was assured by the head of the concern that the wheels actually cost less than fifty dollars. This, of course included only material and labor. The selling expenses, etc., must be added. I have since been assured by an expert that the wheel in question could be very easily made for the sum named, with the facilities possessed by the maker."

Despite all that can be said to the contrary the price of wheels will certainly come down. We have recently talked with a number of men who know whereof they speak, and in nearly every case they agree that World's Fair year will see a reduction of ten dollars. Some even predict that in 1894 there will be still another reduction, and that in 1895 the highest grade wheel will sell for \$125.

A BIT OF HISTORY.

In a pamphlet recently issued from this office, W. R. Pitman of New York was given credit for being the first holder of the professional one-mile record, 3 min. 47 sec., made at Brockton, Mass., on July 4, 1878. We now learn,

through the *Sporting Life*, that Pitman declines to accept the honor, claiming that he is, and always has been, an amateur. We are extremely sorry to have so injured the gentleman's sensitive feelings, but the information of which we are possessed seems to show that Pitman was not always one of the pure and unspotted.

Pitman declares that Louis Harrison was the first professional, and that he accepted five dollars to ride in the race above referred to. In this Pitman is certainly wrong. The first American professional was probably W. E. Harding, who, in March of 1877 was ingloriously defeated in a match race by David Stanton, then a very celebrated English rider. This was fourteen months before, as alleged by Pitman, Harrison became a professional.

The first American professional champion was W. M. Wright, who, under the name of D. Butler, defeated Stanton in a fifty-mile race.

In an article on cycling, written by the editor of this paper in 1884, in which the progress of racing was traced with as great accuracy as the documentary and other evidence at command afforded, we find the following:

It must be borne in mind that, there being no association of any kind governing bicycling at this time, there was little or no distinction between amateur and professional riders.

This year found the following noted riders: W. M. Wright, W. R. Pitman, C. A. Booth, A. DeWitt Lyon, Thomas Harrison, DeNiole, W. E. Harding and McClellan, and here let us remark that although the majority of these claimed to be amateurs, under the present ruling they have not the slightest claim to be so considered.

From this time forward Pitman competed against all classes, including Harrison, whom he admits was a professional. Early in 1879 Wright was disqualified in an amateur race at Madison Square Garden, but Pitman escaped. The only rule governing the case was that of the New York Athletic Club, the accepted authority, which barred any one who had ever "taught, pursued or assisted in the pursuit of athletic exercises as a means of livelihood." Pitman had, we believe, been guilty of all these things. If we recollect correctly, he had been employed by the Pope Company and others, it being part of his duties to perform such tricks as he was able, teach all comers, and race whenever he was told to. Whether he actually received a money prize we can not say.

On July 4, 1879, races were held on Boston Common. Two were for amateurs, and Pitman competed in both. He was protested, however, and adjudged a professional.

Later, still, when the National Association of Amateur Athletes of America had asserted its right to govern cycling, the writer remembers seeing Pitman ride in an amateur event at Williamsburg, N. Y., but whether the association was aware of it or not can not be told. The association allowed Wright to compete, although his previous performances were well known, for the chronicler of those days tells us that "he was a great public favorite, well known as a skillful rider three years ago."

We should be glad to learn of Mr. Pitman that he was an amateur at that time and to print his statement that he never transgressed the amateur law by receiving, directly or indirectly, money for services rendered in connection with cycling.

While on this subject it may be well to question "The Commentator's" claim that on July 4, 1878, in the first bicycle race ever held in America, Pitman won a mile at Lynn Common in two heats, the fastest of which was done in 3:11, thus making those figures record.

We find that Pitman on that day rode

in and won three one-mile heats at Brockton, and, says our authority, "on the same day he defeated C. C. Fletcher in a race around Boston Common. The location may be an error. The distance was 'about a mile,' and the winner's times were: First heat, 3:31; second heat, 3:11."

Neither of these events, however, was the first race in America, several men having become famous before that time.

A COMMON ERROR.

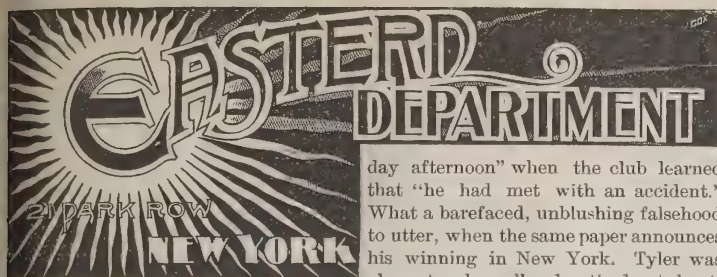
A certain young man of Waybackville, Ill., has asserted that because he is not a member of the league the racing board has no power to suspend him or prevent him racing. This, we find, is a common error. Even in so enlightened a center as Chicago we have known similar cases. Young men, be warned in time. The league does not pretend to govern you if you don't want to be governed. You are at liberty to ride for money if you please. But the league does say that all races must be run under its rules, and that you, if you disobey those rules, cannot compete. If you can find any meeting run under other than L. A. W. rules, that is the place for you to compete. But you can't do it. The league has the upper hand but is not a hard taskmaster. Pay the same attention to its rules as you would to those of any other organization and you can't go wrong. But don't foolishly imagine that you are boss.

Good handicaps, we admit, are the exception rather than the rule, but this is, first, because there are too few handicap events, and, secondly, because there are too few handicappers. A man in New York, for example, handicaps Buffalo, while a Chicagoan looks after territory from northern Michigan to southern Illinois and Indiana. Ridiculous, of course and good results impossible. A step which might be taken to secure better results is a regular league entry blank. In many cases, contrary to rule, no details are given or asked for. We maintain that when a secretary applies for permission to hold a meet he should be required to show that he is familiar with the rules and prepared to carry them out. They don't do it at present.

WHEELMEN are slowly awaking to the fact that most tournament promoters place too many events on their programmes. One of the most able writers advocates one scratch race and three handicaps to each day's sport, and the entire elimination of novice, lap and consolation races. In our humble opinion this is not far from the correct thing, though we might favor the introduction of one class event, fast enough to shut out the "tip-toppers" and give the second-raters a chance for a race among themselves. The advocates of all other classes of racing may argue as they please, but any well-arranged handicap will prove conclusively that no other race is as exciting to the public or as fair to the contestant.

SOME of the records made this season will have to be thoroughly overhauled before acceptance. We understand that Zimmerman's records at Birmingham and Clifton were made on tracks measured three feet from the pole? This shows carelessness on the part of the management.

ALTHOUGH this country is crowded with inventions from England, that is, inventions which originated there, few, indeed, are the American ideas in use in the old country. The Victor spring fork, the G. & J. tires and some of Overman's old-time tricycle ideas are still, we believe, in use, but little else.



Misleading the Public.

The people of the Hub are waking up, and John C. Kerrison of the *Herald* is responsible for it to some extent, although he said in his report of recent races that "Captain A. D. Peck's services were invaluable." Boston is not only the hub of cycling, but the fountain-head of the broad stream that has spread all over the United States. Boston was once the home of the fastest amateurs and professionals, but decay set in, and then her cracks as well as her great clubs dwindled into small potatoes. At No. 11 Water street the pioneer cycling journal of this country sprang into existence. The writer first saw a copy of it in 1879, and the march of cycling progress could not be better illustrated than by comparing an issue of the paper of that period with the *REFEREE* of today. Cyclists of America owe much to the sturdy Boston pioneers, who undertook to publish a paper which could not have been self-sustaining at that time, but which materially paved the way for the magnificent triumphs which followed. All honor to such men as Weston, Hodges, Chandler, Bassett, Cunningham, Kendall, Pitman and others who ran the gauntlet of criticism, opposition, and often abuse, when paving the way for the young men who now "take the town" at meets and never give a thought to the hard work of those who made all this possible. Therefore we must not be too flippant and wise, and should put on the brakes when alluding to this ancient burg, its "has been's," its "organ" and its fallen heroes. It was with a feeling of respect and reverence that I boarded a train at the Eastern depot and with a crowd of people, who went principally to see Zimmerman and Windle meet, got off at Saugus, near Lynn, where Franklin Park is situated. Zimmerman was not there, although the club men had pretty thoroughly advertised that he would be. Perhaps they knew he would not or could not come. Considering that he had been entered for the Athletic Union two-mile championship in New York some time, it looked as if Kerrison and committee were misleading the public a little. They knew the power of the "skeeter" as a gate drawer. The statement in the next day's *Herald* that Zimmerman had met with an accident looked as if the committee wanted to square themselves with a deluded public. How long will the L. A. W. allow clubs to bunco people in this fashion? That is what it is, pure and simple, and by amateurs at that. The people read in another portion of the *Herald* that Zimmerman rode in New York and won the ten-mile championship. There was loud complaint over his non-appearance, and this is how Kerrison explained it in his report:

All the cracks advertised to be present did not put in an appearance, yet many of the popular riders were on hand and gave an excellent exhibition of their marvelous powers.

The absence of Zimmerman was regretted by all, but not more so than by the members of the clubs under whose auspices the meeting was held.

This premier of the wheel telegraphed his entry Wednesday evening, and sent on the regular fee, but late yesterday afternoon it was learned that he had met with an accident which unfitted him to keep his promise.

You observe that it "was late yesterday

afternoon" when the club learned that "he had met with an accident." What a barefaced, unblushing falsehood to utter, when the same paper announces his winning in New York. Tyler was also entered—well advertised, at least. It looks as if Zimmerman wanted the piano for the mile, but either had too much pressure brought on him by the N. Y. A. C., which pays his expenses, or had pity on Taylor, who had not up to that time won a piano. So now all have pianos, Taylor being the last of the "big four" to get music.

The Springfield Meeting.

Springfield was a success, as everybody expected and knew it would be. There was no doubt in the minds of the throng that invaded the beautiful Massachusetts town that the diamond tournament could be anything but a record-breaker, either in point of attendance or fast times. The historic half mile in Hampden Park was never fitter for the smashing of records, and Sandy Sinclair and his band of workers placed a silk-

form the Springfield club, and several of those looked on at last week's success Ducker at the *REFEREE* representative's elbow talked a little club history and a little about the amateur definition and cash prizes. He is the same Ducker in spirit, a trifle better looking, perhaps, but the same Ducker whose audacious management and schemes commanded the attention of the entire cycling world. Say what we will, there has never been anything to equal the '85 and '86 tournaments. And what did it? Nothing but the genuine international character of the racing and the electric finishes between the riders of ordinaries of those days. Ducker says he is writing an article on what he knows about amateurism and what he would advise in regard to racing in the future, which will no doubt command wide attention. Ducker is a thorough

BELIEVER IN INTERNATIONAL RACING, and thinks the present style of pure amateurism one big round joke. So does Kennedy Childe, by the way, who is also "writing a letter for publication," so he tells me. But to return to Springfield and the tournament. Everything was first-class. If anybody left Springfield feeling slighted, the failure to enjoy themselves must be attributed to causes which the Springfield Bicycle Club could not reach. It was with heavy



FOURNIER, THE FRENCH RECORD BREAKER,
Who, on the Buffalo five-lap cement track, Paris, rode 25 miles in 1hr. 1m. 21s.

like touch on the surface over which cycling kings have battled for supremacy for many years past. There was one element lacking to put on a further and finishing touch to the great interest in the racing, and that was a team say of French, Scotch, English and Irish riders. If Osmond and Edwards, of England, Macredy, Du Cros, O'Callaghan, of Ireland, Stephane and Fournier, of France, Rademaker, of Holland, Lehr and another German representative had been there the string of international flags that waved over the track would have had a proper significance. Of course, the Springfield Bicycle Club was equal to the important duties of the occasion, and handled the managerial ribbons as only Springfield can. From President Miller down the boys worked as if a large cash prize depended on their efforts, but it is not known whether the Springfield committee got twenty per cent, like the Hartford committee. Perhaps they did; they certainly deserved to.

The Origin of the Meet.

It was twelve years ago that Messrs. Johnson, Morgan, Bradley, Terry, Billings, Ducker, Whipple, Dumbleton and Bloomer signed a call for a meeting to

form the Springfield club, and several of those looked on at last week's success Ducker at the *REFEREE* representative's elbow talked a little club history and a little about the amateur definition and cash prizes. He is the same Ducker in spirit, a trifle better looking, perhaps, but the same Ducker whose audacious management and schemes commanded the attention of the entire cycling world. Say what we will, there has never been anything to equal the '85 and '86 tournaments. And what did it? Nothing but the genuine international character of the racing and the electric finishes between the riders of ordinaries of those days. Ducker says he is writing an article on what he knows about amateurism and what he would advise in regard to racing in the future, which will no doubt command wide attention. Ducker is a thorough

THE SPRINGFIELD GIRLS

are very much in sight during tournament days, and from the havoc wrought by them among the boys, Springfield will be of much interest to them from now until the next great diamond and cash tournament on the banks of the beautiful Connecticut.

Minus Their Expenses.

It might be well to mention here that the league people got in their deadly work by recruiting for the L. A. W. both days, Bassett and Charlie Howard of the *Boston Globe* being fairly burdened with

cash, and the \$350 appropriated to help entertain the crowd by the Massachusetts division was well spent. Howard simply raked the stuff in with both hands, but would not accept Whittaker or "Andy" McGarrett as recruits.

The usual division meeting took place Wednesday night at the Haynes, and Treasurer Howard reported a full treasury and everybody happy. But those representatives who did not turn up at the meeting, and who had important engagements with "Major Billy" Atwell at Holyoke, felt sorry the next morning when they read that a motion was carried not to pay the expenses of any representative who found star-gazing. Holyoke and tripping the light fantastic more to their liking than attending the officers' meet, especially those who left their spare change on the piano, expecting the usual expense allowance. Report says several had to borrow to get out of town. Others won enough on Zimmerman the second day to pull through all right.

Trade Men Were There.

Among those present were Edward Mushing and Mr. Lucas of Coventry, who were taken in charge by Mr. Lozier of Cleveland, who was telling Mr. Lucas that he ought to settle in America and not live "on that little island, for," said Lozier, "some night you will get up in your sleep and walk off into the sea." Lucas and Mushing in their turn "went for" Lozier. It was suggested and claimed that Stokes got the name 2:10 for the Union wheel through McCune weighing those figures. Then Whittaker thought the Cleveland should be called 2-80, which the stout man objected to. Whittaker, who is fast establishing a claim to be considered the Bill Nye of cycling, scared the city by giving away *REFEREE* Pictorial Souvenirs with a blood-curdling shout, "all about the cholera," and many other startling claims. A young man named Schaff, from Maine, looks enough like Whittaker to deceive the majority who know "Whit," and several greeted the Maine rider, thinking he was "the only," which fact came to Whittaker's ear. He hunted up his double in the Cooley house, and after the greeting, "Who in the devil are you?" warned him to carry himself straight while in Springfield, "because I have a great reputation here," said Whit. The double was so pleased to be taken for the original Whittaker that he got terribly full and was carried to bed, and the news got around that Stillman G. was "unfit for publication," a rumor that worried him much.

One of the features of the tournament was the struggle for prominence between the employees of the two big firms, and it was about an even thing between them. Colonel Pope and Charles Overman sat in the colonel's private box and partook of bon-bons out of the same box. Here's scripture coming true, "the lion and the lamb, etc."

Zimmerman's Strange Tactics.

Manhattan Athletic Club officials were not numerous at the meet, neither was that cart-load of money, that the papers had been saying they would have on hand to bet on Windle, in sight. Possibly they took the advice I tendered Messrs. Moneypenny and Betting and left it at home in the club safe. Quite a few were looking for that cart. If it had appeared its fate would have been worse than Pharaoh's experience in the Red Sea. Zimmerman acted queerly the first day, and the people with one accord thought the "skeeter" was playing a deep game with the hope of seeing the Manhattan cart later, but after a careful

D. E. Miller
Pres't.
S. B. C.

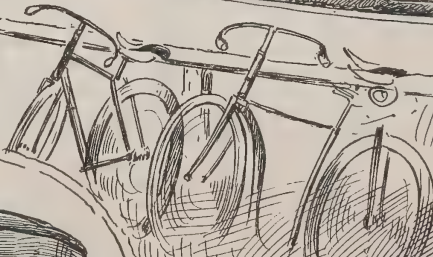


1000 Team Won By
"Zimmie"



SPRINGFIELD
MASS
1892

WORLD'S RECORD RACE



H. E. Ducker, First Pres't.
S. B. C.



G. S. Payne

and thorough investigation I could find no evidence that Zimmerman had been up to the little game everybody avowed he was playing. "Papa" Zimmerman Joseph McDermott and Willis Troy assured me that the "skeeter" was suffering and was off that day, but, of course, they would not be likely to tell anything, if they knew, to a newspaper representative. Having watched Zimmerman closely in all his races his altered tactics aroused my suspicion. For instance, in the mile invitation he moved off slowly and took about last position, neither did he seem to try to improve that position until it was too late. Now, his plan (and everybody's who wants to try and win) should be and has always been to get second or third place and hold it, if possible. Then the last quarter, 32 1-5, was slow for Zimmerman, and that was Tyler's, Zimmerman finishing behind Windle. In the half-mile Zim. adopted different tactics. He got his position, his last quarter was 30 1-5, and he won. In the mile handicap he did what he never should have done with such a man as Taylor for company. He started the pacemaking at top speed and Taylor finished alone. The second day he adopted his old tactics and his last quarter in the half-mile, 29 4-5, and his finish in the world's record, 31 2-5, were more like his old form. These facts render my suspicion excusable. But there is now no doubt he did his best, and the fact that he was feeling very badly is sufficient excuse.

Nearly All Had Stage Fright.

That mile-record race proves one thing and that is that a big, important race gives men stage fright or heart vabbles. George Taylor and Harry Taylor had them for attendants last week in that mile. Windle and Zimmerman were the only two besides Taxis who hadn't. Willie Windle is game to a high degree, depend on that. So is Taxis; so may be Taylor and Tyler, but they get flurried some and their faces showed it at the start. Taylor's mile the previous day and Tyler's world's record showed that the pair did not do what they should have done on that last lap. It is pretty sure betting that in a race Zimmerman is the best man and Windle next.

Miscellaneous Mention.

The management of the races was, of course, good, and the club can afford to offer big cash prizes next year if the racing board says so. By the way, the Warwick company offered the club \$250 as a cash prize, an offer the club refused. The cycling press was represented by Egan, Crowther, Dimon, Root, Berger, Whittaker, Merrick and the REFEREE's eastern representative.

There is no doubt in my mind that racing is demoralizing to a young man, and George Taylor agrees with me that any young man who wants to make a success in life should leave racing severely alone. There is no doubt that many who lingered with "the flowing" at Springfield will bear out the statement that racing is tough on all people, including those who do not race. To show what a hold prizes of a convertible nature have on the racing men, and that leg power is valued by them more highly than brains, the race for the child's scholarship had only six entries, and two competitors, while the other races, for bicycles and diamonds, had scores. A sermon on "Brains vs. Legs" could be preached to advantage in Springfield.

The send-off Zimmerman got at Springfield was a rattler. Col's band and the Hartford and other clubs marched to the depot and serenaded the champion, who walked out of his car

accompanied by the REFEREE representative, who did all in his power to get that maiden speech. But Jimmy broke away saying: "Father, you tell them all about it," and with the words, "I can't be forced to make a speech, and I can't and won't," he flew into the car after a snile and a bow to the crowd.

A Doctor A-wheel.

"Never too old to ride a bicycle," is being exemplified daily by the sight of bicycles being ridden by men who have entered the shadowy and declining stages of manhood. Patriarchal gray beards, their owners astride the modern down-shod chariot, pedaling madly through the perspective of their venerable years, while the zephyrs toss their locks and send their coat-tails streaming, is one of the many visions of the day that have ceased to surprise the multitude.

The modern political phrase, "the doctors know a good thing when they see it," is about to be verified, for the doctors who ride wheels are now so numerous that they contemplate forming a club. A committee on name is at work at present and will probably report soon with a christening something like "The Sawyer Cycling Club," or "The Pathological Pedalers."

Dr. Wardner is another of the many recent candidates for rejuvenation and has become innoculated with the virus known as "currumus pedilus."

"I am sixty-three," says the doctor, "and a year ago I should have ridiculed any one telling me I should ever ride a bicycle, but I have given myself an allo-



pathic dose of the unexpected, for I have now been a wheelman of considerable weight for three months. I weighed at the start 213 pounds, and now I scarcely disturb the 200-pound weight. In June I wandered into a basement on Wabash avenue where an athletic young man was giving lessons in balancing and catching to a young lady on a safety, and asked whether it would be possible to teach a man of my age to ride.

COULD TEACH THE DOCTOR TO RIDE.

"No doubt of it," said the young pedagogue of the cycle shop, and he afterward verified his optimacy on my aptitude by teaching me to ride in four short lessons. I found that the balancing of the wheel, once fairly understood in theory, becomes very easy and intuitive in practice. Anybody but the person who is too corpulent to go between the saddle and handle-bars can learn to ride. The muscles get a new, post-graduate education, the lungs expand for more air to feed the new blood, and a man turns over his stock of tissue in less time than the proverbial seven years.

CALL HIM JOLLY NAMES.

"See that old codger on a wheel," "Looks as though he had some vim left," and "Hello, Santa Claus," are some of the many epithets that to me come greeting.

"The bicycle has come to stay, and I believe that we old fellows are entitled to some of the benefit and pleasure in its use."—Chicago News.

RECOLLECTIONS OF SPRINGFIELD.

Tyler received a perfect ovation after he had finished his ride of 2:08 4-5 for the mile, and hundreds of his friends, the officials and his racing opponents crowded about to extend hearty congratulations. He took the matter coolly, but was, nevertheless, greatly elated. His clubmates went wild, for they knew him capable of the performance, notwithstanding the fact that he was badly beaten in the race for the team of horses. A big sign, "2:08," was fastened to one member's wheel, and through the streets he rode with this.

Zimmerman's Dual Defeat.

Zimmerman's defeat on Thursday by both Tyler and Windle caused any number of rumors to float about. Considering his previous performances and even those of the same day and on Friday, it must be said the matter did look a little queer. There were a good many who thought Jimmy would be willing enough to give a race to Tyler, but they did not see how it was possible, above all things, he should let his old enemy of the path, Windle, beat him. But Jimmy says he could ride no faster, and as Tyler got the inside he had a little the advantage of him. But how the lanky gentleman did work down the homestretch! His head was turned to the left and his eyes were on Windle and Tyler, while he was pedaling mightily. A mighty cry went up at the finish.

"Zimmerman beaten!"

"Tyler wins!"

"Willie is still in it!"

"What'd I tell you?"

"Yes, but look out for Zimmerman tomorrow."

Then when Taylor lowered the world's competition record and beat Zimmerman while doing it, the people thought better of the cry of "fraud" and "fake" and really believed the man out of condition. Jimmy didn't make many excuses, but he did say he did not feel well and was suffering somewhat from a strain. In the mile handicap, the race in which Taylor beat him, he was unfortunate enough to have to go on the outside to get past the bunch, while Taylor got through at the pole. Lumsden said he thought his game was to follow Zimmerman, but made a mistake. He was right on Jimmy's wheel at the finish and rode the last quarter just as fast.

Lumsden Hopes to Beat Zim.

Lumsden's hope is to beat Zimmerman, and it is not stretching the truth to say he will do it at Chicago if he gets good training in the meantime. He has beaten everybody but Jimmy, and this includes those who have beaten the "Jersey skeeter." He came pretty close to beating him at Philadelphia Saturday, and with more work will improve. Every day he rides better, and with the work the western circuit will give him his chances of a victory are excellent.

A Couple of Chicagoans.

Bliss and Rhodes are also riding splendidly. So far the former, who is known as "Pie" among the members of the Chicago team, has won more firsts and more prizes on the eastern trip than any other member of the team. In the big race at Springfield he beat Dornitge, Hess and George C. Smith. Usually he is not at all excited and "rides with his head" to a great extent. But in that race—so he says himself—he didn't know whether he was first or last at any point of the game, and when a man went out for the quarter Bliss would follow. He lost his

head altogether, else he might have made a good showing. Rhodes pushed well to the front in several races, and a little more work will put him on a good level with the scratch men. At Philadelphia he showed his heels to a good lot in the heat in the half-mile handicap.

Cyclists as Thespians.

Thursday night the attraction at Springfield was "Cupid's Chariot," at the pretty Court Square Theater. Munger was there dressed as a dude—that is, he was on the stage in the fair scene—and his make-up, for which Van Sicklen was chiefly responsible, was something awful. Zimmy was on the stage, too, and received several rounds of cheers, but he paid no attention to them whatever. And how that pretty actress did hang on to his arm! Dan Canary, Billy Murphy, Asa Windle and several lesser lights in the cycling world were also there. A Boston crowd, during a solo, did not gain admiration from the fair singer nor from the audience, when they made a show of themselves by jeering and hooting at the lady. If they had been put out it would have served them right.

The Mile Record Race.

"Sire" Zimmerman got to be one of the boys at Springfield, and the father of "my boy," as he calls Arthur, was as proud as a peacock when the lad won the team of horses. He received the congratulations of the crowd while Zimmy sneaked to his dressing quarters. It was an exciting time at the finish of that race, and every one of the 15,000 people was on tip toes to see the desperate finish. Down the stretch came Zimmerman, Windle right on his wheel, while Taxis was nearer the pole, but within a foot of the line of the Milbury lad's rear tire. And Lumsden was lapping Taxis' wheel, while Tyler, Berlo, Munger, Smith, Wells, Dornitge and Bliss brought up the rear.

George Smith went out for the quarter and got it in 33 4-5 sec., being a full fifty yards ahead at that point. Then Munger hauled the crowd up and Smith dropped to the rear of the bunch, while Munger got the half in 1:12 1-5. Dornitge was well satisfied with being first at the three-quarter pole, and from that point the great struggle commenced. Zimmerman, Sr., drove the team to Hartford and there it was taken by boat to New York, from which point it was driven to Freehold, N. J.

The Management Perfection.

What a healthy, robust, man's size smile was spread on President Miller's face as he stood and saw the big grand stands filling up with humanity. He knew the meet was then bound to be the greatest on record, and he rejoiced—as did the club's treasurer. The Springfield boys are not old except in the matter of running successful tournaments, and in this they are grey. There wasn't a hitch about anything; everybody was well treated—particularly the press, for which thanks, gentlemen; and the events were run off with a promptness that was surprising. The bell tapped once, and the men marched up the track to the tape in good, quick step; once again it stroked and every man was on his wheel; then "Are the timers ready? Are the starters ready?" and bang, and the race was started. That's the way they run things at Springfield.

The Track To Be Widened.

There isn't another track in the world that has a surface like the one at Hampden Park—no, not one; not even a per-



Mrs. Joseph McDermott.

Howard S. Zimmerman.

Mrs. T. A. Zimmerman.

Carl McDermott.

A. A. Zimmerman.

T. A. Zimmerman.

Joseph McDermott

THE ZIMMERMAN FAMILY.

fectly smooth cement track. This track is constructed of four layers and is as firm as stone, yet is just springy enough to be perfect. The first layer put down consisted of six inches of broken stone, then another half-foot of coarse red clay and small stone, then a layer of fine red and gray clay and a top dressing of the finest clay obtainable. It is most excellently cared for and there isn't a lump or roll in it—it is perfect so far as surface goes, but it is ten feet too narrow for use nowadays, when such big fields are started. The boys expect, later on this season, to widen it considerably, and then no track in the world will equal it. Those who have not seen the Springfield circuit have never seen a real bicycle track.

Whittaker's Temperance Lesson.

All the big trade people were there—the colonel, W. C. and Charlie Overman, Stokes, Lozier, McCune, Measure, Llewellyn Johnson, Lucas and a score of others. The big dailies were all represented and the cycling papers by Betts and Merrick, the *Wheel*; Crowther, *Bicycling World*; Kelcey, *American Wheelman*; Berger and Van Sicklen, *Bearings*; Dimon, *Cycling*, and Root and Morgan, *REFEREE*. Whittaker and Morgan put up a brace game on a party of trade people. They invited them into a room at Cooley's hotel to enjoy some champagne on the Revere Rubber Company, which was represented by Whittaker. Then Lozier seated himself in an easy chair, Stokes leaned against a table, Asa Windle (Asa Swindle, Whittaker calls him) smacked his lips, and even Willie's mouth watered. Stokes made a speech, so did others, and Whittaker was requested to crack a bottle. Well, he monkeyed about awhile, got out a corkscrew and talked. Then he took up one of the straw-covered bottles, a row of

dainty glasses having first been arranged about the table. But what was the surprise of Whit's guests when he brought forth a two-ounce bottle labeled "extra dry" instead of the regulation size! Those present simply wilted, but they couldn't get away; the door had been locked. Whit had two dozen of those small bottles of champagne and had them repacked in regular-sized straw covers and put into a regulation case. Then he tied one to the coat of each guest and bade them good-bye.

Joy On An Alleged Sleeper.

Nobody who went on the "special" train from Springfield to Philadelphia Friday night will ever believe that George M. Pullman was the originator of the sleeping car. If the two on the train don't ante-date those first made by Pullman, or even George M. himself, then queer things have happened since he first put a car out for the public's use. They belonged to the "M. P. Car Company," whatever that is, and were simply marvelous. They were not like an ordinary sleeper. The berths when not made up were against the sides of the car and entirely concealed, while the car presented the appearance of a chair car. To make up the berths the chairs were taken apart, the berths pulled down and arranged, and the pieces of chairs packed under the berths. It took three hours to make up the berths and then there was linen and blankets enough for one car only. As a result, there was a wild scramble for these articles. Crowther had charge of the train, and if he ever attempts such a job again we miss our guess. The cars were run over every "jay" road west of the Hudson, behind freight engines and freight trains, and pulled into Philadelphia two hours and fifty minutes late. Dr. and Mrs. G. Carleton Brown, Zimmerman, Lumsden,

Berlo, Wheeler, Bliss, Winship, Tobey, Crowther, Van Sicklen, Anderson, Kirk Brown, Wells, Dimon, Draper, Troy and many others were aboard. It was a wild night, akin to being aboard the Cephys off Fire Island.

NOTES AND COMMENTS.

It gives me considerable pleasure to see that there is a movement on foot to organize a veterans society, and I shall at once send in my name, for although I am the very least of the old-timers, still I have ridden a bicycle since the fall of 1878, have been a league member since 1880, and have preserved every card. I used to know everybody, but in these days I feel like a cat in a strange garret when I happen to attend a race meet or go into a club house. I was once a member of the Chicago club; also of the Lincolns; likewise of the Rockford Cycle Club; ditto of the Massachusetts, the most famous of old-time clubs, and at one time I really thought that I was in it; but now, alas, like the G. O. O. and a whole lot of my contemporaries, the back shelf is my somewhat uncomfortable resting place. Therefore it warms the cockles of my heart to think of a periodical reunion of old-timers who could, over pipe and mug, brag and bluster and generally enjoy themselves without being in anyway identified with the "push," who could take a bit of a run through the country at a pace which would allow of conversation and enjoyment with never a thought of a record or a scotch; who could sit in the front row of the grand stand with wives and children (most of us have both) and enjoy a race meet without a single idiotic club call, and who could originate and wisely discuss schemes and plans for the good of the sport. Old heads are good things to have in any business, and I

trust that the association will be a success.

"Oh, wonderful, wonderful, and still again, Oh wonderful!" Where is this record breaking going to stop? I mind me well the time when Sanders Sellers waxed "our George" in 2:35 1-4, and the round-eyed wonder with which the record was received. Further back I remember Asa Dolph's 2:41, which was considered phenomenal, and Rowe's wonderful 2:29 1-4. How we threw up our hats and bawled when we heard of it! And Windle's 2:25, and Osmond's 2:16. We thought that the line had been reached each time, and now comes the raw-boned, long-legged, kindly-faced lad from New Jersey, and puts it so close to 2:08 that it is not worth while to name the fraction. Bicycling has come to stay. Until this year it has been a struggle against popular prejudice and bullheadedness, but this year a change has come. The world has recognized cycling as the prince of sports and as a practical business. Horsemen have learned that cyclists are men of brains; manufacturers in all lines have learned that cycle builders were far in advance of their brethren in a mechanical sense, and the great public has learned that no other sport can give it the excitement that is afforded by cycle racing. Base ball, the popular fad, has died or is rapidly dying a deserved death. Horse racing was falling into "innocuous desuetude" until the cycle builder came to the rescue and contributed a mechanical device which enabled the horse to increase its speed; and this device, with the wonderful work performed by Zimmerman et al. has turned the attention of the world. From now on bicycling, bicyclists and the bicycle will take their places where they belong, in the foremost rank of pleasure and business. With the encouragement and increase in skill which come with time, what will our grandsons ride and how fast will they cover a mile? Pretty rapidly, I promise you.

LA COTT MAL TALLE.

TELEPHONE CYCLES

WIN RACES!

They are FAST, STRONG and DURABLE. No better wheels built. Our QUEEN and RACERS weigh, all on, 36 pounds. The lightest Ladies' Wheel on the market. The MODEL D. weighs 36 pounds, and is "a bird."

Kirkwood, Miller & Company,

Send for Catalogue.

PEORIA, ILL.

NEWS FROM ENGLAND.

ENTRIES ARE ALREADY COMING IN
FOR THE BIG SHOWS.

*The Dunlop Tire For 1893—Conference
of National Cyclists' Union and
L. A. W. Men—Professionals
in Trouble—Records.*

LONDON, Sept. 10.—The week which is just past has been an eventful one, although in actual racing there has not been much done. The weather has been all against it. Osmond has been training at Herne Hill and waiting for a favorable opportunity to go for the fifty-mile safety record, but he has waited in vain. On Tuesday at this track A. F. Ilsley and J. Rowley, on their Raleigh safety tandem put in a new set of records for this type of machine for a number of miles, and on Thursday at Putney, where the track has been cemented, Lewis Stroud, the old Oxford University man, reduced the mile tricycle record by the merest fraction. On the road the London to Brighton record, which has stood for several months to the credit of S. F. Edge and the geared ordinary, has been beaten by E. Dance on a New Howe rear-driving safety. The fifty miles tandem safety record has also been beaten by Robertson and R. J. Ilsley, the latter being the younger but bigger brother of the Ilsley before mentioned.

Some of our professionals, too, have been distinguishing themselves, but in not quite so praiseworthy a manner. At the North Shields police court, on Saturday, Willie Wood was brought up in custody charged with stealing two half sovereigns, the property of George Stephenson. It appears that on the pre-

vious evening the two men met at the Criterion hotel, North Shields, and Wood claimed acquaintance with Stephenson's parents. Stephenson offered to bet him a sovereign that he did not know them, and in order to satisfy the bet placed two half sovereigns on the counter to be posted with a third party, and challenged Wood to do the same. Wood, instead of responding, picked up Stephenson's money and decamped. When before the magistrate, Wood stated that at the time of the occurrence he was the worse for liquor and now had no recollection of what took place. He was fined twenty shillings and costs. On Wednesday Richard Howell, A. H. Robb and A. A. Robb were brought up on a warrant at Wolverhampton charged with embezzlement and obtaining food and lodgings under false pretenses. It was stated that they had on the previous Monday promoted some professional bicycle races at Merthyr Tydvil, in Wales; that A. A. Robb, who had taken the entrance money, had decamped with the receipts without paying over the prizes, and that the other two had gone off from the hotel where they had been staying owing a bill amounting to £8 odd. The magistrate after hearing formal evidence ordered that they should be sent back in custody to Merthyr Tydvil for the case to be gone into there.

THE QUARRELSOME SHOWMAN.

The two shows are providing a good deal of food for discussion. The Manufacturers Protection Association held a meeting in Coventry last Monday, and the prospectus of their exhibition is now out. It is to be called the National Cycle Show, and is to be held at the Crystal Palace from January 20 to 28 next. The entries of manufacturers, factors or agents who show at any other exhibition previous to January 1 will be declined;

but in the case of makers of accessories, etc., no such rule will be made. In the meantime entries for the Stanley Show are coming in very fast. Although the lists do not open until Monday, a large number of applications for space have already been made.

There will soon be quite a number of representatives of English cycle firms in the States. S. Golder, of the New Howe Company, did not leave a fortnight since, as he had intended to do. His departure was delayed until Wednesday last. He is accompanied by his wife. C. V. Pugh, of the Whitworth Works Cycle Company, has either already left or is leaving immediately. Frank Bowden of Raleigh Company is back after two flying visits to America, and is extremely pleased with the location which Mr. Angois has chosen for the Raleigh factory which is to be started in New York.

DUNLOP TIRES FOR 1893.

The Pneumatic Tire Company, whose shares are now valued at just five times their original price, have just completed arrangements for supplying its new tires. I had the pleasure of inspecting a sample this week. It is simplicity itself. A specially shaped rim made either in hollow or solid form is used and in it are two ridges. The outer covering forms two-thirds of the circumference of the tire. It is of molded rubber, slightly thicker in the middle and with a canvas backing vulcanized on the inside. Round the edges are two endless wires, made of a special metal, including a large proportion of copper to prevent any likelihood of rust. The inner casing is a bladder of the same material as at present used in the Dunlop tire. When the tire is inflated the wires are blown into the ridges in the rim and kept in position by the expansion of the tire. I saw a pair of tires which had been ridden for many

miles by Lawrence Fletcher, and neither showed the slightest sign of wear or chafing either within or without. The Woods valves are now being made lighter and neater, and I think this new tire is altogether as near perfection as it is possible for a pneumatic tire to be.

I understand that the N. C. U. has received a favorable reply from the L. A. W. to its communication concerning the promotion of international championships and that a conference is to be held in London at the end of November—during the time of the Stanley show—to formulate and adopt a scheme.

Cyclists—Take the Great Rock Island to Peoria next Monday. One fare.

The Triumphs In America.

As will be noticed in our advertising columns, the Triumph Cycle Company, of Coventry, is about to establish agencies in this country, and one of the directors, Mr. Bettman, can be communicated with in care of the REFEREE. A great deal could be said in favor of the Triumph but the trade is thoroughly familiar with its best points. Throughout England and the continent these wheels have been very successful on the road and track.

The Rock Island is the route for cyclists to take to go to Peoria.

Springfield was well supplied with music by the Overman and Colt bands.

Peoria Tournament—The Rock Island offers special inducements to those attending this tournament next Tuesday. One fare.

The Illinois Cycling Club ran a sealed handicap, distance ten miles, last Saturday. Fred Nessel won from scratch, Emil Ulbricht second from the same mark.

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JOHNSON'S MILE, 2:04 ³/₅

MARVELLOUS PERFORMANCES BY
THE MINNEAPOLIS RIDER.

*All the Records From a Quarter to One
Mile are Reported as Being Badly
Beaten—Defeating a Run-
ning Horse.*

(From Tuesday's Inter Ocean.)

INDEPENDENCE, Iowa, Sept. 20.—(Special Telegram.)—John S. Johnson, the phenomenal young Minneapolis bicyclist, whose remarkable time on the Independence kite track for a quarter and half-mile electrified the riding world last Saturday, made another record look pale to-day in the presence of a good crowd. It had been announced that he would attempt to beat the world's record for a mile from a standing start, and elaborate preparations were made to have the performance correctly timed and rendered eligible to record. The following were chosen as timers: Fred Seacord and Judd Seacord, leading breeders of trotters, of Galesburg, Ill.; F. D. Stout, owner of Nutwood and proprietor of the Highland Farm at Dubuque, Iowa; M. Ladque, Luverne, Minn.; Sam Caton, Dubuque, Iowa, and C. A. Thompson, of Independence. For judges the following well known local bicycle men were chosen: J. W. Evans, C. F. Tucker and W. S. Tidbal.

Johnson came out at 5 o'clock in charge of his trainer, T. W. Eck, and his well-knit, athletic figure evoked many expressions of admiration from the crowd. The track was freshly planed and C. W. Williams appeared behind his running horse, Ned Gordon, to make the clip.

The first performance was a start against the best record for a quarter-mile from a standing start, which was 31 1-5 seconds, and Johnson easily made it in 30 flat. Twenty minutes later Johnson came out again fresh as a rose, ready for the greater spin of a full mile. The regulation bicycle track is one mile eighteen inches from the pole. The kite track here measures a mile three feet from the pole, and in order to have the performance safe and legitimate, John-



son was started ten feet back of the wire.

Dr. A. E. Spalding was chosen as starter, and as he said go, the watches snapped and Johnson launched out on his journey. The runner swung in ahead and the bicyclist trailed along snugly behind. The first quarter was not timed, as Johnson had already beaten it. The half was reached in 1:03 1-5, which was behind the record for that distance from a standing start by

about a second. At the three-quarters the watches split at 1:34 1-5, beating the record for that distance, which was 1:35 3-5.

At this point Johnson shouted to Williams to urge the runner faster or get out of the way, and as Old Ned was already at the limit of his speed, Williams turned him out and Johnson passed him by a mighty spurt and came up the stretch alone, reaching the wire twenty lengths ahead of the horse in 2:04 3-5, beating the best previous record of Zimmerman, which was 2:08 4-5 from a standing start. The last quarter had been covered in 30 2-5 seconds. Johnson's next effort will be to beat the best record from a flying start, and no one doubts that he will accomplish it in two minutes or better. The attempt will be made some day this week.

(From Thursday's News Record.)

INDEPENDENCE, Iowa, Sept. 21.—The Minneapolis boy, Johnson, took another shy at the one half-mile bicycle record to-day and made the one-half in :58 3-5, standing start, breaking the world record. In this performance he also broke the flying-start quarter-mile record by going the last quarter in :26 1-5. This performance was accurately timed by official timers.

An Outrageous Proceeding.

Judge Thomson, of Louisville, has just given a most extraordinary decision. In substance, he decided that wheelmen are entitled to the usual rights of the road, and then discharged a defendant who admitted that he was driving on the wrong side, at an illegal rate of speed, and who ran into two riders, severely injuring one of them! Said the judge:

In this case the doctor was on the wrong side of the road, and admits that he was driving at the rate of nine or ten miles an hour, but it is con-

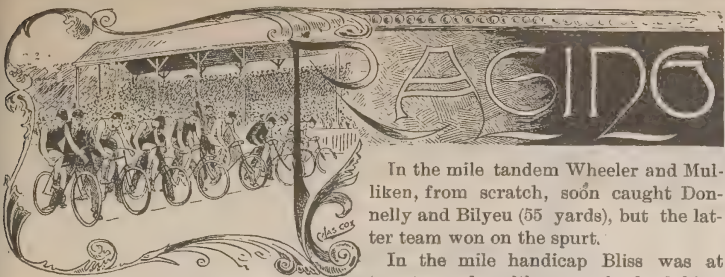
tended by him that he was on the boulevard beyond the end of Third, and that both the public and the city authorities have acted upon the idea that the ordinance did not apply to that part of the boulevard, and the doctor claims that his horse was frightened at the cars and he was obliged to pull to the left of the road to avoid other vehicles.

The remainder of the opinion was delivered orally. Judge Thompson said that while the laws referred to above apply to all thoroughfares within the city limits, it was generally believed by those not conversant with the provisions of the law, that they do not apply to the boulevard. Dr. Hendricks shared this belief with others, and did not wilfully violate the ordinance. Taking this view of the case, Judge Thompson dismissed the defendant.

We have always been given to understand that ignorance of the law could not be accepted as an excuse. Under the ruling of Judge Thompson, any man may escape punishment for an offense by setting up a "didn't know it was wrong" claim. The defendant was a Doctor Hendricks. It is ridiculous to state, as the judge does, virtually, that the doctor did not know it was wrong to run over the wheelmen, regardless of technical points involved. Had the offenders been the wheelmen and the prosecutor the horseman, how would the decision have been effected?

For some reason, if we are to judge by the Louisville papers, the wheelmen are satisfied with having obtained a decision that the wheelmen are entitled to the usual privileges of the road. If they allow the matter to stand as it is, there is no telling how soon some miscreant may repeat the doctor's performance.

At Owosso, Mich., 29th, the following events are open: Half-mile, \$25 suit; one-mile, \$25 watch; three-mile, lap, \$30 water pitcher; quarter-mile, \$15 guitar. L. A. BURHANS, Secretary.



The Cracks at Philadelphia.

The spacious grand stand, the bleachers and the grass plats about the track on the Tioga Athletic Club's grounds at Westmorland, Philadelphia, were simply jammed with people last Saturday. The 6,000 people went to see Zimmerman win his eighth piano and to see what the local idol, Taxis, and the Chicago men could do. They expected to get a glimpse of Tyler and Windle, but these flyers remained at Springfield. Berlo, Mulliken, Wells of Toronto, George Smith, Charles M. Murphy and Wheeler were there, so that the talent was well represented.

The track was in its best condition, and while by no means the equal of the one at Springfield, it is quite capable of record breaking for any distance over a half. A portion of the bleacher boards fell during the races, and several people were badly shaken up, while a young man named Cooper had his leg broken. There were officials enough for two meets, yet the races dragged and were not run off with that promptness characteristic, seemingly, only of Springfield.

The races were refereed by O. W. Bunnell, judged by Dr. G. Carleton Brown, C. H. Luscomb, S. A. Boyle and Albert Mott; timed by J. B. Fontaine, H. G. Fitler, F. H. Garriques and S. Wallace Merrihew. There were committees by the score, but Mr. Crowther seemed to have had the full management on his hands; at least he was a very busy individual.

In the first heat of the quarter-mile open Rhodes got a good start and beat out Berlo for first, and in the second heat Lumsden crossed the tape easily, two good lengths ahead of Bilyeu and three in front of George Smith. Wells, Mulliken and Munger did not qualify in this heat, nor did Wheeler in the first. In the final Smith went away at a fearful pace and won handsomely, while Rhodes and Lumsden fought it out for second, the former winning by a foot or more.

The 2:40 class had a limit of 2:50 placed on it, and such loafing was never seen. On the last lap Murphy went out and won by two lengths from Donnelly, but as the time was only 2:59 3-5 it was run over, the result being the same except as to time, that being 2:37 4-5.

Zimmerman from scratch, Wunder (35 yards) and Bahl (80 yards) qualified in the first heat of the half-mile handicap; Donnelly (60 yards), Mulliken (50 yards) and Keyser (85 yards) got in on the second heat, while Bilyeu (55 yards), Geyler (75 yards) and Pawley (95 yards) were the first three in the third heat. Munger, Murphy, Rhodes, Wells, Bliss and Wheeler did not get placed. Zimmerman could not get through the field and Pawley won, with Bilyeu a close second.

Special prizes were offered for the quarter and half in the "world's record" or piano race, and George Smith went out for the former and got it, Munger and Taxis being close up, while Munger took the half. Munger started the spurt on the backstretch, but Zimmerman and Lumsden caught him, the former beating the Chicagoan in for first, while Taxis was third, Rhodes fourth and Berlo fifth.

In the mile tandem Wheeler and Mulliken, from scratch, soon caught Donnelly and Bilyeu (55 yards), but the latter team won on the spurt.

In the mile handicap Bliss was at twenty yards, with no one back of him. Rhodes quit on the first lap and Munger went out at a good clip. Bliss overhauled the field at the last turn and would surely have won had he been able to get through; but this was impossible, for there were twenty or more inside a space of ten yards. As it was he was fifth or sixth, while Coates won, though there were three or four that might have been called first, so close was the finish.

In the lap race there were only three starters, Bliss, Murphy and Rich. The first lap it was Murphy, Bliss, Rich; second, Bliss, Rich, Murphy; third, Bliss, Murphy, Rich. Bliss had his own way all through.

The mile invitation race had a limit of 2:37 placed upon it, and as it was a glorious loaf all the way around it was not run inside the limit, the time being 2:48 1-5, Zimmy being first, Taxis second, Rhodes third, Munger fourth and Berlo fifth. In the run-over Munger set the pace for a quarter, when Zimmerman and Rhodes went up side by side. Zimmy took the pace on the second lap, then Munger and Rhodes went up, and at the bell lap Zimmy was leading, the others all being bunched. On the backstretch Lumsden started the spurt, but "Jersey lightning" was after him and passed him fifty yards from the tape. Lumsden, as soon as Zimmerman passed him, sat up, thinking Taxis a couple of yards back; but he wasn't, and Lumsden was beaten out for second by an inch or two.

The summaries are as follows:

One-mile, novice—E. Vassallo, Hartford, 1; George N. Rocket, 2; Howard C. Smith, 3; time, 2:43.

Quarter-mile, open—George C. Smith, U. C. R., 1; W. A. Rhodes, C. C. C., 2; A. E. Lumsden, C. C. C., 3; time, :33.

One-mile, 2:40 class—Charles Murphy, N. Y. A. C., 1; J. C. Donnelly, O. W., 2; Louis Geyler, C. W., 3; time, 2:37 4-5.

Half-mile, handicap—Raymond Pawley, A. P. W., 95 yds., 1; S. H. Bilyeu, P. A. W., 55 yds., 2; Charles Bahl, Q. C. W., 80 yds., 3; time, 1:07 1-5.

One-third mile, flying start—A. E. Lumsden, C. C. C., 1; P. J. Berlo, M. A. C., 2; G. C. Smith, U. C. R., 3; time, :48.

One-mile, world's record—A. A. Zimmerman, N. Y. A. C., 1; A. E. Lumsden, 2; W. W. Taxis, P. A. W., 3; time, 2:26 1-5.

One-mile, tandem, handicap—S. H. Bilyeu and J. C. Donnelly, 120 yds., 1; W. A. Mulliken and H. C. Wheeler, scratch, 2; time, 2:35 2-5.

One-mile, invitation race—A. A. Zimmerman, 1; W. W. Taxis, 2; A. E. Lumsden, 3; time, 2:35 1-5.

One-mile, handicap—G. M. Coates, 165 yds., 1; W. N. Price, 125 yds., 2; R. Pawley, 175 yds., 3; time, 2:20 2-5.

One-mile, lap race—J. P. Bliss, nine points, 1; C. M. Murphy, six points, 2; A. B. Rich, four points, 3.

* * *

Buffalo Racers' Expenses Stopped.

BUFFALO, Sept. 19.—Unless something unforeseen transpires cycling in this city is reduced again to the ranks of pure amateurism, for a while at least. The Buffalo Athletic Club has declared that it will not send any more cycling teams abroad for competition. So whatever racing is done must be paid for by the individual. When one reviews the most unhappy chain of circumstances connected with the members of the B. A. C. while abroad, the reason for this proclamation is apparent. In looking backward one is amazed at the unfortunate accidents happening to these plucky riders, and it is a marvel that in many cases they escaped so easily. The men

of the B. A. C. have shown that they are capable of great things and have done much for the interests of wheeling, and their work has been such as to give the B. A. C. a world-wide reputation; but ill luck has fallen upon them just when they were to do better work, and in spite of all precautions they seem to have been marked for all accidents.

These circumstances are very deplorable, as this club has always been distinguished for its broad and liberal policy, and has a like reputation abroad. The B. A. C. is about the only club in Buffalo which has adopted these lines, and for a time at least Buffalo's speedy ones will have to go deeply into their own pockets. I learn from reliable sources that many prominent clubs of other places have been compelled to adopt the same measure. A club must have a bank with unlimited capital to successfully carry out a scheme of this kind.

THE FIFTY-MILE ROAD RACE

of the Ramblers' B. C., which was to have taken place on Saturday, did not materialize from lack of interest, there being but few entries, and so it is postponed indefinitely. The Rose road race, to take place Oct. 1, is the all-absorbing topic. It will be a team race of fifty miles, and is expected to draw entries from every cycle club in Buffalo. The Rose Brothers have offered a magnificent trophy, and the winning team will be the giants for a time.

F. C. Furman of the Ramblers' B. C., not being satisfied with breaking the record over the Corfu course—fifty miles in 3h. 10m.—attempts to lower Van Wagoner's record over the Erie-Buffalo run—7h. 40m. for the 100 miles—and succeeds in bringing it down to 7h. 05m. This record was made yesterday, at which time Captain Klipfel of the Ramblers' B. C. also broke a record over the Buffalo-Dunkirk-and-return course (distance, 100 miles) making it in 8hs. 45ms. Among the centurians of yesterday may be mentioned F. A. Foell, who made his eighteenth century over the Le Roy course. George Klipfel and C. L. W. Reister also made centuries over the Dunkirk course. Nearly all the wheelmen who love road riding took a spin through the country yesterday.

* * *

Denver Will Have Races.

Denver is to have a cycle tournament this year after all. That infant organization, the Colorado Wheelmen, is the promotor, and it promises to be a beauty, too. Oct. 8 is the day set, and the open and handicap events are open to the world. The programme, as at present made up, is as follows:

One-mile, novice; half-mile, open; one-mile, three-minute class; two-mile, lap open; quarter-mile, open; one-mile, D. A. C. championship; one-mile, Ramblers' championship; one-mile, Capitol Cycle Club championship; one-mile, Denver Wheel Club championship; one-mile, Colorado Wheelmen championship; two-mile, handicap; half-mile, tandem, open; five-mile, handicap; one-mile, final heat, championship; one-mile, consolation.

The winners of the club championship races are to meet in the fourteenth event for the city championship.

Committees are out and working hard, the prize committee has met with excellent success in its field and all promises well for a most successful termination to the Colorado Wheelmen's enterprising endeavor. With the D. C. U. in a state of inactive hypnotism the efforts of this pushing young organization are now acceptable.

The races at the Denver Athletic Club's field sports resulted as follows:

Half mile, open—First heat—Block, 1; Taylor, 2; time, 1:17.

Second heat—Boles, 1; Banks, 2; time, 1:18.
Final heat—Boles, 1; Taylor, 2; time, 1:14.
Two-mile, handicap—A. Banks, 125 yds., 1; B. J. Sylvester, 75 yds., 2.
One-mile, open—O. E. Boles, 1; N. B. Taylor (Moline), 2; time, 2:37 3-5.
Five-mile, handicap—O. E. Boles, 1; J. A. McGuire, 2; E. R. Pynchon, 3; all scratch men, who staid together and overhauled the limit men (350 yds.), in the third mile. Time, 14:18 2-5.

Boles, who won all the races he started in, is on elegant rider and was in great condition, never seeming to be pushed. The time made by him is state record in all events. Block, holder of the state championship, did not come up to expectations; lack of condition was likely the cause.

The state record (amateur) is now 2:34, Louis Block setting it at that notch one day last week. He claims to be able to ride it under 2:30 on a quarter-mile track. SPHINX.

* * *

The Milwaukee Races.

With excitement running at the highest pitch, hats, parasols and handkerchiefs waving, bands playing and nearly twenty-five hundred people on their feet cheering like mad at the conclusion of the last race, the Milwaukee Wheelmen's race meet may rightly be called a tre-



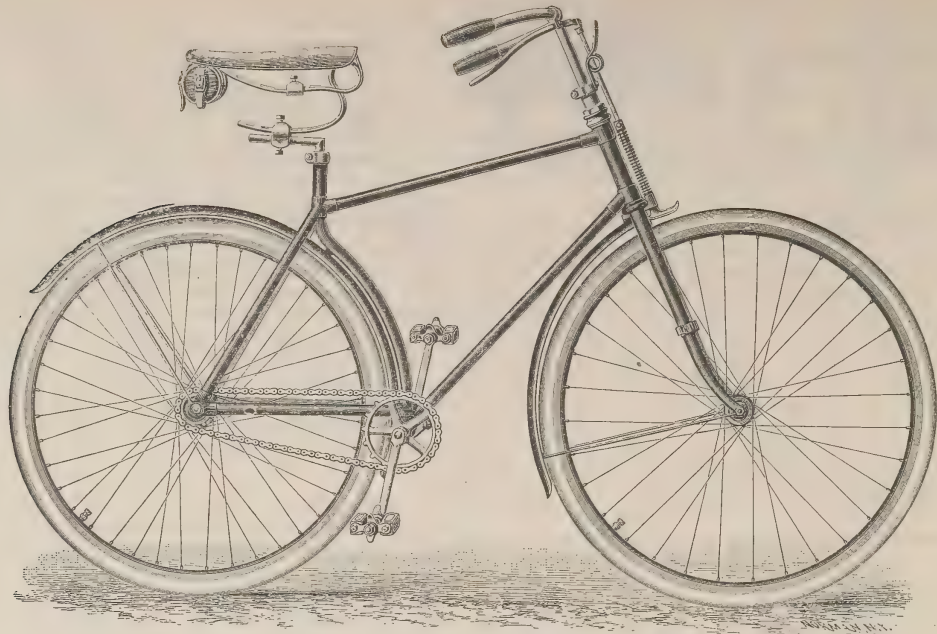
F. J. SCHROEDER.
Chairman Racing Board Milwaukee Wheelmen.

mendous success. The wildest visionary of the club had not had the nerve to prophesy anything like it, and it was a surprise party all around. The weather was auspicious, cool and delightful. The track, while not in a record-breaking condition, was fair, and gave no cause for particular complaint. This was the first exclusive bicycle event ever given in the Cream City, and the great success, notwithstanding the postponement and various other attractions, including the state fair, makes it clearly evident that cycling is the premier of athletic sports.

Sprinkled around through the crowd was an occasional farmer from the interior, who took a day off from the fair to witness the races and size up the speedy machine that made it possible to lower the colors of Nancy Hanks.

No remarkably fast time stands to the credit of the meet, but each race was a splendid work of the handicapper's art, and as a result the finishes were so well bunched that a blanket would have covered them, while the excitement ran riot with the spectators.

The world's fair city was represented by a number of her most prominent riders, who gave a fine exhibition of the racing talent for which it is famous throughout the country. The coterie consisted of Cy Davis, W. F. Knott, Gus Steele, A. L. Leonhardt and E. W. Ballard. Among other outside riders were Louis Reed, of Ripon, who made the



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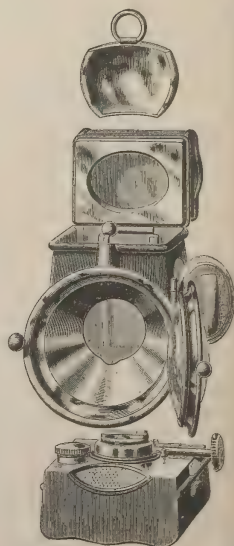
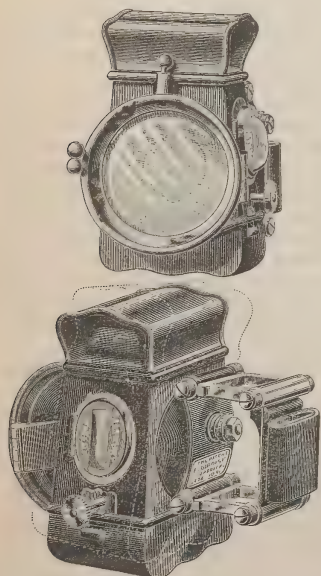
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fastest mile of the meet, 2:38 in the three minute class.

The idol of the crowd was Sanger, who was in excellent form and who proved the hero of the day. In every event he was heavily handicapped, and especially so in the five-mile race, where twenty-five starters qualified. This was the greatest event of the day's sport, and for genuine riding and unalloyed excitement at the finish was simply grand.

Sanger pushed his wheel over the tape with only a few inches to spare, amid the cheers of the crowd. Gus Steele of Chicago made a heroic effort to hold Sanger, but his spurt at the finish proved of no avail against the wild rush of the badger flyer. E. W. Ballard of Chicago finished third, Charles Price of Milwaukee fourth. The time was 13:11 2-5. Some wild enthusiast claimed that Sanger had broken the five-mile competition record, which, however proved incorrect.

At the request of the spectators Sanger consented to ride against the world's record, but had no expectation of doing anything to speak of, as the track was not in condition. He got away with rather a poor start, paced the first quarter by Louis Reed and the second quarter by Cy. Davis, who pulled him through in 1:08. Holmes paced him in the other quarter and Andrae brought him home; time, 2:20 1-5—not equal to his former trial on same track of 2:19 1-2.

Milwaukee may well feel proud of her racing talent, as the summing up of the several events will attest. With a racing track for cycling only, there is every reason to think that next year will develop flyers of the first water and equal if not superior to any in the country. The officers of the meet were Henry P. Andrae, handicapper; E. A. Savage, referee; N. E. Oliphant, R. S. Baird, G. Anssen and Peter Gillss, judges. E. J. Meisenheimer, H. Krockner, R. P. Wheeler and G. F. Berger, timers; Frank J. Morawitz, clerk of course; John J. Baumgartner, chief marshal. The racing board had the meet in charge, and labored diligently for its success.

SUMMARIES.

One-mile, Milwaukee Wheelmen—George F. Kneutzel, 1; Henry J. Schmitz, 2; Walter N. Durbin, 3; time, 2:40 2-5.

Two-mile, handicap—W. C. Sanger, scratch, 1; John C. Reitzner, Mercury Cycling Club, 150 yds., 2; A. L. Leonhardt, Chicago Cycling Club, 3; time, 4:53 3-5. Handicap limit, 500 yards.

Half-mile, scratch—W. C. Sanger, Milwaukee Wheelmen, 1; Cy. Davis, Chicago Cycling Club, 2; F. Terry Andrae, Milwaukee Wheelmen, 3; time, 1:15.

One-mile, three minute class—First heat—John C. Reitzner, Mercury C. C., 1; W. F. Knott, Oak Park, C. C., 2; Ed Roth, Milwaukee Wheelmen, 3; time, 2:44.

Second heat—Louis Reed, Ripon, Wis., 1; G. F. Kneutzel, Milwaukee Wheelmen, 2; W. W. Hughes, Oak Park C. C., 3; time, 2:34 1-5.

Final, first three out of each heat—J. F. Ritzner, 1; Louis Reed, 2; W. W. Hughes, 3; time, 2:45 1-5.

Five-mile, handicap, for Andrae trophy—W. C. Sanger, scratch, 1; Gus Steele, 450 yards, 2; John F. Ritzner, 300 yards, 3; time, 13:11 2-5.

One-mile, 3:40 class—W. C. Wegner, 1; Gus Steele, 2; Fred Holmes, 3; time, 3:47.

One-mile, invitation race—Cy. Davis, 1; W. C. Wegner, 2; Gus Steele, 3; time, 2:57 2-5.

* * *

Manhattan B. C. Races.

The annual races of the Manhattan Bicycle Club occurred Saturday at Englewood, N. J., in the presence of several hundred people. The events were run off on the road, which was not in the best shape. C. A. Sheehan acted as referee. The mile handicap was captured by R. Debes, with R. G. Betts second and John F. Ives third; time, 2:29 2-5. E. J. Stern, from 50 yards, won the mile novice, handicap in 2:35 2-5, J. Nonnenbecher and J. Thompson being second and third, respectively. R. H. Bartsch (140 yards) was first in the two-mile

handicap, and C. P. Stanbach and W. H. Pederson second and third respectively; time, 5:49.

The five-mile handicap, the last event on the programme, was the most interesting, and R. G. Betts, formerly of Chicago, was first across the tape, his time being 17:20. W. J. Monohan was second and W. H. Pederson third.

* * *

A Speedy Chicagoan.

The accompanying photograph is an excellent one of C. W. Davis, one of the Chicago Cycling Club's speediest riders. Davis is the man who recently rode a



quarter-mile in 32 1-2 seconds, a world's record at the time. He has won many races at Parkside and elsewhere, but, singularly, devotes very little time to training. He will be seen at the western circuit races.

* * *

At Woodbury, N. J.

The Reta Bicycle Club, of Woodbury, N. J. held its annual meet Saturday on the Greene track, 500 people being present. The track was in good shape and fair times were made. The summaries, which follow, tell the story.

One-mile, novice—C. A. Kean, 1; George Sweeten, 2; time, 2:57.

Half-mile, open—T. M. Jones, 1; C. L. Lodge, 2; F. G. Hooper, 3; time, 1:19 3-4.

One-mile, C. C. C. championship—C. A. Holdcraft, 1; A. H. Dilks, 2; time, 3:14.

One-mile, 3:10 class—H. Butcher, 1; Henry Wolfer, 2; time, 2:57.

Quarter-mile, open—H. C. Barnetta, 1; F. G. Hooper, 2; time, 3:04.

Two-mile, open—H. N. Swank, 1; C. W. Pierson, 2; time, 6:08 1-2.

One-mile, for R. C. and C. C. C. members—Geo. Sweeten, 1; W. R. Satch, 2; time, 2:55.

One-mile, Camden and Gloucester Counties championship—T. M. Jones, 1; C. W. Pierson, 2; time, 2:50.

One-mile, R. C. championship—George Sweeten, 1; J. H. Van Hest, 2; time, 2:53.

* * *

The Western Circuit.

It is now sure that a majority of the eastern fast men will be seen on the western circuit, some of them at all the meetings and some of them at part. Harry Rouse of Peoria turned up smiling in Chicago Monday, loaded with Springfield gossip. What pleased him most, however, was that he had secured promises from most of the men to ride at Peoria.

"Zimmerman will be there sure," he said. "He says he regards Peoria as next thing to home and can't miss it." It seems that some difficulties which stood in the way have been removed. Taylor will ride at Peoria only. He has to return to college (Harvard) Oct. 1.

Tyler comes west for all the events at the expense of the Springfield club.

The Manhattans will be well represented by Berio, Banker, Wheeler and Hess.

Arnold and Taxis are among the probabilities—not quite certain.

It goes without saying that the fast western men will all go the rounds. Sanger will meet the cracks for the first time.

Half rates are granted to Peoria from all points in the state. Illinois day, on which the races are to be run, usually draws from 50,000 to 60,000 people to the fair.

The Evansville programme consists of the following:

OCTOBER 6TH.

One-mile, novice; half-mile, handicap; one-mile, class 2:45; one-mile, open; one-mile, race for men forty years old and older; quarter-mile, flying start, open; half-mile, scratch, Evansville Cycle Club; five-mile, handicap.

OCTOBER 7TH.

One-mile, scratch, Indiana riders; two-mile lap race, half-mile, one-mile, one and one-half mile, two-mile; one-mile, handicap; half-mile, boys under eighteen; two-mile, handicap; half-mile, open; one-mile, handicap, Evansville Cycle Club.

* * *

A Coming Road Race.

The Mercury Cycling Club is making extensive preparations for holding their second annual road race Saturday afternoon, Oct. 1. The distance to be covered is twelve miles. The start will be from Oakwood Station on the Howell road, and the finish will be on Kinnickinnic avenue, which is very accessible from all parts of the city. It is expected that about fifty entries will be made. The prizes will be numerous. The club has selected Casper M. Sanger to officiate as referee. The judges will be the president of the local club, and Captain Neville of the Mercury will act as starter.

* * *

A Track at Erie, Pa.

At the last meeting of the Erie Wanderers Cycling Club, the following officers were elected: President, G. A. Walmsley; vice-president, W. J. Sands, Jr.; recording secretary, H. E. Tidman; financial secretary, Charles Mertens; treasurer, Wm. C. Brehm; captain, G. J. Kuder; lieutenant H. H. Stern.

The Erie Wanderers and the Liberty Cycling Clubs will jointly build a mile bicycle track on the grounds of the Erie Athletic Association.

* * *

Another Mistake at Louisville.

A complete list of officers for the tournament has not been made out, but Judge Sterling B. Toney, of the law and equity court; William L. Jackson, of the criminal court, and Reginald H. Thompson, of the city court, have accepted invitations to act as judges.—Louisville Times. Will the promoters never learn to select men of experience. These men may be excellent at their own specialties, but probably know little or nothing about judging a bicycle race.

* * *

Johnson's Wonderful Times.

If the reported performances of John S. Johnson prove to be correct, it would seem that the form shown by that rider at Chicago, Indianapolis and elsewhere was a long way below his true form. Johnson has, for a year or more, been a rapidly improving rider, and, without other assistance than the exercise of common sense in his training, has advanced from his novitiate to the front rank of flyers.

According to information received, Johnson commenced by riding a flying quarter in 27 2-5 sec. This was not record, as claimed, Zimmerman having done 27 sec., assisted, however, by a strong wind. This performance, how-

ever, was totally eclipsed two days later when Johnson, in the presence of 200 people, rode a half-mile in 55 1-2 sec., and later a quarter in 26 3-5 sec. In both he was paced by a running horse (a trotter was too slow, of course) driven by C. W. Williams, a horseman who has taken considerable interest in cycling lately. It is even said that he was slowed at the finish of the quarter, the horse being unable to keep away!

How are we to account for these phenomenal times? Johnson has never before shown anything like them. The track on which they were made is at Independence, Ia., and is kite shaped. It is owned by Mr. Williams. No information is given as to the timing, except that "all the officials were professional trainers of trotters and skilled in the use of the watch." Many details will have to be forthcoming before the records can be accepted. Tom Eck has been training Johnson since Parkside races. It is reported that a two-days meeting will be given at this track.

The report of Johnson's mile performance was received after the above was placed in type.

* * *

At Waterloo, Ia.

Race held on the 14th by the W. B. C. Result: Sixteen-mile road race—H. L. Helsing, 14m., 1s; J. R. Cheesbro, scratch. 2; time, 1h., 13m., 30s.

* * *

At Eau Claire, Wis.

Races at the fair 14th: One-mile, novice—O. Chappell, 1; F. Thompson, 2; A. Williams, 3; time, 3:07.

Two-mile, open—G. B. Thomas, 1; S. Twiner, 2; D. Connell, 3; time, 6:19.

* * *

Waller Meets With an Accident.

STOCKTON, Cal., Sept. 17.—[Special telegram]—George W. Waller started yesterday in an attempt to beat the twenty-four-hour record. While riding well, however, he touched the fence and, being thrown heavily, was knocked insensible. He covered seventy-one and a half miles in 3 hrs. 48 min.

* * *

At York, Pa.

One-mile, novice—W. H. Wilson, Pittsburg, 1; time, 2:45 3-4.

Half-mile, open—A. A. Zimmerman, N. Y. A. C., 1; time, 1:13 3-4.

One-mile, handicap—J. C. Donnelly, Philadelphia, 1; Raymond Pawley, Asbury Park, 2; time, 2:22. The last quarter was made at 20:45.

One-mile, open—George F. Taylor, New York, 1; A. E. Lumsden, Chicago, 2; time, 2:57.

One-mile, ordinary, open—W. W. Trxis, Philadelphia, 1; C. M. Murphy, 2; time, 3:15.

Two-mile, handicap—A. A. Zimmerman, 1; J. P. Bliss, Chicago, 2; A. E. Lumsden, Chicago, 3; time, 5:01.

Quarter-mile, open—A. A. Zimmerman, 1; A. Lumsden, 2; time, 38 1-4.

Two-mile, lap, open—A. A. Zimmerman, 1; W. W. Taxis, 2; time, 5:34 3-4.

One-mile, three-minute class, open—Charles P. Culver, Springfield, Mass., 1; time, 2:57 1-4.

One mile, 2:40 class, open—J. C. Donnelly, Philadelphia, 1; time, 2:57.

Half-mile, scratch, open—H. C. Tyler, Springfield, Mass., 1; time, 1:24 1-2.

One-mile, 2:35 class, open—J. P. Bliss, Chicago, 1; C. M. Murphy, New York, 2; time, 2:39 1-2.

One-mile, tandem—W. W. Taxis and George F. Taylor, 1; A. A. Zimmerman and Berio, New York, 2; time, 2:41 1-2.

* * *

Coming Events at Detroit.

The Business Men's Cycle Club will hold a club tournament on the Belle Isle track Saturday, Sept. 24. The events were advertised for last Tuesday, "rain or shine," but a forty-eight-hour rain reduced the ambition of the B. M. C. C. scorers, who prefer riding to swimming.

The new bicycle track of the Michigan Athletic Association will be opened next Saturday evening with four races—one-mile, open; two-mile, handicap; three-mile, handicap, and one-mile club.



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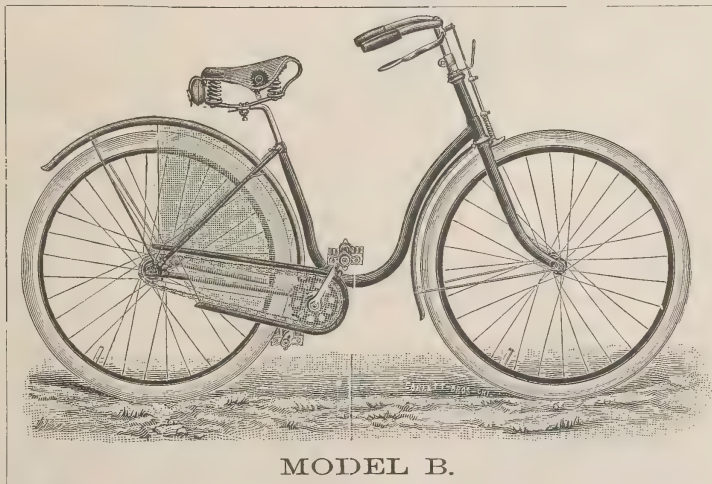
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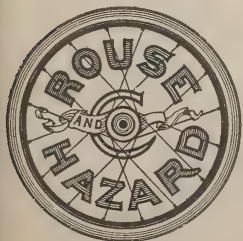
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Electric lights with strong reflectors will make the grounds as light as day. The association is also arranging a big meeting to be held Oct. 10 in order to catch the eastern flyers on their way through the west. A twenty-five-mile road race on Belle Isle is also being agitated in connection with the meet. MARS.

The Indiana Century Record.

Nine members of the Zigzag club started on the century for record Sunday, Sept. 18, and every man finished, five of them within record, which was 7:50. The course was the old Cambridge City run over the National road, and was in good condition though quite dusty. Minor and Hunter made the hundred in seven hours flat, riding the last six miles in 23 minutes. The following summary is for the whole distance, 106 miles: Minor, time 7:23; Hunter, 7:23; Crawford, 7:45; McCain, 7:41; Kurtz, 8:54; Ribble, 7:45; Fox, 8:58; Fisher, 9:00; Kipp, 9:00.

Peoria Entries.

Up to Tuesday night the following men had entered and entries were still coming in:

Lumsden, Bode, Van Sicklen, Young, Davis, Thorne, Bliss, Merrill, Githens, Munger, Ballard, of Chicago; Rich, Hess, Wheeler, Banker, of New York; Myers, Steenson, Wood, Shreffler, Conway, Bates, Haffner, Distler, Scofield, Kircher, Miller, Wills, Snyder and Bickmore, of Peoria; Minor, Indianapolis; Gates, Racine, Wis.; Sanger, Milwaukee; Anderson, Canton, Ill.; Boychon, Davenport, Ia.; Brindley, LeRoy, Ill.; Anderson, Roodhouse, Ill.; Johnson, Minneapolis; Dorntge, Buffalo; Berlo, Boston; Taxis, Philadelphia; Palmer and Brittingham, Danville; Tyler, Springfield; Arnold, New Britain, Conn.; Zimmerman, Freehold, N. J.; Matthiesen, La Salle, Ill.; Thompson, Jackson, Mich.; R. P. and J. N. Sholl, Baitonville, Ill.

At Butte City, Mont.

BUTTE, Mont., Sept. 18.—At the state bicycle tournament held here, Swender, of Helena, won the five-mile championship in 14:45. Swederman also won the mile, two-mile and half-mile championships, all safety, standing start.

At Freeport, Ill.

Races were held on the 16, the closing day of the Northern Illinois Agricultural Association's fair. Results:

One-mile, Stephenson County championship—William Miller, 1; Albert Green, 2; John Haller, 3; time, 2:52.

One-mile, open—E. W. Ballard, of Chicago, 1; Harry Dever, Rockford, 2; F. J. Rosbrook, Dixon, 3; time, 2:35 1-2.

Quarter-mile, boys' race—Claude Ernest, 1; Willie Smythe, 2; Albert Moogk, 3; time, 44 2-5.

Five-mile open—W. F. Reumon, Elgin, 1; E. W. Ballard, Chicago, 2; H. H. Scoville, Dixon, 3; time, 18:51.

One-mile, handicap—W. F. Henman, Elgin, 80 yds., 1; Harry Dever, Rockford, scratch, 2; H. H. Scoville, Dixon, 60 yds., 3; time, 2:35 1-5.

Half-mile, open—E. W. Ballard, Chicago, 1; Harry Dever, Rockford, 2; H. H. Scoville, Dixon, 3; time, 1:21.

At Iowa City, Ia.

Races at the fair, 14th, resulted thus:

Half-mile—J. G. Lindsay, 1; R. N. Carson, 2; Charles Cammack, 3; time, 1:30 1-2.

Quarter-mile—Ralph Himball, 1; Roy Close, 2; Homer Hughes, 3; time, 44.

Quarter-mile—Jack Lindsay, 1; Tom Kimball, 2; R. N. Carson, 3; time, 39 3-4.

The Greatest Novelty Yet.

It is true that the Pope Manufacturing Company will build a track. It will be near the factory and one-third of a mile in circumference. In connection with it there will be the greatest novelty yet produced—wit, an automatic pace-

maker! Close to the inside edge will be figure mounted on a wheel, operated by electricity, which can be made run at any pace desired. Now, ye two-minute men, there will be no more poor pace-making.

Trainer Stackpole's Benefit.

Unfortunately for Arthur Stackpole, nearly all Chicago's fast men were away last Saturday when his benefit occurred at Parkside. The attendance was slim. Tuttle made his reappearance and rode fairly. He is not in shape yet. O. C. Green of Blue Island won two firsts, two seconds and a third. He is an improving man and has been gobbled by the Chicagos. Results:

One-mile, handicap—O. C. Green, 110 yards, 1; F. H. Tuttle, 50, 2; time, 2:38 3-5.

Two-mile, handicap—O. C. Green, 225 yards, 1; E. W. Ballard, 60, 2; A. W. Sweigart, 300, 3; O. R. Barnett, 300, 4; time, 5:16 2-5.

One-mile, lap race—H. A. Githens, 1; E. W. Ballard, 2; time, 2:44 2-5.

Quarter-mile, scratch—E. W. Ballard, 1; O. C. Green, 2; A. Helmich, 3; F. H. Tuttle, 4; time, 37 3-5.

Half-mile, open—E. W. Ballard, 1; O. C. Green, 2; A. Helmich, 3; A. T. Heywood, 4; time, 1:15 4-5. One-mile, open—E. W. Ballard, 1; F. H. Tuttle, 2; O. C. Green, 3; time, 2:38.

At Baltimore, Md.

BALTIMORE, Sept. 21.—(Special telegram.)—The second race meeting on the Baltimore track occurred to-day. The attendance was marred somewhat by rain, which fell slightly, but about a thousand people attended. Another reason for the comparatively small attendance is the fact that the grounds are a long way out and not easy of access.

The success of the meeting might have been greater had the management been better. It was very far from good. The racing, however, was very fine. Results:

One-mile, novice—Magers, 1; Weber, 2; French, 3; time, 2:46.

Quarter-mile, open—Bliss, 1; Murphy, 2; Wheeler, 3; time, 38s.

Half-mile, open—Zimmerman, 1; Lumsden, 2; Berlo, 3; time, 1:17.

One-mile, 2:25 class—Banker, 1; Bliss, 2; Rhodes, 3; time, 2:41 2-5.

One-mile, handicap—Weber, 160 yards, 1; Hartford, 175 yards, 2; Pawley, 140 yards, 3; time, 2:27.

Quarter-mile, handicap—Hartford, 45 yards, 1; Holland, 30 yards, 2; Magers, 35 yards, 3; time, 34 1-5 sec.

Quarter-mile, open—Zimmerman, 1; Lumsden, 2; Rhodes, 3; time, 35 1-5 sec.

Half-mile, handicap—Murphy, 30 yards, 1; Taylor, scratch, 2; White, 55 yards, 3; time, 1:09 4-5.

One-mile, lap—Zimmerman, 13 points, 1; Lumsden, 7 points, 2; Banker, 5 points, 3; time, 2:45 4-5.

One-mile, invitation—Zimmerman, 1; Taylor, 2; Rhodes, 3. A time limit of 2:40 was placed on the this event. Zimmerman won by ten yards, but the time was 2:55 2-5. Declared no race. Result of second trial—Zimmerman, 1; Berlo, 2; Taylor, 3; time, 2:33 1-5.

At Springfield, Ohio.

The races of the Springfield Bicycle Club occurred Tuesday at the Clark County fair grounds in the presence of a somewhat slim attendance, probably eight hundred persons. The total value of the prizes was \$1,000. T. J. Kirkpatrick, ex-president of the league, officiated as referee, and E. A. De Blois, of Hartford, as one of the timers. Results:

Mile, novice—Harry Grant, Springfield, 1; W. L. Wood, Springfield, 2; S. F. Wilson, Columbus, 3; time, 2:47.

Half-mile, open—E. W. Ballard, Chicago, 1; A. L. Baker, Columbus, 2; Arthur French, Columbus, 3; time, 1:12 4-5.

Mile, handicap—Arthur French, Columbus, 1; A. L. Baker, Columbus, 2; Con Baker, Columbus, 3; time, 2:22 2-5.

Half-mile, county championship—Harry Grant, Springfield, 1; time, 1:18 2-5.

Quarter-mile, open—Arthur French, 1; C. C. Vantine, Finlay, 2; Con Baker, Columbus, 3; time, 35 2-5.

Two-mile, handicap—Arthur French, Columbus, 1; Con Baker, Columbus, 2; C. E. Tudor, Cincinnati, 3; time, 5:05.

Mile, county championship—Wayne Casper, Springfield, 1; L. C. Worthington, Springfield, 2; W. L. Wood, Springfield, 3; time, 2:53.

Mile, safety, open—Arthur French, Columbus, 1; E. W. Ballard, 2; A. L. Baker, Columbus, 3; time, 2:51 2-5.

Three-mile lap race, open—C. E. Tudor, Cincinnati, 1; Con Baker, Columbus, 2; A. L. Baker, Columbus, 3.

At Canton, Ill.

Races were held last week by the Canton Bicycle Club. Results:

Half-mile, novice—Bert Overman, 1; Ernest Dean, 2; George Baron, 3; time, 1:27.

Half-mile, three heats—Perry Anderson, 1; Sydney Stevens, 2; Howard Held, 3; time, 1:20.

Half-mile, boys' race—Frank Hayes, 1; Fred Thomson, 2; Harry DeWolf, 3; time, 1:50.

Quarter-mile—Sydney Stevens, 1; Perry Anderson, 3; E. Guilbault, 3; time, 39.

One-mile, handicap, for gold medal—Perry Anderson, scratch, 1; Howard Held, thirty yards, 2; Sydney Stevens, scratch, 3; Bert Overman, sixty yards, 4; time, 2:52.

Half-mile, flying start—Bert Overman, 1; Frank Wafer, 2; Morris Kirby, 3; time, 1:10.

Two-mile, handicap—Sydney Stevens, scratch, 1; H. B. Heald, scratch, 2; Perry Anderson, scratch, 3; E. Guilbault, 100 yards, 4; time, 6:44 3-5.

Half-mile, consolation—F. W. Plattenburg, 1; C. M. Bardwell, 3; R. A. Perkins, 3.

World's Tandem Safety Records.

On Sept. 6, at Herne Hill, Condon. A. F. Hsley and J. Rowley of the Stanley Club created on a Raleigh world's tandem safety records from four to twenty-three miles, inclusive. The following were the times, as taken and certified by Pembroke Coleman, the N. C. U. official time-keeper:

Miles.		Miles.		Miles.	
1	2:36 4-5	9	23:09 4-5	17	43:59 1-5
2	5:13 3-5	10	25:43 4-5	18	46:35 1-5
3	7:47 1-5	11	28:19 2-5	19	49:12 2-5
4	10:21 2-5	12	30:56 1-5	20	51:50 2-5
5	12:53 3-5	13	33:35 2-5	21	54:27 2-5
6	15:27 4-5	14	36:11 2-5	22	57:07 3-5
7	17:59 4-5	15	38:49 1-5	23	59:40
8	20:32 4-5	16	41:23 3-5		

Distance covered in the hour was 23 miles, 250 yards.

At Lansing, Mich.

The bicycle races at the Michigan state fair at Lansing were run Friday, under the auspices of the Lansing Bicycle Club, and were very successful. Results:

One-mile, novice—Henshaw, Detroit, 1; time, 3:55 3-5.

Two-mile, handicap—Keator, Chicago, 150 yds., 1; time, 2:37 3-5.

Lansing Bicycle Club, championship—Potter, 1. Half-mile, open—Lonn LaPorte, 1; time, 1:16 4-5.

Two-mile, state fair championship—Rands, Detroit, 1; time, 5:37 3-5.

Quarter-mile dash—Bode, Chicago, 1; time, 40 3-5.

Five-mile, handicap—Keator, Chicago, 275 yds., 1; Osborn, Detroit, 300, 2; Bradford, Detroit, 500, 3; Ward, Detroit, 440, 4; time, 14:48. Rands started from scratch in this race, but failed to get a place. Loomis of Lansing led at the end of the third mile but was crowded into the fence and disabled.

One-mile, 2:40 class—Rands, Detroit, 1; time, 2:45 4-5.

One-mile, handicap—Heazlit, Detroit, 125 yds., 1; time, 2:30.

One-mile, three-minute class—Potter, Lansing, 1.

Two Events At Manhattan Field.

The annual games of the Manhattan Athletic Club at Manhattan Field last Saturday contained two bicycle events, a mile club championship and a two-mile handicap. Great interest was taken in these races, though they were really tame affairs. George Banker won the championship, with Carl Hess second, in 2:41 4-5, and Hess captured the two mile, from 45 yards, in 5:23 1-5, Banker (scratch) being second and F. S. Elliott (155 yards) third.

Three Interesting Items.

Canary or Maltby will be engaged, if possible, by the Evansville management.

After the Philadelphia races the fast men spread in all directions, going to York, Baltimore, Toronto and other points, as fancy dictated.

The Warren Athletic Club and Wilmington (Del.) W. C., will hold joint meeting on Oct. 1st. A twenty-five mile road race will be made a feature.

THE JACKSONVILLE MEETING.

The Lockwood Cycling Club Has Arranged an Interesting Programme.

The following is the programme arranged by the Lockwood Cycling Club: MONDAY, OCT. 3.

Reception of guests.

9:30 a. m.—Run about the city visiting state institutions for blind, deaf and dumb and insane, and other places of interest.

1:00 p. m.—Short day parade to track and photograph. Special prize for the



A. D. BLACK.

club having the largest number in parade uniform and best appearing club.

2:00 p. m.—Races; \$1,571 in prizes.

7:00 p. m.—Lantern parade; special prize for best decorated wheel.

8:30 p. m.—Reception at Fifth Regiment Armory.

10:00 p. m.—Hop at Fifth Regiment Armory. Tickets \$2. L. A. W. members free.

TUESDAY, OCT. 3.

9:30 a. m.—Country run, 14 miles.

2:00 p. m.—Races; \$1,917 in prizes.

7:30 p. m.—Complimentary concert by the "Famous juvenile band," followed by a smoker and distribution of prizes.

Most of the prizes are now on exhibition, and it is expected that every prize except those which are necessarily made to order will be on hand before the races.

The Lockwood club will have fine dressing quarters for the racing men. They will be supplied with cots, wash-bowls, pitchers, looking-glasses and drinking water. The building will accommodate 150 persons without being crowded.

Entries close Monday, Sept. 26 for this tournament. Those who intend entering should do so at once. Address entries to Arthur D. Black, care of Lockwood Cycling Club.

Race Chat.

The value of Louisville's prizes runs up to \$2,877.

Walter Sanger will be in Peoria at the meet, which takes place Sept. 27.

A special car will be provided for riders going from Peoria to Louisville.

Thirteen events will be run at Cincinnati on Oct. 1. Elgin, Ill., also has races that day.

Tuesday of this week was the tenth anniversary of the first Springfield tournament.

The Canton (O.) races by electric light were so successful that the trotting men will give it a trial.

Pratt & Whitney's employees held an eight-mile road race. M. J. Cosgrove, scratch, won in 26m. 25s.

Columbus (Ga.) will hold races Oct. 28 and 29. J. H. Palhill can supply entry blanks and all details.

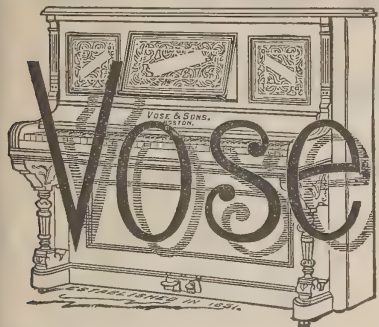
The Ravenswoods, Chicago, ran a five-mile race last Saturday with this result: N. R. Wood, 2m. 15s., 1; George Kennedy, 2; J. C. Howard, 3; time, 17m. 4s.

ELECTRIC ** TOURNAMENT

—OF THE WESTERN CIRCUIT—

GIVEN BY

Louisville Cycle Club.



\$2,657 Actual Prizes.

A Vose Piano, Suburban Lot,
Pneumatic Wheels,
Diamonds, Furniture, Clothing
Bric - a - Brac.

WE RACE
at NIGHT by Electric Light

On The Auditorium Track.

THURSDAY and FRIDAY, Sept. 29 and 30.

A Special Car to Bring Racing Men and Visitors From Peoria.

W. W. WATTS, - Chairman Race Committee.

Send your Entries at once.

548 West Jefferson, LOUISVILLE, KY.

Will You —

— Be There?

Jacksonville, October 3 and 4.

For Illustrated Pamphlet, Entry Blanks, Etc., Address

ARTHUR D. BLACK, Loekwood Cycling Club.

THE MOST NEWSY CYCLING JOURNAL IN EUROPE.

For really pleasing cycle reading, bright, chatty and light, commend me to the IRISH CYCLIST. Although it necessarily devotes much of its space to Hibernian affairs, it always contains matter of general interest, while its little stories and anecdotes are well seasoned with Attic salt. Mr. Meccredy would certainly satisfy Charlie's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—The People, London.

The ablest edited and most newsy cycle journal in Europe.—Sporting Times, New York.

One of the smartest and liveliest of cycling papers.—National Press.

Mr. Meccredy's admirable cycling journal has pushed its way by sheer merit and enterprise into the very front rank of sporting papers.—Freeman's Journal.

Specimen Copy, post free, from MECCREDY & KYLE, 49 Middle Abbey St., Dublin.
SUBSCRIPTIONS, POST FREE, SIX MONTHS, 5s 6d; ONE YEAR, 10s.

The best paper in its peculiar line published.—Irish Society.

Its literary fare is still as bright and interesting as ever.—Cycling.

Although some of our English cycle journals are reckoned pretty smart, they cannot beat it.—Hull Daily News.

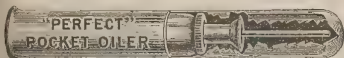
Matter which from beginning to end is thoroughly interesting, not only to Irish riders but also to English wheelmen.—Liverpool Athletic and Dramatic News.

The most interesting of wheel papers.—Cricket and Football Field.

A credit to the country.—Belfast Morning News.

An admirable miscellany of everything interesting to cyclists.—Weekly Irish Times.

"PERFECT" POCKET OILER.—1/2 Size.



Best and neatest oil can in the world. Throws only a small quantity of oil at a stroke; handsomely nickel-plated. For sale everywhere. Price, 50c. each.

"Perfect" Pocket Oiler Holder.

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.



"Perfect" Pneumatic Pump Holder.—Similar to oiler holder, but slightly larger. Pump is always convenient; and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

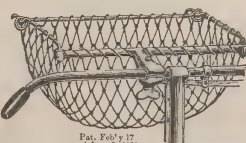
CUSHMAN & DENISON.

172 9th Ave., - New York.

THE NATIONAL L. A. W. SOUVENIR MEDAL made in bronze, gold finished, and the Cottage City medal finished in silver nickel. Both mailed together for 75c.; 50c. singly. A handsome one and one you should take advantage of. The J. E. POWER MEDAL Co., makers, 15 Cornhill, Boston.

KALAMAZOO

Parcel :- Carrier!



Price
\$2.50.
Light,
Strong
and
Ornamental



FOLDS UP COMPACTLY WHEN NOT IN USE.

Carries either in front or at the rear of the handle bar.

Agents Wanted.

KALAMAZOO CYCLE CO.

Kalamazoo, Mich.

THE METAL TURNING CO.'S
MAGIC BICYCLE OILER.

Patent applied for.



We are now ready to supply these goods to the general trade, and claim for them the following points of superiority over any others on the market.

First: They do not leak, and are as clean to carry in the pocket or tool bag as a knife or wrench.

Second: You can get as much or as little oil from them as you need. When a drop only is required, place the feed wire where the drop is needed and press down. If a larger quantity is required press the bottom of the oiler, and the oil will flow freely from the wire. You do not need to waste oil and daub your machine with this oiler. And you can oil your wheel quicker than with any other.

Full size cut.
Patent applied for.

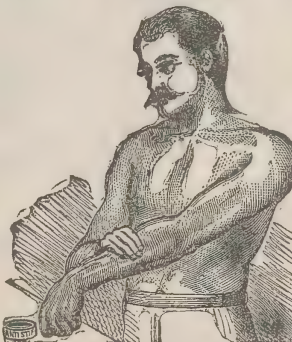
Manufactured Exclusively for

The Whitten-Godding Cycle Co., - Providence, R. I.

To Athletes, Cyclists, Baseball and Footballists,
Horse-back Riders, Boxers and Oarsmen—
When you want to ride, run, walk, row, skate or swim a long distance, USE

ANTI-STIFF

TO STRENGTHEN THE MUSCLES



TO STRENGTHEN THE MUSCLES.

It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles or sinews. Quick in its action, cleanly and pleasant in use.

Rub it into the muscles every night for a fortnight and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations and Liniments, both in substance and effect. Some Athletes are so fond of it that they rub it all over them.

Price, 20c. and 35c. per box.

Trainer's Size, \$1.00.

E. F. UGERA & CO, Agents for United States,
30 N. William Street, N. Y.

Geo. H. Benedict & Co.,

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Hello!—1700

ELECTROTYPING,
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BICYCLE CUTS A SPECIALTY.

Pollock, 15m. 49s., won the time prize and finished sixth.

LAMSON'S
LUGGAGE
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No. 1. Convenient,
durable, noiseless,
cheap. \$1.

Other popular
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No. 4d for two bundles, and our No. 5 Special Tourists' Carrier, used by the Ellwell tourists. Made by

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Send for Carrier and Badge Circulars.



BICYCLE BARGAINS.

	List.	Our price.
Joliet Pneumatic, new.....	\$135	\$ 80.00
Joliet 1 1/4 in. Cushion, new.....	135	80.00
Ben Hur Pneumatic, new.....	100	65.00
Tourist Pneumatic, almost new.....	150	110.00
Derby Pneumatic, good as new.....	140	100.00
Student.....	100	80.00
Vassar Com., 1 1/2 in. cush., used 1 mo. 105		75.00
Elliptic Pneumatic, almost new.....	150	115.00

YOUNG BROS., Joliet, Ill.

Henry E. Ducker, founder of the Springfield meeting, was among the spectators at Hampden Park.

Henry Short, of Santa Barbara, Cal., is reported to have covered a quarter in 30 1-2 sec., no doubt with flying start.

The only prize Zimmerman really needs is a beautiful home with a girl in it. Rumor says he may win the latter at Peoria!

The Evansville men have received their diamond prizes from Gumberts Brothers. They range from \$75 to \$350 and a certificate of value goes with every one.

The employees of the Sercombe-Bolte Manufacturing Company, Milwaukee, will have a road race Saturday. The entries will number about thirty-five. The start will be from Prospect avenue to White Fish Bay and return, about ten miles. The company and other friends have contributed a number of valuable prizes.

3-BEAUTIES-3

The James Safety.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle-Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
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TRACK RACER, Weight 25 Pounds,	- - - - -	\$155 00
TRACK RACER, Weight 23 Pounds,	- - - - -	\$160 00

We Guarantee These Weights.



"B. & A." SPECIFICATIONS

WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order. Finest Weldless steel tube and steel forgings, adjustable seat pillar and handle bar, 6 1-2 in. adjustable cranks. Adjustable balls to both wheels, crank axle, ball head and pedals.

Same Model and Specifications:

TRACK RACER, Weight 26 Pounds,	- - - - -	\$150 00
ROAD RACER, Weight 30 Pounds,	- - - - -	\$140 00
FULL ROADSTER, Weight 34 Pounds,	- - - - -	\$140 00

These prices are with Pneumatic Tires.

These celebrated machines are made by THE NEW BUCKINGHAM & ADAMS CYCLE COMPANY, Coventry Works, Birmingham, Eng. H. P. Cook, Managing Director, having had great practical experience, is turning out the B. & A. in great shape.

During Easter week (in England) the B. & A. captured the most prizes.

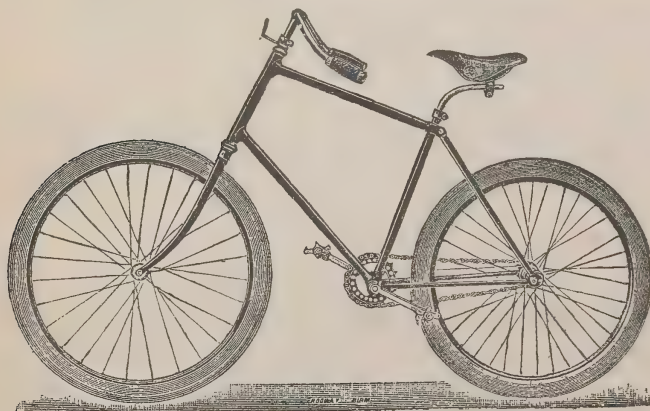
Beat the 100 Miles Record.

Mr. Peter Holliday, of the Ramblers' Club, Blackburn, Eng., beat the 100 miles record from Blackburn to Kendal, by the extraordinary time of 48 minutes, on the B. & A. Road Racer, weighing 30 lbs. This is another convincing proof of the superiority of the B. & A. machine.

B. & A. Champion Racer.



South Road Safety.



FRENCH & SONS, Balham, England.

"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. We guarantee that there is not a single casting throughout. 28 inch wheels, tangent spokes, Warwick hollow rim, round cranks, adjustable handle bar and seat pillar, ball bearing throughout, lamp bracket, geared to 64 or to suit purchaser.

TRACK RACER, Weight 23 Pounds,	- - - - -	\$155 00
ROAD RACER, Weight 29 Pounds,	- - - - -	\$140 00
ROADSTER, Weight 33 Pounds,	- - - - -	\$140 00

Any kind of Pneumatic Tires. We Guarantee Weights.



AGENTS WANTED.

The Agency for the above has been secured by the . . .

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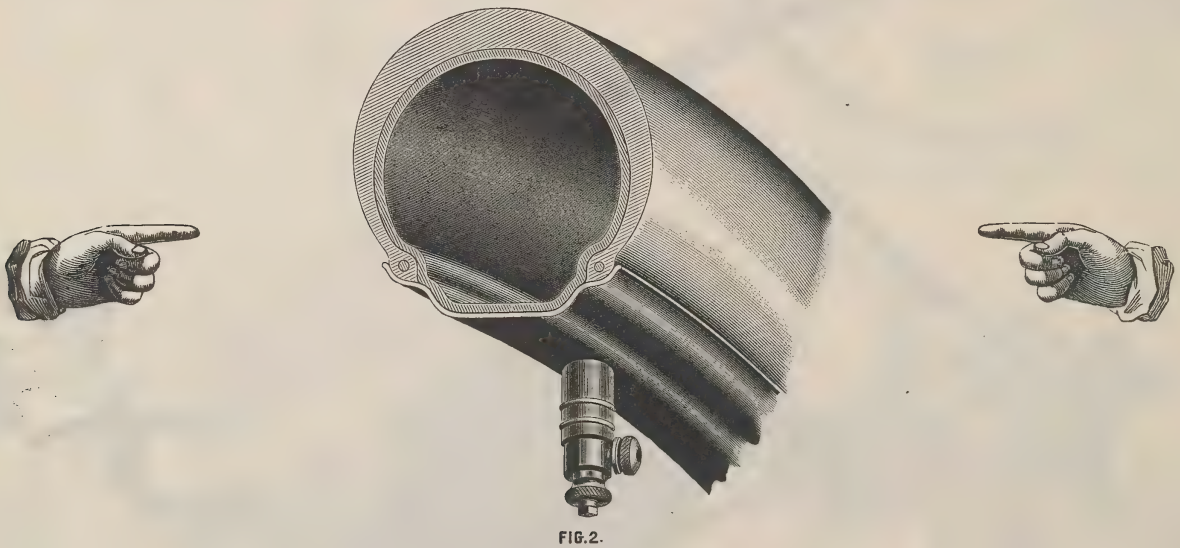
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2:08 4-5

TYLER'S MILE AT SPRINGFIELD WAS MADE ON THE

AIRTITE TIRE



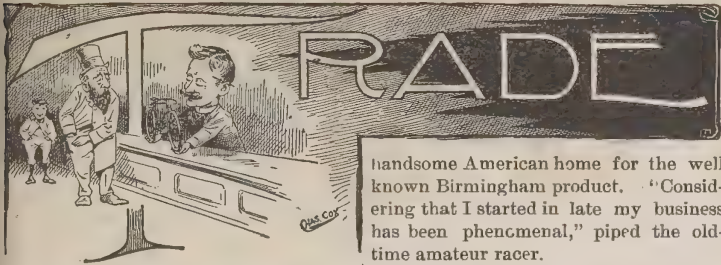
A WORLD'S RECORD FOR A STARTER.

The AIRTITE cannot be torn off the wheel when inflated, and you don't have to call in the police to remove it when it is deflated, nor commit a murderous assault on its vitals to repair it. It's a Jim dandy from Beantown. Write for particulars to

AIRTITE PNEUMATIC TIRE COMPANY,

172 Columbus Avenue, **BOSTON,** KIRK BROWN, Manager.

P. S.--DEAR MR. HICKORY ELLIOTT:---We respectfully submit the above in answer to your conundrum of last week. Give us something hard.



Breezy Bits From Beantown.

The American Arms Company, of East Boston, will start making the Benton spring frame safety fitted with the Preston-Davies pneumatics, this winter, and J. T. Cartwright, a very affable Englishman, will have charge of the construction of same. Mr. Cartwright is in correspondence with the great English road rider, Holbein, who is expected to arrive in this country next spring.

The Elastic Tip Company, of Boston, is now ready with two pneumatic tires, the Boston, a first grade, and the Cambridge, a cheaper tire, both of which the Elastic Tip people claim are the latest and most approved things. This company has a new pneumatic mending instrument for lightening repairs.

Kirk Brown, the well and favorably known hustler of Philadelphia, has settled down in Beantown for good, and occupies quarters at 172 Columbus avenue, where he shows samples of his really good Airtite tire, which is taking very well with the trade. This tire is entirely out of the usual order of pneumatics, and the manner of fastening to the rim immediately captures the rider, if he is practical. It looks as if Kirk Brown has struck "ile."

V. Dugmore & Company, 194 Columbus avenue, are making a specialty of building wheels to order, and are doing a large business in enameling for the trade. Ven Dugmore is pretty well known in Boston among the trade.

G. A. Drysdale, of 176-8 Portland street, is happy over the arrival of a shipment of Brookes cycles from the well-known Cape Works near Birmingham. The Brookes is one of the standard English makes, and is taking well in and around Boston. Mr. Drysdale has the exclusive United States and Canadian agency, and agents looking for a good wheel handled by a good house would do well to correspond with the Boston firm.

The ever genial Manager Harvey of John P. Lovell Arms Company found time to say that the season just over has been a banner one for Lovell Diamonds.

"Major Billy" Atwell, he of William Read & Sons and the Easy Club, looked happy and stated unblushingly that New Mails sold faster than any other wheel around Bunker Hill, and suggested that "you watch for next year's New Mail."

Dudley, the Columbus avenue dealer is doing a nice renting and repairing business, and personally related the fact that he sold three ordinaries last week, and thinks so well of the old "crocks" that he is always open for a trade or bargain in the high wheel.

Holmes & Company, cycle outfitters, are doing a large business in everything a cyclist wears, and cater to women cyclists. Mr. Holmes tells with glee about a lady who called him to account for the pictorial advertisement of a woman with Holmes's best on, in the *Herald* and Sunday. Mr. Holmes silenced her with, "any lady who reads the Sunday *Herald* should not object to seeing her sex illustrated there."

"Jim" Underwood and his pretty Quadrant depot look well, and it is possibly the prettiest store in cycle row. Underwood sells many wheels in this

handsome American home for the well known Birmingham product. "Considering that I started in late my business has been phenomenal," piped the old-time amateur racer.

Sidwell & Sabin are more than satisfied with their business with the Stover line, and the handsome Phoenix is taking kindly to New England. Mr. Sabin looks as well as he did in the old days when he sold Ridges.

Manager Hill, of the Coventry Machinist Company, had gone to Springfield, but the clerk in charge stated business had been fairly good, and there was no complaint to make.

W. C. Overman, whom it is always a pleasure to meet, had also gone to Springfield, so the pretty typewriter would not commit herself to any statement as to the trade.

Albert Pope, Jr., and Kirk Corey entertained me at the "White Front Mansion," and begged me to see that they did not get the freeze-out at the Cooley, Springfield, as they were interested in young men who would ride blue rims in that town. They got quarters all right. The Pope Manufacturing Company are selling all the Relay wheels they can turn out at present.

Singer and W. W. Stall are resting on their oars after a successful season at Odd Fellows' Hall, and Stall will possibly make a large number of wheels next year.

The Pneumatic Tire Mending Company, Boston, are preparing to push their specialty as seen in Washington.

The Beacon Cycle Company, Westboro, through their president and superintendent, J. F. Wood, and treasurer, A. L. Balbridge, Mason building, showed the result of the recent start of their works. The firm is making a diamond safety; and using some of the old Broncho parts, which makes a fairly good looking wheel. Next year the firm will make a good mount on Humber tires.

Josiah Quincy, that sterling young Democratic master politician, now in charge of the Democratic Press Bureau in New York, occupies offices at 13 School street, Boston, and is interested in Boulanger's unicycle, which the Ames Manufacturing Company, of Chicopee, are figuring on with a view to making. By all accounts the "new fangled thing" on wheels is going to be a hummer. The Ames Company will again make New Mail for Wm. Read & Sons.

The Keating, twenty-four-pound light roadster, is a handsome looking wheel, and is taking well. The wheels made a creditable show at Springfield, and the old and new riders seemed pleased with them. The Holyoke people expect a large trade next season.

Superintendent of Agencies Morgan, of the Overman Wheel Company, says things are moving along nicely at Chicopee Falls. "Of course we are not shipping so many wheels as we were a few months ago, but we are satisfied," said that astute young agency rustler.

New York Trade.

The Gendron Wheel Company seized eighteen consigned wheels at Fred Coningsby's cycle depot, in Brooklyn, Friday, and the Brooklyn dealer, being in debt to other firms, had to close his doors. Coningsby has always stood well in the estimation of the trade and cyclists, so there must be a screw loose somewhere. Bensinger, McDonald & Bow-

dish and the Anglo American Company are two of the creditors.

Stephen Golden of New Howe fame has arrived at last and is showing B. Riley of Bonnick & Company, Coventry, around. They with Arthur Brown, representing the Rudge Cycle Company of Coventry, make up a fine-looking trio. The travelers called at the REFEREE office and will proceed to Chicago in a few days.

For cool rascality commend me to that R. D. Emanuel, amateur cyclist and would-be agent. This young man looks twenty-one and acts fifty years old, and Bidwell and the Gendron people think he is a bit older than any of them. This young man started in business at 177th street and Third avenue—far enough away from creditors, it would seem, but he was not. His game was to order goods, then plead the minor act. His mother, when appealed to by Mike Quinlan of the Gendron company as to her precious, wandering boy's age, stated that he was not twenty-one until next gooseberry time. His plan was to order goods and then ask for credit, and, after giving some kind of reference, sell the goods, pocket the proceeds and then calmly ask his creditors "what are you going to do about it?" When he got into trouble he was accompanied by a shyster lawyer who possibly stood in with him, and when questioned about his methods introduced the "attorney," who talked law by the yard. Quinlan got an express wagon, and with an expenditure of \$25 got his goods back. Bidwell, it seems, did not fare so well. Here's a powerful argument for a cycle dealers' board of trade.

Thomas Saunders expects to sail for home on the Magestic Wednesday. He is in Boston to-day—Monday.

The Metropolitan Hardware Company is in trouble over the Ridges they sold Bensinger, McDonald & Braditch of Brooklyn, as well as some others. There was something lacking on the wheels when delivered (mud guards, I believe,) and there was something faulty in construction, so the Brooklyn firm refers the New York house to its attorney for settlement.

Notes from Buffalo.

There are rumors of all sorts and sizes regarding the standing of various cycle dealers, and the chances are that the snows of the coming winter will bury a few of them. There are other rumors afloat about new firms and companies starting up in the wheel business for the coming season. That there is lots of room for all, we must admit; but we are convinced that it takes quite a capital to establish a profitable cycle business, and care and watchfulness are very necessary for its successful continuance. When we think of the great number of \$6 per week clerks we saw during the summer sporting bran new pneumatics, we do not wonder that some wheel dealers will have to give up the ghost. It is beyond all reason for a young man getting but \$6 per week to pay his board, buy a high grade pneumatic, belong to the most fashionable wheel club and have the best wheel suit and come out square at the end of the season. We are afraid that it will be the dealer who gets left, and he can ill afford to stand many of these sales in order to show up well with a long order list.

WILLIE DUNN.

Like the Coventry Cross.

The Warman & Hazlewood Company is receiving numerous flattering letters from riders of the Coventry Cross. A few days ago the following was received from Private D. Luxton, of the L. N. G. corps. "I like the wheel purchased from you very much. It stands a great

amount of hard usage, and on a long ride last Tuesday I took a heavy tumble without injury to the wheel. The Coventry Cross does good work and pushes easily."

Mr. Tagholm also writes that the wheel has taken him through several century runs and has done lots of country riding. He is greatly pleased at the way the wheel has come out of the hardest kind of runs. He has come to the conclusion that the Coventry Cross is one of the easiest, smoothest and best made machines in the states. At Parkside, Aug. 26, he won first prize on it in the five-mile handicap.

Prices and Politics.

CHICAGO, Sept. 20.—Editor REFEREE:—A writer in the Chicago Evening Post recently made some startling discoveries. He assures us that English wheels sold in this country for \$165 can be bought by the consumer in England for \$85. No American wheel costs over \$70, but the American manufacturer dare not list his wheels lower than the foreigner, as such a step would be regarded as an admission of inferiority. All of which is submitted to wheelmen to prove the tariff iniquitous, and secure their aid to overthrow McKinleyism.

Of course this is bosh. The American maker may be relied upon to establish his own prices, regardless of the importer. The writer of the article thinks it costs \$70 to build a wheel, but he does not think that agents' discounts and the many expenses incurred by every business house have any right to consideration. No; importers don't rule the prices by any means. It would be well for tariff cranks to devote their time to things they understand. This one does not know that should the leading American makers cut their prices as low as he thinks they might, the importer would be driven out of business. This step was expected by English houses when the McKinley bill went into effect. But it didn't come. American makers built machines of recognized merit, whose sales can not be injured by lowering the price while importers keep theirs up.

P. JAY.

The Brookes in America.

Another English candidate for cycling favor is the Brookes, and its success in England should, and no doubt will, be duplicated in America. If a well constructed wheel goes for anything, the Brookes will be heard from in the near future in America, as it has been in other parts of the world. Messrs. J. and H. Brooks, of the Cape Cycle Works, Birmingham, are no novices in cycle building, and the success of their machines on the path in England, where for two years they held several records, was something remarkable.

Last winter G. A. Drysdale, of Yates Brothers, Shattuck & Company, of Boston, paid Messrs. Brooks a long visit and arranged for a supply of wheels for America; but unfortunately the demand at home and the continent was so large that very few were shipped to America. Now, however, the firm has made an effort for increased production, and will from now on supply America with a large number. Their energetic agent in Boston will place agencies all over America and Canada the coming winter. A large store at 176 and 178 Portland street, Boston, will be fitted up and a full line of parts will be kept on hand. The Brooks road racer, twenty-seven pounds, is a very magnificent wheel of strength and grace, and George F. Taylor spoke highly of one he won as a prize at the Saugus meet. Taylor will run it on the road for winter training. The path racer is also a fine wheel. The light

HO, FOR THE TOURNAMENT!

— A T —

PEORIA

SEPTEMBER 27, 1892.

THE GREAT ROCK ISLAND ROUTE THE BEST.



Quick Time----Leave Chicago 1:10 noon; arrive at Peoria at 7:00 P. M.

There is also a Night Train leaving at 11 o'clock, arrive Peoria at 5:40 A. M.

Remember, by this route you have no transfer, and a baggage car will be put on to carry wheels free for our patrons.

Single Fare for the Round Trip for All Points in Illinois.

This route has a train leaving Peoria at 11:10 o'clock, arriving at Chicago at 5:35, early enough for business hours, and you lose no time. To those who desire to make the return trip by daylight, a train leaves at 7:30 A. M., arriving at Chicago at 1:35 P. M.; also leaving Peoria at 1:10 P. M., arriving at Chicago at 7:00 P. M.

The Rock Island runs additional trains at other hours between these two cities.

Members of Cycling Clubs should call at 104 Clark street (corner of Washington) and get further particulars, and purchase tickets.

GEO. F. LEE, City Passenger Agent, 104 Clark Street.

E. ST. JOHN, General Manager.

S. F. BOYD, 1st A. G. T. & P. A.

W. I. ALLEN, Assistant General Mgr.

JOHN SEBASTIAN, G. T. & P. A.

roadster is a favorite English mount. Riders will have a choice of eight wheels, including the two racers, and it will be a hard man to please who will not fall in love with one of them. The Brookes saddles are known to all racing men and thousands are in use.

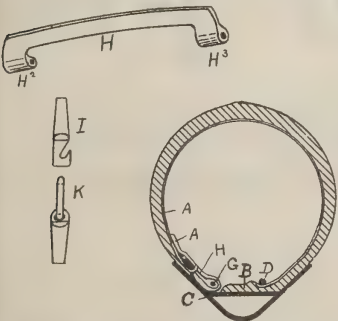
Mr. Drysdale is also making a specialty of fitting the non-puncturable Sifvertown pneumatic to sulky wheels, and is making deals daily with people to that end. Agents who are not crowded with other wheels will do well to communicate with Mr. Drysdale for territory. He prefers men who have not too many irons in the fire. The firm is one of the best, Yates Brothers, Shattuck & Company being East African exporters, well known and reliable.

New English Inventions.

These abstracts are prepared immediately after the patents are applied for, by G. Douglas Leechman, consulting engineer, Coventry, England:

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from August 10, give notice in the prescribed form of such opposition.]

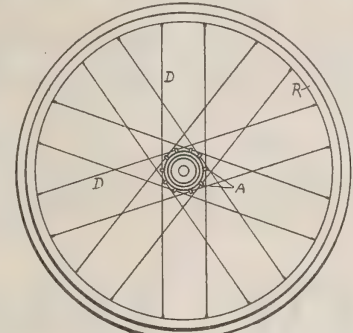
No. 16,665. E. H. Seddon's "Improved means for fastening tires for velocipedes and other road carriages." Oct. 11, 1891. This invention relates to hollow tires fixed to the rim of the wheel by wire or bands surrounding parts of the tires and the rims, and held in hollows or grooves of said rims, and aims at preventing the loose part of the cover adjacent to the fastenings from bulging over the rim when the air-tube is inflated, preventing the couplings, when situated inside the cover, from bulging it out, or when outside the cover from collecting mud, and at the same time rendering the connection and disconnection of the wires expeditious, so that the envelope or one side thereof can be readily attached or detached from the rim for the purpose of inserting or withdrawing the air-tube. Plates or bars having lugs at the ends with bosses, turned up from the lugs or with swellings formed thereon, pierced for the extremities of the wire or band to pass through and cut out between the said lugs are attached to the envelope by cementing, or, preferably, as shown in the figures or some modification of that method. Referring to the figures it will be seen that the wire, G, is embedded in the edge of the envelope or in a loop formed by the canvas lining, A, thereof and turned over on the inside and cemented to the body of the lining. The bridge piece, H, is in



that case cemented to the inside of the canvas lining and the latter turned over the lugs at the ends and the middle bar towards the inside and cemented to the body of the lining. The plates may be formed without bosses, and instead of being cut out on the under side may be formed with longitudinal slots. The ends of the wires may be threaded and drawn together by a right and left hand nut, or the ends of the wire may be secured by nuts at both ends, or a head at one end and a nut at the other, screwed up against the bosses, H2, or H3. But it is preferred to use a coupling consisting of a hooked nipple, I, screwed on to one end of the wire, G, and another nipple having a shackle, K, screwed on to the other end. The ends of the wire are drawn together by means of a pair of pliers having slots in the jaws into which the wire can enter when the jaws are opened, and placed behind the nipples. When these are drawn together the shackle can be slipped over the hook and the coupling locked thereby. The nipples prevent the ends of the wire from being withdrawn into the loops when the envelope is distended for passing it over the edge of the rim, C. On the nipples may be formed with projections either inside the rim or extending through slots to the outside of the same, which when the nipples are drawn together can be secured by a clamp, or said projections may be made to overlap each other and be fastened by means of a cotter or bolt passed through both or by equivalent means. Both sides of the envelope may be fastened as above described, but it is preferred to divide the envelope or one side of its

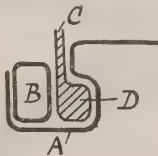
circumference as shown, so that one edge, B, rests on the bottom of the rim and covers the spoke holes and protects the air-tube against abrasion by them, and binds this edge to the rim by means of a wire, D, passed round the same inside the envelope, the edge, B, being formed with a heading as shown, to prevent its being drawn outwards from under the wire by the inflation of the air-tube.

No. 12,430. J. S. Busby's "Improvements in wheels for bicycles and other vehicles." The object of this invention is to obviate the angular strain on the hub in wheels having metal spokes; also to enable the spokes to be secured to the hub without bending or twisting; and a further object is to provide a construction where in the parts may be readily assembled and the cost of manufacture reduced to a minimum, at the same time providing for strength and rigidity. Upon the circumference of the flanges are provided radiating spurs (A), drilled transversely for the reception of the spokes (D), the holes being preferably reamed on one side to receive the head of the spoke. The spurs may be provided with one or more holes for the reception of one or more spokes, but the construction preferred is that having two holes in each spur for securing but two spokes, having their heads on opposite sides of the spur and extending to the rim (R) of



the wheel in opposite directions. The spokes are secured to the rim at the other end by a nut and screw thread, or by any other suitable means. Each spoke is readily passed through the hole provided in the spurs, and is then in a position in the hub to be screwed or otherwise rigidly secured to the rim at its other end. The spokes are preferably tangentially disposed. Each spoke may be secured to an independent spur, in which case each proximate spur preferably secures spokes extending in substantially opposite directions. In this construction, in order to allow the spoke to remain at a right angle to the face of its spur, and to clear the spur next to that in which it is secured, each set of spurs are preferably arranged in two proximate series alternately disposed. But in the preferable construction the tentation of the two spokes operating in opposite directions readily secures the hub in its proper relative position to the rim. The holes in the spurs are drilled slightly larger than the size of the spokes. The spurs are arranged at such intervals apart as allows of the unobstructed insertion of the outer end of the spoke and the ready threading through of it up to the head. The spurs are preferably cast solid with the flange, but may be otherwise constructed and secured thereto.

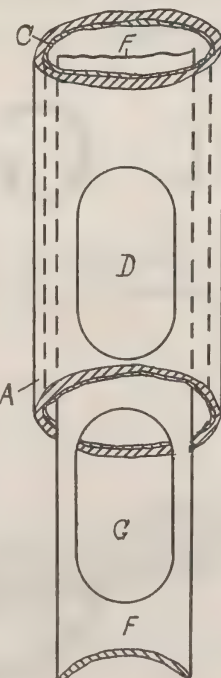
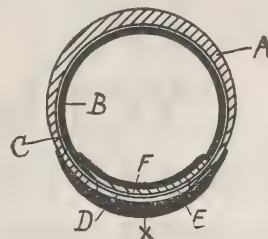
No. 12,730. Michelin & Company's "improvements in pneumatic tires for wheels of velocipedes and other vehicles and in rims for the same." Date claimed under international convention, December 20, 1891. In an application made by this firm on September 11, 1891, No. 6,640, '92 (see the REFEREE, Aug. 19, 1892), there are described several forms of rims in which the two sides were of a gutter-like section and which received enlargements on each side of the outer tire. The present invention relates to another



form shown in the drawing which represents a section of the rim, A, the metal band, B, and part of the outer tire, C, with the enlargements, D, on it, the remainder of the outer tire and the air-tube being omitted. By giving to the rim the shape shown in the drawing it results that the tension produced by inflating the air-tube is divided between the outer tire and the rim.

No. 15,132. H. J. Swindley's "improvements in and relating to pneumatic tires." Sept. 7, 1891.—The objects of this invention are to facilitate the repair of the air tube, to fix the tire to the rim so that it may be readily detached, and generally to render the pneumatic tires more efficient. The hollow tire (A) which is adapted to receive an air tube (B) is constructed with a canvas lining (C) fixed to it or separate from it; in the latter case it

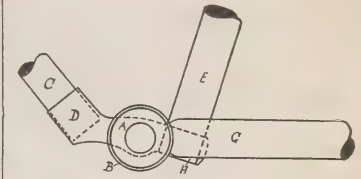
is preferably a tube in cross section. In the under side of the tire and in the canvas lining are cut or formed one or more holes, D and E, respectively, preferably of an elongated oval shape, for the purpose of introducing or withdrawing the air tube. To close these holes and to secure the hollow tire to the rim (X), a flexible band (F) of metal or other suitable material is placed in the hollow tire (A) or in a chamber or its equivalent formed in or on the under side thereof. If a separate canvas lining be used, the band (F) is preferably placed between the said lining and the hollow tire, or as a modification the said band may form part of or be attached to the said lining. The ends of the band (F) are adapted to be drawn together by any suitable device, by means of which the said band can be contracted, and so cause it to bind the hollow tire (A) on the rim (X) of the wheel, a suitable opening being made in the rim for the tightening device to pass through. The air tube (B) is made of rubber and preferably has its ends closed so that it forms a complete chamber, and when a separate canvas lining is used it is preferred to form it also with closed ends so as to entirely enclose the air tube. To remove the air tube from the hollow tire (A) after such tire is removed from the rim of the wheel, the fixing band (F) is either removed from the hollow tire through one of the holes (D) therein, or the band (F) may also be provided with one or more holes (G) to correspond with those in the tire, in which case the band is moved round in the tire until the holes therein coincide with the holes (G) in the band, when the air tube can be withdrawn through the said holes. After the air tube is replaced, the band is either re-inserted in the tire or it is moved round with respect thereto until all the holes therein are closed. As a modification, the band may be fixed in the hollow tire so that it can only be used for binding the tire to



the rim, in which case the holes (G) coincide with the holes (D) in the tire and (E) in the lining, and the said holes are closed by suitable flaps or strips made of any flexible or partially flexible material. These flaps may be made to completely encircle the air tube, provided the air tube is the full size required to fill the hollow tire before it is inflated. When so made these flaps need not of necessity be attached to the air tube, but may be placed loose therein so that they may be moved along the air tube to any part that happens to come opposite to the hole in the hollow tire and or in the canvas lining. As a modification when the flap is of the tubular type, it may be provided with a hole, in which case it is adapted to be moved radically, either to open the holes in the tire and lining or to close them. The object of these flaps is to prevent the air tube from protruding into or through the holes in the hollow tire when inflated, and from chafing on the edges of the said holes. To facilitate the withdrawal and insertion of the rubber air tube, a strip of unstretchable material

is fixed on to it through its entire length, so that although it is free to expand transversely, it is practically unstretchable lengthwise. The rim (X) may be made with either a shallow crescent or a flat face, the hollow tire and the fixing band being shaped accordingly. When the fixing band is not intended to be moved in the hollow tire for the purpose of opening the hole or holes therein, the said band is so fixed to the tire where the holes are cut or formed that the tire will not expand or bulge at those parts when it is inflated.

No. 16,735. R. Green's "improvements in pedal axle brackets of velocipedes and in connections of said brackets." October 2, 1891. The object of this invention is stated to be to impart increased rigidity to the general framing and to distribute more evenly the weight of the same. The body, A, of the bracket is made hollow, with the ends formed into recessed heads, B, wherein the balls



roll between the inside surfaces thereof and the cones on the axle. Branching upwardly from the middle of the waist of the front side of the bracket is a socket D, wherein the lower end of the bottom backbone, C, of a diamond frame is secured. Directed from the middle of the other side of the waist of the said bracket is "a bossed eye socket or ring snug," H, wherein the lower end of the diagonal tube, E, is brazed. Directed upon the two opposite sides of the bossed eye at the rear side of the waist of the bracket are nearly horizontal-directed rear-wheel fork lugs upon which the tubular ends of the fork branches, G, of the said wheel are secured.

No. 20,655. E. H. Seddon's "improvements in and connected with inflated tires for velocipedes and similar road carriages." November 27, 1891. This invention relates more particularly to such tires as are described and claimed by the applicant in his patent No. 6,107, in which the air chamber is described as being made in compartments. According to the present invention the improved tires are made by inserting into an outer air-tube a second internal air-tube each fitted with a separate nozzle and valve so arranged that each air-tube can be separately inflated independently of the other. It is preferred to make the outer air-tube from a knitted fabric produced on a warp knitting frame, coated on the inside or on both sides with India-rubber. This fabric is cut lengthwise into strips of such length that when the edges are cemented together and the tube formed it can be passed readily over the edges of the rim. When this tube is inflated the lateral expansion causes it to contract lengthwise, particularly on the inner side, and contribute to hold the outer cover to the rim, while the softness of this knitted material is stated to make it less liable to puncture than canvas or pure rubber. The inner tube is made first and placed in the outer before the edges or ends of the latter are cemented together. The outer tube would be inflated first and when that becomes punctured the inner tube could be inflated.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

482,392, cushion felly and tire; Charles Stein, Meadville, Pa.; filed Dec. 2, 1891; serial No. 413,785.

482,487, pneumatic tire; Lucius J. Phelps, Passaic, N. J.; filed Feb. 21, 1892; serial No. 422,976.

Trade Jottings.

A. A. Taylor returned from New York last Monday.

Mr. Burrows, representing Rudge & Company, arrived Saturday on the Etruria.

Thomas Sanders sailed for England Wednesday. He will return almost at once.

The Sanger Tricycle Company, capital stock \$15,000, has been incorporated at East St. Louis.

The Kenyon Bicycle Company, Des Moines, has gone into the pneumatic sulky business.

B. Riley, representing Bonnick & Company, manufacturers of the Telephone, Coventry, Eng., arrived Saturday. He was in Toronto Tuesday and Wednesday,

TRIUMPHS ARE COMING!

Never came a wheel more quickly to the front in Europe than the
TRIUMPHS.

Speed, Strength, Beauty, Durability, Lightness, are the leading points of
TRIUMPHS.

These Genuine High-Grade Wheels will shortly be introduced to American wheelmen,
 and no doubt will soon become favorites.

TRIUMPHS
 For Speed and Easy Running.

["Wheeling," 7th September, 1892.]

The second big Danish road race "round Seeland" was started on the 1st September from Copenhagen. The riders had to pass nearly all towns in Seeland, the whole distance being 66 Danish miles (310 miles). The weather was very unfavorable, a western gale blowing, and showers falling now and then. Twenty-four started, but most of them retired during the night owing to puncturing and the awful weather. The race was not finished when this was written, but Randrup, from Jutland, was leading, and likely to be the winner. The time is very bad, of course. [We have just learned that the race was won on a TRIUMPH, and that the second man arrived nearly three hours after the winner.—Eds. W.]

TRIUMPHS
 For Lightness and Strength.

There is no better judge of a good machine than Mr. R. J. Meccredy, Irish champion and editor of the "Irish Cyclist." Advising a correspondent he says: "The TRIUMPH is the best of those mentioned. We have had one in use for months, and it is a grand machine—light, strong and easy running.—Irish Cyclist, 31st August, 1892.

TRIUMPH CYCLE CO., L't'd, Coventry.

LONDON: 48 Holborn Viaduct † PARIS: Rue Truffant.

Our Leading Patterns for 1893 are: CHICAGO TRIUMPH, ROYAL TRIUMPH, LADY'S TRIUMPH, GEARED ORDINARY.

Dealers wishing to handle this High-Class Wheel should at once address Mr. L. BETTMAN, care REFEREE, Chicago.

THEY ARE GOING VERY FAST

ALL OVER THE WORLD.



The Sun Never Ceases
 To Shine Upon Them.



These reliable WELDLESS and BRAZED STEEL FORKS are renowned throughout the trade. We also manufacture MUDGUARDS, STEEL CUPS, Footrests, SAFETY FRAMES and PARTS.

YOU USE THESE GOODS.

Send for our List at Once.

Butler's Cycle Fittings Company, Ltd., Birmingham, Eng.

and is expected in Chicago the latter part of this week.

J. M. Remington, of Remington Brothers & Company, importers of parts, will be in Chicago this week.

Mr. Hughes, of the Quadrant, is still in Philadelphia. When returning he will be accompanied by Harry priest.

H. G. Rouse was in Chicago Monday. He would talk of nothing else but the Peoria tournament which comes off Tuesday next.

Toledo will have another factory. L. S. Baumgartner and J. Burkhardt are the promoters, and their works will be at Aunburndale.

V. J. Kelley, well known among Philadelphia racing men, has been given charge of the Caffrey Company's pneumatic sulky department.

T. F. Rockwell who has had four years practical experience as a salesman, is now open for engagement with some first-class house. His address is this office.

Mr. Brown, of the Anglo-American Company, New York, has been in Chicago for about a week, pushing the goods of his company. He reports a splendid trade so far.

A. M. Scheffey & Company, 92 Reade street, New York, are doing a fine business with their popular Wynnewood. The machine is now being made in both twenty-eight and thirty inches.

W. H. Ratcliff, of the Orange Machine & Manufacturing Company, is said to have discovered a means of brazing aluminium, and to contemplate the manufacture of rims of that material.

Samuel Snell has sold out his interest in S. Snell & Company, and will make this country his home in the future. He writes us that he has had several first-class offers from parties in the United States.

The Columbia Bicycle Company has commenced operations in Portland, Or. The Columbia bicycle will be their leader. Fifty Century Columbias have arrived. Their store will be on the corner of Third and Taylor streets.

At Mobile, Ala., Sept. 9, the Holbein Swift won first in the mile novice, half-mile state championship, mile state championship, mile lap open, half-mile handicap, two-mile championship, and second in the half-mile open. Total, six firsts, one second, and three championships.

Through a contested claim the American Ormonde Company has been put to considerable trouble and worry, and rumors have been flying around calculated to injure the concern. We are assured, however, that the company is all right, and the trade has apparently every confidence in Messrs. Willis and Bridgeman.

Frank C. Weston, of Bangor, Me., of cyclometer fame, has invented and applied for a patent on what seems to be a very effectual device for a brake for pneumatics. It is simply a rubber covered removable shoe, which can be put on and taken off in one minute, is very simple and ridiculously low in price, and is said to effectually hold the wheel on the steepest grade. Note his advertisement in another column.

The much coveted Brighton record has been secured by E. Dance, Catford C. C., riding a New Howe. Leaving Purley at 5:20 a. m. Tuesday morning Dance rode towards London and reached Piccadilly soon after 6. Turning at the White House Cellars he went straight away to Brighton and finished in fine form at Purley in 6 hrs. 49 min. 1 sec., beating the record made a short time ago by S. F. Edge by 2 min. 6 sec.

THAT COLUMBUS DECISION.

The Referee Says Chicago Men Protested.—Forced to Decide Against Sanger.

B. V. A. Schultz, of Zanesville, Ohio, referred the Columbus races. He disqualified Sanger because he stepped over the mark, was abused in consequence, and the REFEREE thought fit to defend him in his position. The following letter was not written for publication, but we think it just that Mr. Schultz's side should be made public. We can not too strongly condemn the course of the Chicago men, however, provided everything was as it appears on the surface. Had Sanger won by reason of an advantage start, their action would have been warranted, but to protest a man for no better reason than that he rode the faster is by no means gentlemanly or the act of an amateur.

As to Mr. Sanger, Sr., he probably is not as familiar with the rules as he might be. The committee in charge of the meeting, and the referee as well, were to blame for allowing him, or any one else except the officials, to be where he could raise the rumpus complained of—inside the enclosure.

Mr. Schultz's letter is as follows:

ZANESVILLE, O., Sept. 19.—Editor REFEREE:—Your editorial comments on your Milwaukee correspondent's statements regarding the Sanger-Columbus matter is exactly to the point and covers the ground.

As I do not yearn for newspaper notoriety, I am not penning these lines for publication, but as one of the interested parties, I should like to define my position to you. The management of the Columbus tournament, held the 5th and 6th of this month, asked me to serve as referee, and I naturally fell into the error of accepting.

The first event was a mile novice, and one of the pushers-off—a Mr. Irish, with Lozier & Company of Cleveland—stepped way over the tape in starting his man.

I cautioned him and said that if his man was placed I should have to disqualify him. The umpires that were furnished me for the turns and for the half-mile starting tape were present when the novice race was started and heard my remarks to Irish. Event number two was a half-mile open, and Sanger ran in by a length, with Berlo second. Immediately afterwards I received a protest from two Chicago men, Anderson and Tobey, who claimed that Sanger's starter, Wegner, stepped over the line, and they insisted that accordingly Sanger should be disqualified. I answered that I should certainly find according to the rule provided in such cases, but not unless I received a report from the umpire that would tally with their statement, as Mr. Wegner denied that he had stepped over the tape. I told the several gentlemen that I should take the matter under advisement, and as soon as I could see the umpire (Wykliff of the Columbia C. C.) that I would decide.

At this moment Wykliff came forward and stated the fact to me that, while Sanger was not the first by several to get away at the pistol, his starter had stepped over the tape plainly and certainly.

The protestors, of course, insisted, and I had no choice than to rule as I did. It is an unpleasant duty to disqualify a man after a popular win, but it strikes me that rules would be of very little service if they were not enforced.

After Mr. Sanger Sr., had learned of the decision and I told him of it myself, he abused me and used a batch of profanity that ill-became one of his years.

I am not entirely fond of abuse, but I did not resent Mr. Sanger's remarks. I felt that I was right and that losing my temper would only aggravate the case.

The Columbus men seemed very deeply concerned when Mr. Sanger threatened to take his two boys and leave for Indianapolis. The chairman of the executive committee, Dr. Thoman, finally succeeded in persuading him to wait, and fixed up a slate for that evening, the 5th. A conference was booked at Dr. Thoman's office for the purpose of pacifying Mr. Sanger, Sr. I very naturally fell into the trap, which I soon found was a scheme to talk me into a reversal of my decision.

I expressed my regret at the occurrence, and still feel it, and told the gentlemen present that I should be glad could I have conscientiously ruled according to their desires. I was finally asked to consider the matter over night and if possible to reverse my decision the next day. The following morning, when I stated to the executive committee that I could not alter the ruling, I found that they treated me in a markedly cool manner and I was also treated to another lot of "plain" talk from Mr. Sanger, Sr.

So far it has been my good fortune to meet and

associate with gentlemen, and particularly so in the field of cycling, but I regret to say that my experience at Columbus very nearly shakes my belief in the universally beneficial and refining effect of the wheel on its users.

As I stated at the beginning of this somewhat lengthy and, I fear, uninteresting letter, I am not desirous of its publication either in part or in full, nor do I desire to work myself into a newspaper controversy, but your frank editorial on the bare knowledge of some of the facts in the case has prompted me to offer you my side of the story, which I can if necessary very easily substantiate.

Trusting that the foregoing may not be entirely lacking in interest, I am,

Very truly yours,

BERNARD V. H. SCHULTZ.

Our Milwaukee correspondent writes as follows:

I think the position you have taken in regard to the awarding of the Columbus one-mile open race to be correct. Sanger only did as requested by the chairman of the prize committee, and is in no way flaking a kick over the affair.

MEN WE ALL KNOW.

No. 6—Isaac B. Potter,



Chairman of the L. A. W. committee on improvement of highways, and editor of *Good Roads*.

Cyclist Lost in the Arctic Regions.

The loss of John Verhoeff in the Arctic regions is seriously regretted by the members of the Louisville Cycle Club, of which organization he was a member. For a month before starting to the frozen north he spent much time at the club, and went through a regular course of training in the gymnasium. He was a quiet boy, and never spoke unless addressed first. On the evening before his departure he announced that he was going away and might be gone a long time, but did not say where. He was a good wheelman and delighted in long tours by himself. He wheeled from this city to Niagara Falls when the L. A. W. meet was held there five or six years ago, covering the entire distance alone. He was one of the first cyclists to get the light wheel fever, and in order to get his machine (of course an ordinary) down to a weight he considered proper, he spent days in filing off the steel forgings and honeycombing nuts. Mr. Verhoeff was one of the fastest wheelmen in the Yale College team three years ago. Many stories of his eccentricities while at college are remembered by the club boys. On one occasion, on a wager of \$5, he jumped from the roof of a building into a snow drift twelve feet deep. He disappeared, and for ten minutes nothing was seen of him. His classmates became alarmed and began digging for him. He was found some distance from where he went in energetically digging a tunnel toward the end of the drift. When pulled out he was as mad as a hornet

and at once paid over his \$5, because he said the wager was that he should dig his way out; but his blame-fool companions spoiled his plan by helping him. With all his eccentricities he had many lovable qualities, and his club friends hope that he has not lost his life, but is now safe in some Esquimaux village. He was the only life member of the L. A. W. in Kentucky, his number being forty-two.—*Louisville Times*.

Iowa Miscellany.

DES MOINES, Ia., Sept. 20.—Dame rumor says we will have a bicycle meet th's fall.

The Kenyon Cycle Company are kept very busy fitting pneumatic bicycle wheels to sulkies for horsemen, and are having quite a run on them, in view of an October race meet to be held here.

The Des Moines Cycling Club has rented new quarters, more spacious than its present home, and filed articles of incorporation under name of Des Moines cycling club for social purposes. Many are surprised at their retaining this name when hardly a vestige of cycling apparently remains. The club is planning a fine opening in its new quarters in the near future.

The Yucca Cyclers, at their meeting Sept. 12th, inaugurated a new feature in cycling in this part of the country, by arranging for a day's outing to occur Sept. 12, starting early in the morning, riding about twenty miles, having a big dinner at a farm house, with attendant toasts, games, etc., and returning in the evening.

The L. A. W. still continues to near the 400 mark, which is very encouraging to those who are doing the work.

JUDD.

The Country is Safe.

Mr. Dana will be glad to learn that his crusade against the negro domination, now threatening our fair country, has been heard and heeded by an organization no less powerful and respectable than the Associated Cycling Clubs of Chicago.

If the associated cycling clubs have their way the wily African will not wheel himself into power on a pneumatic safety with ball bearings. He may make himself felt in ward primaries and even in national conventions, but when he tries to break into a meeting of the devotees of the manly art of operating a portable treadmill, the grand worthy custodian of the outer gate will fire him bodily.

If this country is to have good bikeable roads, the Caucasism is not so badly played out but that he proposes to do the work and have the credit. If laws are to be passed compelling horse-drawn vehicles to carry green and red lights and surrender right of way when two short, sharp whistles are sounded off their lee scuppers, the Caucasian proposes to secure the enactment of those laws without Abyssinian assistance. If ordinances are to be passed compelling the humble pedestrian to jump the fence and climb a tree when he sees a bicycle approaching on the sidewalk, let the Anglo-Saxon have the glory.

By a vote of eight to two the associated clubs have decided that the Chicago Colored Cycling Club shall not become a member of their association, and that settles it.

The country has been saved again.—*Minneapolis Tribune*.

An impression seems to prevail that Munger's attack on Hess was not altogether unjustified. It is said that Munger had been fouled by Hess on four occasions, in which event the victim might be excused for losing his temper.

A Fair Field, No Favor,

And May the Best Man Win!

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed.

We beg leave to offer the following records. The list is incomplete and may contain some errors. We shall be happy to correct and add to the list, if our friends will kindly send us the proper data:

NAME.	EVENT.	WHEEL.	DISTANCE.	TIME.	REMARKS.
John S. Johnson	Independence	Elliptic	{ Half mile	55 1-2	Best times ever made by bicycle riders.
			{ Quarter mile	26 3-5	
Walter Sanger	Columbus	Humber	{ Half mile open	1:09 2-5	
Roy Keator	"	Reform	{ One mile open	2:33 2-5	
Fred Nessel	"	Sunol	Two miles, 6:00 class	5:31 2-5	World's record at time
			One mile, 2:50 class	2:36 2-5	
J. P. Bliss	"	Columbia	{ Five mile h'd'p, 300 yds.	13:00	
			{ Half mile, 1:25 class	1:13 2-5	
			{ Two mile handicap	5:56 2-5	
			{ One mile against time	2:13 1-5	
C. Johnson	"		One mile, 2:40 class	2:38 3-5	
Con. Baker	"		One mile h'd'p, 150 yds.	2:25 3 5	
C. W. Davis	Indianapolis	Humber	{ Quarter mile open	32 1-2	
			{ One mile open	2:33 3-5	
John S. Johnson.	"	Elliptic	{ Half mile h'd'p, scratch	1:05 2-5	All state records
			{ 1/4 mile against time, twice	28 1-5	
Harry Hull	Madison, Wis.		12 mile road race, scratch	40:11	
C. W. Davis	Parkside	Humber	{ Half mile h'd'p, 35 yds.	1:13 2-5	
			{ 1/2 mile h'd'p, final, 15 yds	1:09 2-5	
N. H. VanSicklen	"	Humber	Half mile h'd'p, 30 yds.	1:11 1-5	
			{ Half mile h'd'p, scratch	1:11 1-5	
			{ One mile open	2:37 1-5	
Walter Sanger	"	Humber	{ Half mile scratch	1:18 2-5	
			{ One mile h'd'p, scratch	2:32 1-5	
			{ One mile open, final	2:47	
L. D. Munger	"	Imperial	{ Quarter mile scratch	37	
			{ Two mile scratch	5:50 2-5	
Gus Steele	"	Aeolus	One mile, 3:00 class	2:47 2-5	
J. S. Johnson	"	Elliptic	One mile h'd'p, 45 yds.	2:30 2-5	
G. A. Thorne	"	Humber	Five mile h'd'p, 300 yds.	14:42 3 5	
W. A. Rhodes	Springfield	Humber	One mile against time	2:10	
N. H. Vansicklen	"	Humber	Two mile handicap	4:54 2-5	
Geo. Banker	"	Raleigh	One mile, 2:25 class	2:38 4-5	
J. P. Bliss	"	Columbia	Two mile handicap	4:54 1-5	
J. S. Johnson	Winona	Elliptic	{ One mile, state cham.	2:47 1-2	
			{ Quarter mile, state cham	33 1-4	
			{ One mile open	2:52 1-2	
			{ Five miles open	15:08 1-2	
			{ Three firsts		
			{ Two seconds		
			{ Five miles open		
			{ Half mile track record	1:10 2-5	
O. W. Wesewonger	Cleveland	Smalley	One mile open	2:23 2 5	
O. E. Boles	Denver	Reform	{ Half mile, state cham.	1:14	
			{ One " " "	2:37	All state records
			{ Five " " "	14:18	
A. Banks	"	Reform	Two miles, state cham.	5:28 1-2	

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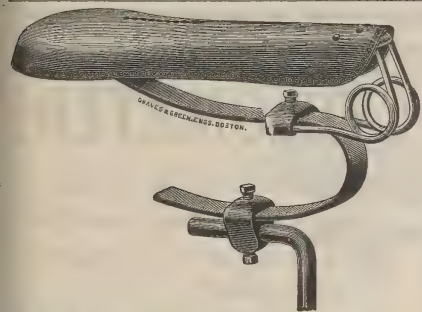
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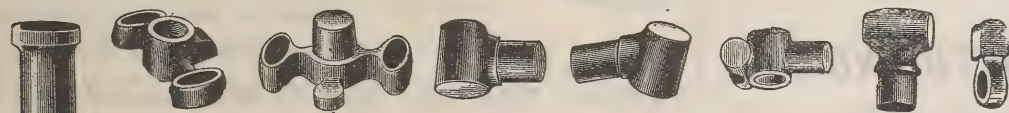
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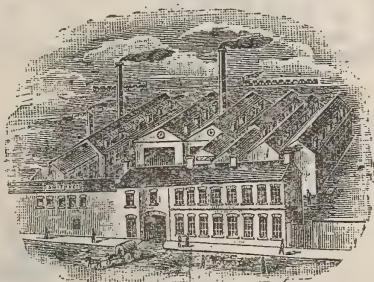
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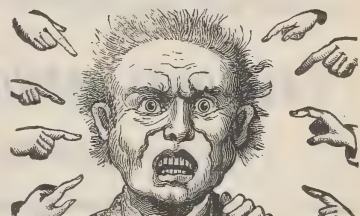
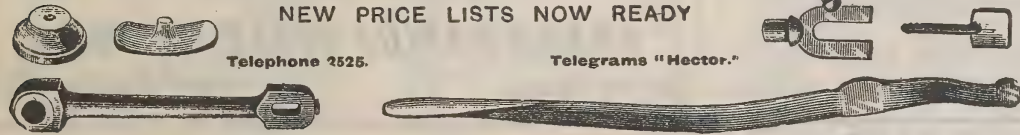
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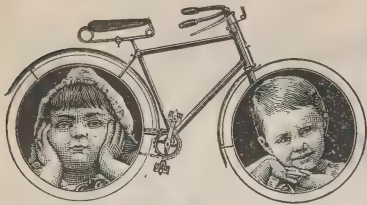
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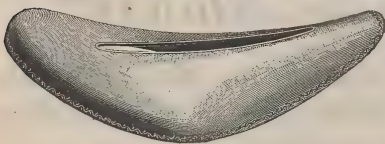
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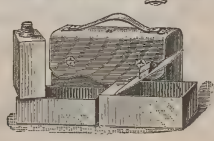
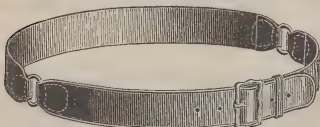
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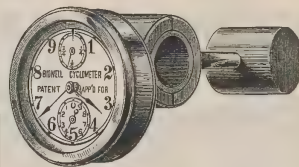
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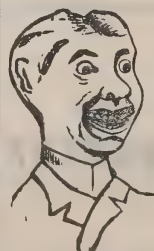


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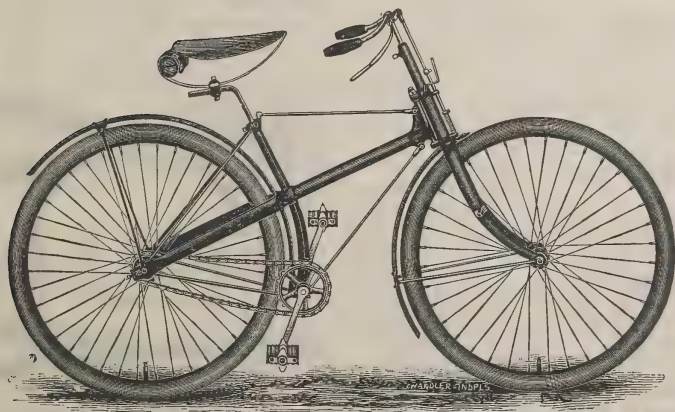
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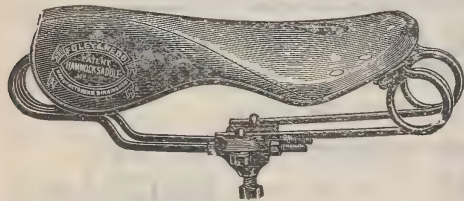
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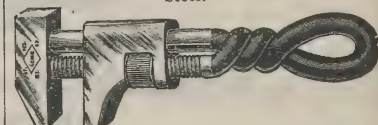
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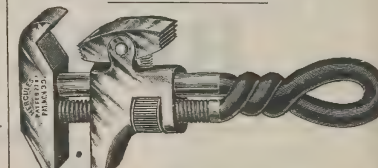
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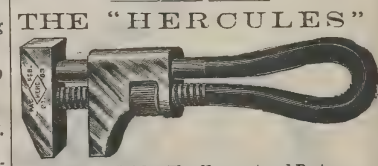
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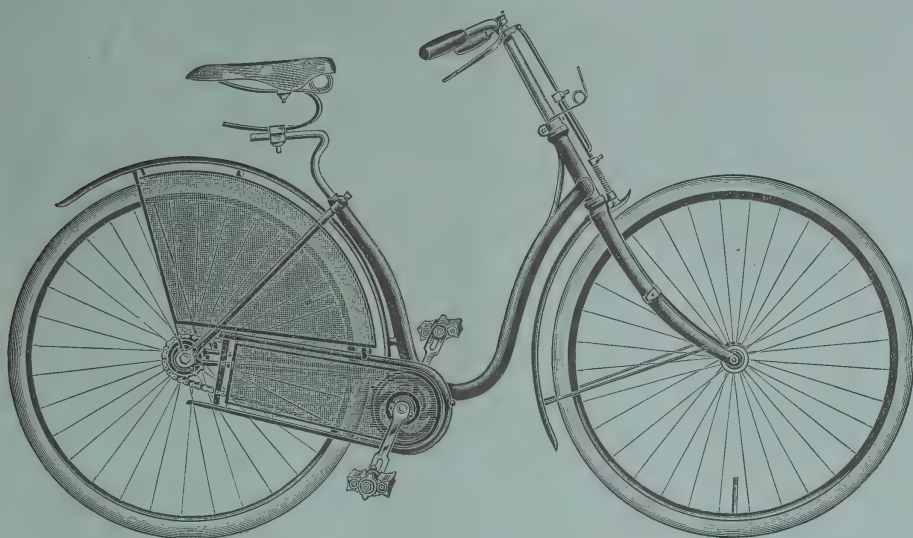
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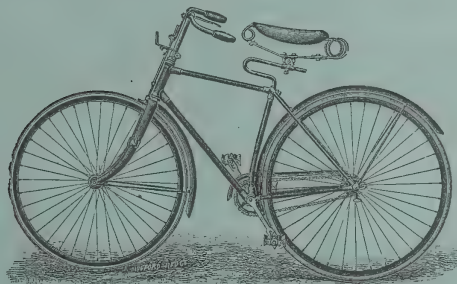
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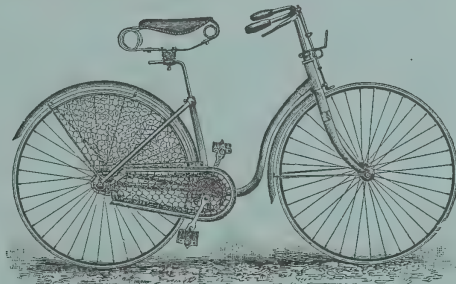
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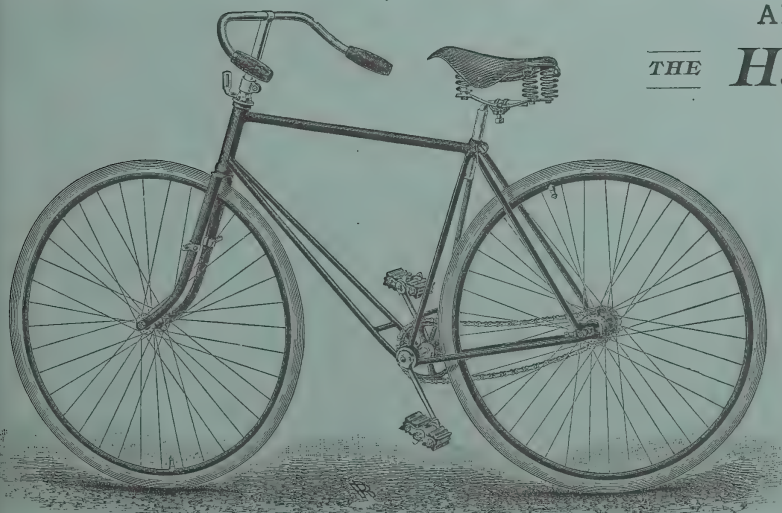
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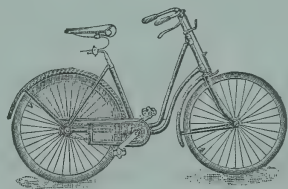
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S. A. MILES, - - - Editor.
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THE FLYING START FALLACY.

Some people are never satisfied to let well enough alone; they are continually after a change. Just now the cash prize, makers' amateur and flying start questions seem to be causing a great deal of worrying on the part of these same people. There may be some valid reasons why we should entertain the first two questions, but we can see no grounds for taking up the last named one. Of what benefit is a flying start in competition? It is well enough for record trials, but not otherwise. Scratch races are seldom ridden in very fast time—nowhere near record time, surely—so that in this respect a flying start would be of no material benefit. In scratch races it is not how fast the men can get away, but how slow, for as everyone knows each competitor fights shy of pacemaking. If the competitors would go right out from the start as in horse racing, a flying start might be well enough, but when they all hang back and wait for the other fellow to make the pace there can be no use in the change. A slow start from a push-off answers just as well and gives a fairer start, doing away with any possibility of jockeying. The flying start in handicaps of course would be impossible, though it might be used to good advantage in quarter-mile races. But there is no use in mixing things up to such an extent. G. Minturn Worden says that the flying start "would eliminate the pusher-off, who, if he were Queckberner, the champion thrower, or John L. Sullivan, would give his man a big lead, and that it would prevent the unfair holding back by some starters, as now often practiced. All these advantages would be gained admittedly; still the race-meet managers stick to the old-time start."

Does Mr. Worden suppose for an instant that because the men crossed the tape at the same time they would be more likely to go right out and make pace? If he were in a scratch event, flying start, would he start out and go for all that was in him? Hardly; he would hang back and take the benefit of someone's else pace just as is done today, and the result would be that no better time would be made. Mr. Worden has been in too many races to talk in that manner. He says it would do away with the too numerous starters. Now, pray? Could the men who use cleats and toe-clips and rubber bands to keep their feet on the pedals arrange these necessities without someone to keep upright their machines? Someone must start them as long as these things are used and the start may just as well

be made from the tape as down the track a ways. There is really no good reason for making the change and having one kind of start in handicaps and another in scratch events. There are complications enough now—don't bring out any more; let well enough alone.

A TIME-LIMIT DISTURBANCE.

The cycling scribe of the *Baltimore American* has been greatly stirred up because Zimmerman, Lumsden, Bliss, Rhodes and others refused to ride when a time limit was put on a mile race, for he says:

With the exception of the western men, the racers of note all came from clubs in New York city. This clique had the Maryland club at their mercy. They were exceedingly pig-headed as to the time limits that were placed on the events. A little loitering around the tents of the racing men showed that the best men were very much in cahoots. Being so, they seemed determined not to over-exert themselves by trying to compass the fine track in time faster than 2:40. When the 1:10 limit was put on the half-mile event they showed their disposition and unanimity of action by all hands dismounting and starting for their tents. It was practically the same in the race for the piano, when all hands howled because a limit was put on the mile at 2:40. This was utterly ridiculous. It showed that the men wanted a full dress parade around the circle for their condescension in taking away the fine prizes. But the reign of these so-called amateurs is short, and they are doing their best to have everything their own way while it lasts.

In the first place, neither the day nor the track was fit for any remarkable time. It had sprinkled somewhat and an overcoat was quite comfortable. Records are not made under such unfavorable conditions, and the men were justified in refusing to ride. The Baltimore track is a very nice quarter-mile oval—probably as good as any in the country, size considered—but it is by no means a record breaker, though some seem to think so because the tandem record was broken on it. If the scribe had been the manager of the meet it would seem like a case of sour grapes when he says "the men wanted a full dress parade around the circle for their condescension in taking away the fine prizes." If this clique had not been there what would have been the gate receipts? The fact that Zimmerman, Taylor, Lumsden, et al., were sure to be there is the only thing that could have made the meet a success on the day it was held, when rain threatened to fall every moment.

WILL JOHNSON'S RECORD STAND?

The REFEREE is really astonished at W. C. Thorne's interpretation of the league's rules regarding records, more particularly those made by Johnson recently. According to Wednesday's *Tribune* Mr. Thorne said:

I only gave it as my personal opinion that the claims will not be allowed. The other six members of the racing board may disagree with me, but nevertheless I will contend that as we had in former years to make special provision for the acceptance of board track records, and until we did so they did not go upon the books, so we must decline to give Johnson's record honors until we provide that the horse may pace a man. Such provisions may be made, but in the meantime I, for my part, must confess that I do not see how it is possible to allow his records. There is no set of rules which absolutely governs the granting of records. Circumstances regulate the action of the board in such matters. And yet I apprehend that Johnson will not be much the gainer for his late trials. However, I may be wrong. My associates may think differently from me. A majority of the board will decide.

His associates may or may not entertain a different view of the matter; they may never allow the record to go on the books, but it will not change the fact that Johnson has ridden a mile on a bicycle in 1:56 3-5 and 2:04 3-5 for the flying and standing starts, respectively. There is no rule that says a man must ride for record on an oval track only, or that he must have a human being on a bicycle for pacemaker. There is no law against having a horse to make the

pace; the only question for the board to decide is whether Johnson covered the mile on a track in the time claimed. If the board is satisfied that he rode a mile in the time claimed, whether he had horses, men or anything else for pacers, it is bound to give the western boy due credit; it has no authority to make rules to fit one case and not another. Johnson unquestionably made the records, and the board must allow them.

"HUMBBUG—NO MORE!"

Under this caption *Cycling*, that clever and interesting English weekly, handles the amateur question in a most able manner. The editorial is printed in the current issue under the eastern department heading, and it is well worth one's time to read it carefully. While American races are not bothered by the "bookie," and seldom is a large bet made on a race in this country, it is a well-known fact that, like England, this country is afflicted with "pure amateurism" which for rottenness is by far greater than the professional class in its palmist days. It was well known that the "pros" were "out for the 'stuff'" and usually got it—they made no secret of it. It is different with the amateur. He is out for the stuff just as much as was the poor old "pro," and we venture to assert that in a goodly share of cases he gets that which he seeks. If he can't get it one way he does another—he gets it. It is time to call a halt; if we are to have amateurs let them be amateurs in every sense of the word. There was a time when a gold medal for first and silver for second prize would satisfy any pure amateur. Glory is all he was supposed to receive; but now those days are past. There is a great problem before the cycling statesmen; let us see how well they will solve it during the winter months.

NOTES AND COMMENTS.

Have you seen the wondrous (alleged) record made at Independence, Iowa? The effect on the average mind is simply paralyzing. A mile in 1:56 3-5—wow! Why not 1:30 and make even figures? It would save time. Those among us who happen to know the old-time method of T. W. Eck, et al., feel, to say the least, some uncertainty, and when the name of the noted horseman and his kite-shaped track, together with his published intention of running a race meet himself this fall, is remembered, we think we "smell a mice," so to speak. Mr. Johnson had much better win his laurels by leaving Zimmerman, Tyler, Taylor, Windle and Lumsden over a hundred yards on the home stretch; he would get a deal more favor and establish a stronger faith in his ability. [Our correspondent is evidently laboring under a delusion and is respectfully referred to the statement of how the records were made, furnished the REFEREE by John W. Evans of the *American Trotter*.—Ed.]

* * *

THE COST OF BICYCLES.

The editorial in last week's REFEREE in the cost of bicycles, is in direct line with the numerous paragraphs I have written on the subject, and I am glad that others are awaking to a realizing sense of the importance of warning the public. The prices given by the gentleman who wrote the letter may be wrong in some particulars—I think myself that they are—but where he has placed his waste and labor much too high he has placed his selling expenses much, very much, too low. I have been informed on excellent authority that the average cost of selling is very nearly equal to the average cost of

building; and if this is true, only those who build thousands of machines yearly have a show for profit. I believe that the anonymous writer has placed his cost at \$30 too high, but that he has placed his selling cost at least \$15 too low.

A CONDITION, NOT A THEORY.

However this may be, any one who is interested can assure himself that it is a "condition, not a theory, that confronts us." Let anyone point to a single instance where in the last four years a bicycle factory has started up and made even a decent manufacturers' profit, and I have no more to say, even though failures on every hand, changes of management on every side, and a failure to keep even all around are self-evident and undeniable facts. The truth is that the first cost of a bicycle factory, with equipment sufficient to enable it to make money, is enormous, and that the cost of running it is somewhat appalling. Adding these things to the other fact that the market is overcrowded and that the business as a business is not settled on a solid basis, it is clear to anyone who will investigate that he had better put his money into corner lots on the planet Mars than into a bicycle factory. The dealer is making much more money than the maker, and with little or no risk under the present state of things, for the simple reason that he can buy at his own price from a glutted market, and dictate his own terms.

IT IS WORSE IN ENGLAND.

In England the trade is in even worse condition than here, if reports can be relied on, and with the cholera scare and the World's Exposition staring us in the face I for one think the outlook for 1893 is very gloomy. As to the tumble in prices, with the decrease in the price of pneumatics it is likely to come, and will mean little to the maker one way or the other. He put up his price from \$135 to \$150 because he had to pay from \$25 to \$35 per pair for pneumatic tires, on which he made no profit, but on the contrary sustained an actual loss, viz., the expense and annoyance of repairs of tires which he did not make, but which customers persist in identifying with the machine. If he can buy his tires for less in 1893 the customers will be benefited and he will be in the same condition as before. In the meantime, no doubt, people will invest their money in the business, without investigation, because they think that "these things don't cost more than \$25. Huh!"

LA COTE MAL TAILE.

A Card to the Public.

It has been rumored on the street, and more especially along Cycle Row, that the Sieg & Clementi Company was in financial difficulties and had been closed up. Nothing, however, is further from the truth. We believe that the Sieg & Clementi Company has done a far more profitable business than the average retail cycle dealer, and its business has simply been put on a more sound basis, with increased capital, in order to be able to take care of the increased trade of 1893 to the best advantage. The firm will now be known as the Charles H. Sieg Manufacturing Company. We think this explanation is due Mr. Sieg, in whom we recognize one of the brightest young men in the trade. AMES & FROST COMPANY, by W. R. Walpole, secretary.

Windle's Factory Burned.

While training for records at Springfield, Willie Windle was summoned home by a telegram, his father's factory having burned to the ground. Willie made a record ride from Worcester to Millbury, but was too late.

ONE MILE IN 1:56 3-5.

JOHNSON MAKES ANOTHER REMARKABLE PERFORMANCE.

All Records Broken Up to and Including the Mile By the Minneapolis Boy—Some Theories on the Matter.

John S. Johnson, of Minneapolis, and a member of the Chicago Cycling Club, has again startled the lovers of sport by riding the mile in the phenomenal time of 1:56 3-5. It is difficult to believe, but there seems to be no doubt as to the genuineness of the performance when everything is taken into consideration. Johnson left his dressing room last week Wednesday a few moments before 6 o'clock, and with Tom Eck walked down the kite track at Independence, Ia., to the judges' stand. In the grand stand a large crowd had gathered to see Johnson make the attempt to slaughter the mile record from a flying start. It had been announced that he would make the attempt, and to make sure that everything would be all right, a full line of officials was on hand. W. C. Littlejohn, J. W. Evans and C. F. Tucker, all prominent Independence wheelmen, were the judges, while the timers were S. L. Caton, of Dubuque, Ia.; Judd Seacord, of Galesburg, Ill.; J. L. Doherty, of Clinton, Ont., and C. A. Thompson, J. F. Martindale and O. O. Tibbetts, of Independence, Ia.

The track was in perfect condition, having been carefully rolled during the morning, while the rain of the night before had settled the ground in good shape.

TWO HORSES FOR PACING.

When Johnson came out attired in a bath robe he was greeted with a hearty applause, and immediately mounted for a warming up. As the running horse, Uncle Henry, was driven down the track, Johnson was started several yards back of the tape, and immediately "tacked on" behind the sulky drawn by the runner. The quarter was reached in 29 1-2s., and when the Minneapolis boy passed the half-mile pole the watches registered 58 3-4s. At this point the horse Ned Gordon took up the pace and the three-quarters were covered in 1:28 1-2. Then down the stretch came the two horses and the wheelman, Uncle Henry having been kept right along so as not to break the pace. The drivers of both animals were urging them along to increase the speed, but Johnson was right there and at no time was he more than a yard or two behind. When he crossed the tape the watches were stopped at 1:56 3-5. There were only one or two watches that were over 1:57, while several were well under the 1:56 3-5. A wild hurrah went up when the time was announced, and Johnson was congratulated by all who could get to him.

HOW DID HE DO IT?

Any amount of reasons have been given for Johnson's wonderful ride—nearly everybody seems to have some theory, though the older ones say: "I don't know what to think of it." It has been argued that the track is down grade to the extent of three feet to the mile, while others say this could not be, because if it were down grade part of the way it would have to be up grade at the finish. But this is not so, for if the finishing point were back of the starting place the mile could be down grade and the up grade would be from the tape to the starting point. Then again it is thought that because a sulky was in

front of Johnson it created a vacuum, so that Johnson, instead of having to break the wind was dragged along just as a piece of paper would be carried along if thrown behind a rapidly moving train. Then the Elliptical gear is thought to have something to do with the performance.

IT IS A COMBINATION.

Figuring it all out there seems to have been a good combination—a fast rider, well trained; a good wheel, with an elliptical gear, that must have proven fast; a good track, steady and perfect pacing and the suction created by the rapidly moving sulky. Johnson is unquestionably a good rider, but whether he ranks with Zimmerman, Tyler, Lumsden, Taylor, et al., remains to be seen. He might ride splendidly against time and not be very successful in competition. He did not show up particularly well at Parkside or Indianapolis. But no matter how he made his mile in 1:56 3-5, nor how well he performed at previous race meets, his quarter in 26 3-5 shows how well he is riding. A quarter in such time can be made only by the man of first quality.

Johnson's Performances.

The REFEREE is indebted to John W. Evans, of the American Trotter, Independence, Ia., for a complete statement



SPRINGFIELD, MASS.

of Johnson's doings. All the timers were experienced men, having timed the fastest horses in the country, while the judges were well known local cyclists, he himself having recently lived in Birkenhead and Liverpool, Eng., where he was sub-captain and captain of the West Cheshire B. C., and a member of the Wirral B. C. of the former town. Now that Johnson has broken all the world's records up to the mile, for both flying and standing starts, Mr. Evans thinks cycling will boom in Independence. C. W. Williams, owner and driver of the great stallion Allerton, will offer \$2,500 in prizes for a two days' meet in October. The following shows Johnson's times, and the timers, judges, starters, etc.:

FLYING START—Quarter, 27 1-2 sec.; half, 55 1-2 sec.; quarter, 26 3-5 sec. Judges—J. R. Cheesbrow, Waterloo; C. A. Rosemond, Independence. Referee—F. S. Hillisier, Waterloo, Ia. Timers—O. O. Tibbetts, John Hussey, B. W. Tabor, Independence; C. M. La Due, Luverne, Minn.; J. L. Doherty, Clinton, Ont.

STANDING START—Quarter, 31 sec.; mile, 2:04 3-5. Judges—John W. Evans and W. S. Tidball, Independence, Ia. Starter for mile—Dr. E. E. Spalding; starter for quarter, W. C. Littlejohn, Independence. Columbia agent. Referee—C. F. Tucker, Independence, Warwick agent. Timers—Fred and Judd Seacord, Galesburg, Ill.; Sam Caton and F. D. Stout, Dubuque; C. M. La Due, Luverne, Minn.; J. F. Martindale and C. A. Thompson, Independence. Mr. Stout owns Nutwood, another great trotting stallion, and is also proprietor of the Highland stock farm.

STANDING START—Half, 58 3-5 sec.; flying quarter, 26 1-5 sec. Judges—Herman Frank, C. A. Rosemond, J. W. Evans, Independence. Referee—C. F. Tucker, Independence. Timers—Sam Caton, Dubuque; C. A. Thompson, Independence; J. L. Doherty, Clinton, Ont.; H. E. Ball, Aurora, Ill.; Charles Camp, Greeley, Colo.

FLYING START—Mile, 1:56 3-5; quarter, 29 1-4; half, 58 3-4; three-quarters, 1:38 1-2. Judges—W. C. Littlejohn, J. W. Evans, Independence. Referee—C. F. Tucker, Independence. Timers—Sam Caton, Dubuque; C. A. Thompson, O. O. Tibbetts, J. F. Martindale, Independence; Judd Seacord, Galesburg; J. L. Doherty, Clinton, Ont. Flagman for quarters—George T. Blamer, Independence.

Johnson's records were all made according to league rules, and he even started further back than required. To date they are as follows:

	Quarter.	Half	Three quarters.	Mile
Standing start.	31	58 3-5	1:34 1-5	2:04 3-5
Flying start....	26 1-5	55 1-2	1:28 1-2	1:56 3-5

What the New Yorkers Think.

New Yorkers are astounded at the performances of the western wonder, Johnson, at Independence, and while the daily papers have printed columns of matter regarding the Minneapolis boy, nine out of ten cyclists doubt the genuineness of the trials, question the timing and measurement of track. Others doubt it because T. W. Eck had Johnson in charge, a very reckless and unwarranted way of trying to prove that there was something wrong about the magnificent trials of the speedy west-

ances have been received east. There is no doubt in my mind they are genuine, and were done by a wonderful western rider. Why should not the west produce a world-beater? Want of good tracks, "expense money," and wealthy uncles to support western amateurs at racing has been the reason why Mr. Johnson has not come to the front before. Get good tracks and somebody who will put up "de stuff" and you will have a few Zimmermans, Taylors and Tylers out west before many moons. "It's money that makes the mare go."

MORGAN.

Gossip from Milwaukee.

MILWAUKEE, Sept. 26.—The racing board has suspended the following Milwaukee riders for sixty days from September 1 for violation of the racing rules: Gus Zimmerling, William Giles, Thad Wendzinski, H. Jansen, Frank Wilson, William Morris, Paul Schimmel and W. H. Taylor. All members are warned against competing with any of them under penalty of like suspension. It is matter for congratulation that although the board, like the mills of the gods, grind slowly, it gets there all the same. The one thing to regret is, that action was not taken earlier in the season. Many of the suspended riders violated the rules of the league in open defiance of its powers, no doubt under the impression that it could not reach them and that they could do as they pleased in the matter.

W. A. Lingham, of the firm of Lingham & Ashelman, bicycle dealers, West Superior, has spent the past week in Milwaukee, the guest of P. H. Sercombe, Mr. Lingham reports business in his section very good, and new riders in abundance.

Probably the most enjoyable run of the Milwaukee Wheelmen this season was taken last Sunday to the Coelnisher Kirmies, a point about seven miles distant from the city. The Kirmis is a pleasant recollection of similar events original with the fatherland, and was a picturesque picture, perhaps unknown to any other section of the United States.

PA SANGER ILL.

Casper M. Sanger, president of the Sercombe-Bolte Manufacturing Company, is suffering from a stroke of paralysis, and his condition is a matter of anxiety to his family and many friends throughout the city.

The Sercombe-Bolte Telegram Cycling Club, an organization composed of employees of the Sercombe Bolte company, held its first road race last Saturday afternoon on the White Fish Bay road. Seventeen riders, all mounted on Telegram racers, lined up for the start. Charles Mortimer was the first pushed off with four minutes' handicap, and he was never seen until he crossed the tape, the winner of a beautiful gold watch donated by P. H. Sercombe. Will Bremer, foreman of the construction department, won the time medal given by the company, in 19 min. 39 sec. The handicapping was very amateurish and the race was a gift to the winner. Walter Sanger officiated as referee. The judges were P. H. Sercombe, W. A. Lingham and Well Breckenridge. After the race a supper was served at Keesbier's cafe, provided by Henry Hellings, foreman of the enameling department. The race was a success, and the company is deserving of great praise for the liberal manner in which it responded with prizes.

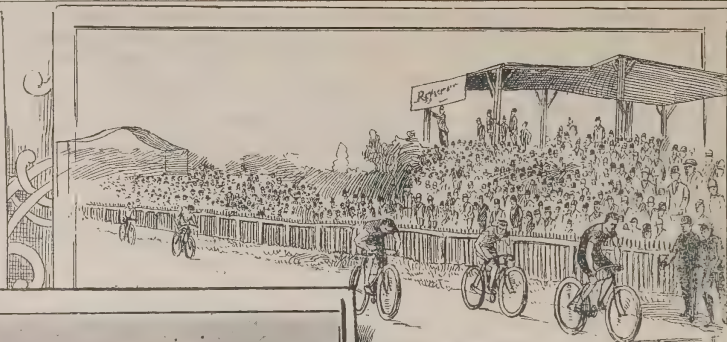
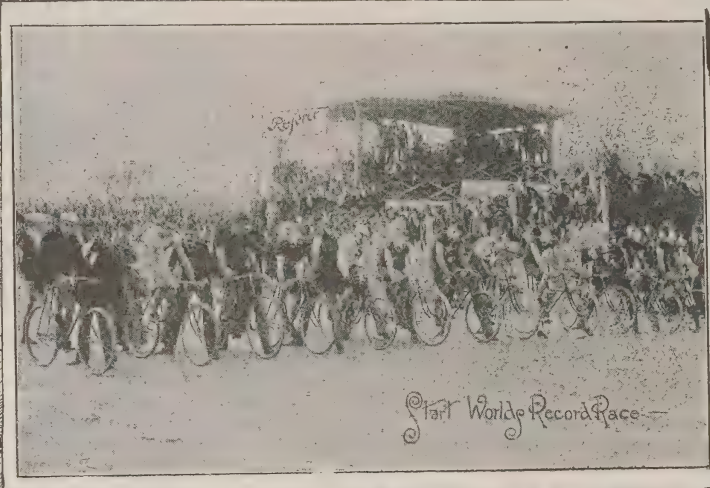
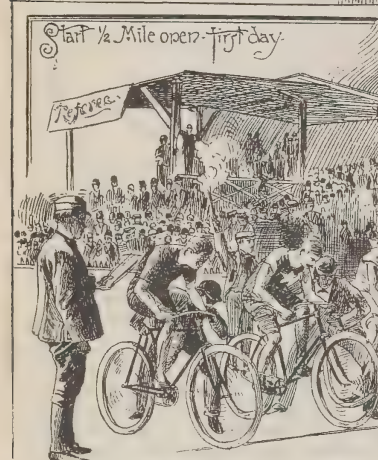
JACK ROYAL.

Two of the directors of the Coventry Machinists' Company, Coventry, Eng., are in Chicago. Before they leave they will decide on the location of their factory in this country.

erner. The headlines in the dailies had such catch lines as these: "A Hurrying Hurricane," "A Cycling Nancy Hanks," "Zimmerman Snowed Under," etc., and there is no doubt that Johnson has taken a lot of the Zimmerman thunder from these parts. The names of the parties connected with timing the rides are well known to Editor Busby of the *Turf, Field and Farm*, and he believes the performances to be genuine, and rightly said "that horsemen were not giving cyclists such records unless they made them." A New York salesman in a cycle store is a fair example of the doubters of the Johnson performance, for when the REFEREE man asked him his opinion, he replied: "I don't believe it; no unknown can come out and do such a performance. I will bet on that." There is no sense in discrediting the performance because Johnson is not known east. This a big country and great men die in the east that have never been heard of west, and vice-versa. Another foolish objection to believing the time is because Tom Eck brought the man out and trained him for the performances. Eck is, in the writer's mind, the best trainer this side of the Atlantic to-day, and the champions he has brought out proves his training abilities. The articles in the *Sporting Life* and *American Wheelman* show how Johnson's perform-



SCENES AT



SPRINGFIELD



Here and There

His Explanation Was Good.

The Worcester Bicycle Club wants to know, you know, why the Massachusetts division granted Springfield \$350 for an entertainment fund for the fall meet, while the division officers refused to give Worcester a cent for its entertainment fund for the spring meet of the division. This question a dozen Worcester club men fired at a REFEREE representative at Springfield recently. Asking Charlie Howard, who, Judas-like, carries the "swag" for Massachusetts leaguers, the ever-smiling Charles said, "cause." Well, as supplementary information, he said: "Cause we get so many two dollars at Springfield, so it is simply 'casting bread,' etc., and the large roll Howard exhibited as a guarantee of good faith showed the diplomacy of the crowd that run things for the old Bay State leaguers is keen and thoughtful. It is a wonder they can trust a newspaper man with so much money. Howard now carries over \$3,000 for the division; but he earns enough from the Boston *Globe* to enable him to resist temptation. So with this explanation the men of Worcester must seemingly be satisfied; but they will call on Treasurer Howard again next spring.

Cyclists as Museum Freaks.

A new New York museum is about to erect in its wax work department a gallery of the famous cyclists of America, embracing the representative men of each state, both non-racing and racing,

and maintain a national gallery in the nation's metropolis. The leading racing men will be mounted on real wheels, the figures will be made up from photographs, and the racing colors of the rider will be brought out prominently in wax. It is expected that fully a hundred figures will be erected, with a view of attracting patronage from cyclists as well as to instruct the masses in cycling. A hand-book and a lecturer will tell the visitors who the figures represent and what the originals have done in a cycling way. A famous Parisian wax worker will have charge of the work. Although the name of the museum has not as yet been made public, it is understood that the well-known Eden Musee, situated on Twenty-third street, is the place. The gallery will be well advertised in the cycle and daily press, and the musee people expect the idea will be a taking one, not only with the cyclists but the general public as well.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

482,735, vehicle; Olaus Hanson, Toledo, Ohio, assignor of part to Joseph L. Yost, same place, and Harry A. Lozier, Cleveland, Ohio; filed Dec. 8, 1890; serial No. 378,936.

482,819, elastic tire; Curt Wagner, Oderan, Germany; filed Jan. 28, 1892; serial No. 419,543.

492,856, bicycles; Alfred Trenblay, Holyoke, Mass.; filed Feb. 10, 1892; serial No. 420,946.

482,938, child's seat or parcel carrier for bicycles; Maurice E. Blood, Kalamazoo, Mich., assignor to the Kalamazoo Cycle Company, same place; filed Oct. 24, 1891; serial No. 409,661.

483,084, bicycle bell; Edward D. Rockwell, Bristol, Conn., assignor to the New Departure Bell Company, same place; filed March 9, 1892; serial No. 424,320.

Some Do and Some Don't.

It is said that Frank Egan's salary, as cycling editor of the *Sporting Life*, is \$4,000 per year. The business department of that paper must have shown better results than some we know of to be able to stand such a sum. Perhaps some reader may have heard this moss-covered joke:

Says John, "What's your salary now, Harry?"

"Four thousand a year. What's yours?"

"Only a thousand."

"Rather small, isn't it?"

"Yes—but then I get mine!"

Not a Money-Making Affair.

"Cupid's Chariot" has gone the way of the other cycle plays. The company has practically disbanded and the members think cyclists are not very susceptible folk to cater to. Anyhow, the brief season was a financial failure, according to what Mr. Ward of the company told a REFEREE representative.

He's After Whittaker.

George S. McDonald of the Raleigh company, is looking for Stillman G. Whittaker with a section of pneumatic loaded with shot. It seems "Whit" got hold of a general admission press ticket at Springfield and gave the same to McDonald, assuring the latter that its magic influence would give him free entry into every nook and corner of Hampden Park, including the press stand, and also told him to hang onto the ticket at all points, and that by simply saying "press" and waving his

hand all officials would give way. He tried Whit's advice on the two big policemen at the park entrance, and they collared McDonald, who was lifted bodily through the gate minus his ticket. Now he thinks Whit put up a job on him.

WINDLE AGAIN A RECORD-BREAKER.

The "Little Wonder" At His Old Tricks—Three Records Go Down.

SPRINGFIELD, Mass., Sept. 29. (Special telegram.)—Willie Windle broke the records for three, four and five miles to-day. The times as taken by C. T. Shean, C. E. Whipple and James A. Bryan were as follows:

One mile	2:21 2-5
Two miles	4:40 2-5
Three "	7:04 3-5
Four "	9:26 3-5
Five "	11:41

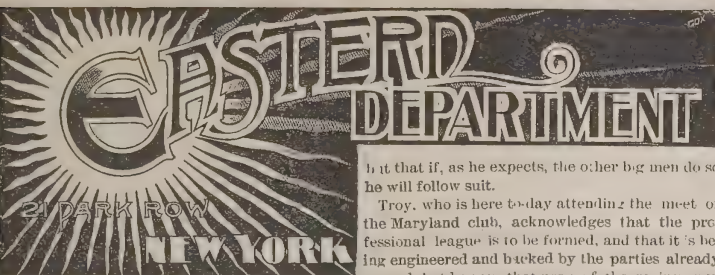
Windle had for pacers Murphy, Campbell and Dorntge on a triplet, and Arnold, Nelson, Martin, George Smith and C. L. Nelson.
A. O. MCGARRETT.

How's This For Nerve?

Harry F. Blake, formerly of Peoria, and W. L. Sperry of this city, enjoyed the first tandem trip down Pike's Peak on Saturday, Sept. 17. To add to the novelty of the trip, Sperry's right hand, which has two bones broken in it, was carried in a sling during the entire ride!

Paced By a Professional!

The latest advices from New York show that the east has about decided 'to accept' Johnson's records as authentic, as far as the time and track go; but a man has asked Elliot Mason what the result will be since a "professional horse" made pace for Johnson, an amateur.



That Spalding League Scheme.

Some month ago I called attention to the report current in New York that A. G. Spalding was interested in a cash-prize, professional-class scheme, and would build tracks on the principal ball grounds now occupied by the national base ball league. After an interview with A. B. Barkman, who stated that he had not heard anything of such a scheme—and if anyone would Barkman, who has charge of the Spalding cycle department, would surely know—I came to the conclusion that rumor was wrong once more, so dropped the matter. But to-day rumor assumed shape in the form of a half-column "special" from Baltimore in the *Sun*, and as Spalding was once more made the figurehead of the scheme I was determined to "tackle," as in football, and bring my man down with something definite regarding the matter. This is what the *Sun* said, and Walter Masterson, who is still doing cycling news for the same old *Sun*, will have to look out or the maxim, "If you see it in the *Sun* it's so," will be turned to "If you see it in the *Sun*, don't believe it." The special, which looks like the work of Guy P. Wilson, of the *Baltimore News*, or Albert Mott, says:

TO MAKE THEM ALL PROFESSIONALS.

BALTIMORE, Md., Sept. 21.—The League of American Wheelmen must move quickly or suffer an irreparable loss. The question of cash prizes has been the subject of a long-continued war of words, and the great minds of the league seem utterly unable to agree upon a settlement. The evasions of the present amateur rule are generally acknowledged to be constant and flagrant, but except in very rare instances the only verdict that can be secured against a suspect is the Scotch one of "Not proven." No one possibly has ever doubted that the racing men would rather be honest in the matter and openly race for money, but as the rules now stand this is impossible. Next season, however, it will be different, and unless the league makes up its mind to change the rule radically and at once, it will find itself at the opening of the next racing season without enough fast men in the amateur ranks to give a meet.

A scheme is now being engineered looking to the formation of a professional league. It is being made chiefly by Spalding and other baseball magnates. As now outlined the plan is to build a first-class bicycle race track in every big baseball park in the country, and to hold three race meets a week on each one for cash prizes. The present baseball managers will have the first chance to build these tracks, but if any fail to avail themselves of the opportunity others who have already expressed a desire to do so will get the franchises.

For such case as may arise ample capital has already been pledged. The new league is to be governed by rigid rules and no jockeying is to be permitted. The men who race will be free to do so whenever and wherever they please, except that they will not be allowed to race for any organization other than the proposed league, which promises to give them plenty of opportunities to win good-sized money prizes.

In addition to the regular tri-weekly events it is proposed to institute national championships in which large special prizes will be offered. The racers will be their own masters, and may make as much out of the sport as they can.

ZIMMY TOLD ABOUT IT.

The first intimation of the scheme was given to your correspondent by no less a personage than Arthur A. Zimmerman, who acknowledged that he had been approached, and confessed that the temptation offered by the chance to make a good many thousand dollars in cold cash next season may be too strong for him to resist. He says that Troy, of the New York Athletic Club, is circulating an agreement embodying a guarantee of \$36,000 for the signatures of the present lights for the L. A. W. racing path, in which they pledge themselves to race for the new league next season, and that several have already put their names to it. Zimmerman says that he has not signed it yet,

but that if, as he expects, the other big men do so he will follow suit.

Troy, who is here to-day attending the meet of the Maryland club, acknowledges that the professional league is to be formed, and that it is being engineered and backed by the parties already named, but he says that none of the racing men have yet signed, and that none as yet had had presented to them any agreement for their signatures. He has charge of that part of the scheme, and says that as soon as the present racing season is over he will sign a contract for the purpose of pushing the scheme for all it is worth.

He acknowledges that he is even now at work in the matter, and says that he has received unqualified promises from Zimmerman, Tyler, Taylor, Berlo, Windle, Lumsden and, in fact, all the crack racing men east and west that when the racing season closes they will sign an agreement to race next season for and under the rules of the new cash prize professional league. Those of the men named who were seen here to-day do not deny it.

IT WAS TROY'S SCHEME.

The whole thing smacks of improbability, for A. G. Spalding does not as a rule give out his plans in advance, and the wording of the dispatch is in line with the talk used by me in my REFEREE article. Troy has been stuffing the man who sent the dispatch and inflated him, as he does the pneumatics, and is on a line with that mile-a-minute ride he was going to do on the slot of the Broadway cable road, or like that racing farm he was going to start in New Jersey. The use of Spalding's name was unauthorized, as the following will prove. Again paying Spalding's Broom street store a visit, I ran across Barkman, showed him the dispatch, and again again asked his opinion. Barkman smiled and said: "I think the whole thing is a fake; but see John W. Spalding, he will know something about it if there is anything in it." So, receiving a cordial invitation, I entered the office of the base ball millionaire and showed him the article.

J. W. DENIES IT.

Said John Spalding: "Morgan, there is not a word of truth in it, take my word for it, as far as A. G. or myself are concerned, and as for the other baseball magnates, I can say almost to a certainty that there is no truth in their connection. We are too busy with our business to enter such a scheme, and have no time to consider anything else, and no overtures have been made by anybody in regard to building tracks on the national league grounds. So, as far as we are concerned, you can say through the REFEREE that the whole story is without foundation. Mind you, I am not throwing cold water on such an enterprise, for I believe that, if conducted as professional baseball or the National Trotting Association are managed, a professional class would pay and do good; but it must be governed with a strong hand."

SOME OLD HISTORY.

Dropping into past history John W. Spalding said: "I never blamed the old professionals much for the scrapes they got into and the go-as-you-please style of their racing. I often wondered how they managed to live." And, turning in his chair, this successful business man continued: "I'll tell you what I think about amateur racing for pianos and teams. I think the organization that permits such things has a queer idea of what constitutes an amateur. I would rather that you would not quote me, but please yourself."

The opinion of a man like John W. Spalding is worth quoting, so Mr. Spalding must forgive me. The L. A. W., therefore, need not hurry. Spalding

will not now show them how to conduct cycle racing. That W. B. Troy is responsible for the talk is proved by the statements of A. C. Banker and George S. McDonald to me to-day, and what Willis B. is driving at is hard to see, unless it be that contract he says he is going to sign after the racing season is over.

THEY WANT THE CASH.

I like a good joke, and like to give newspaper men all the news, but upon my word I cannot for the life of me see how such misrepresentations can be considered smart, or news either. There is no doubt our "pure amateurs" would like to get the cash direct. It saves a lot of middle-man business, and the risk of detection must be wearing. I trust some Spalding will arise equal to the task, for there is profit in cash prizes for all concerned, but let us have no more of this rumor business, or going off half-cocked, Mr. Troy, if you please.

The Bookmakers Again.

Some few weeks ago I told in the REFEREE about the abuses prevalent on the English path, spoke of bookmakers doing a roaring business with "bag and book," and was hauled over the coals by G. L. Hillier, who denied my self-impeachment of his angelic host who rides for pots. I came back at Hillier with a few facts, and am pleased to see that Editor Charles P. Sisley of *Cycling* thought fit to read my article. At least he read Hillier's in reply to me, and as C. P. knows a little about cycling and the practices of the English path, I will quote his editorial of Sept. 27 in full, but cannot agree with him in regard to the ill-informed Englishman, George Lacy.

HILLIER DOESN'T SEE THEIR FAULTS.

Hillier is a well informed Englishman—I'll answer for that—but George Lacy is perhaps a lit le blind as to the faults of the gay "amateur," and for a truth G. L. H. ought to know a little about the "humbug" of the whole amateur business, as it is now conducted in both England and America, and I do not agree with Editor Sisley in allowing the professionals to return to the amateur class after once becoming "pros," and that should be their title if they rode for a salary or a maker. There seems to be a little humbug in that wish of Editor Sisley, "once a professional always a professional." What professional business man wants to become an amateur? You might as well ask Henry Irving or Wilson Barrett to become amateur actors again. "Trade class" of amateurs sounds funny. What would you have them race for, Editor Sisley, pots or pounds? They would be getting pounds for salary; at any rate, what's the difference? It seems to me two classes there must be, amateurs and professionals. The best people in America, including the president, go to see professional base ball, why not professional cycling.

PROS AND AMATEURS BOTH.

The two bodies, the N. C. U. and the L. A. W., should take hold of professional cycling and run it, and that seems to be the only logical way out of the business. No "trade class" on "maker's amateurs" will succeed; there's humbug in the suggestion and falsity in the foundation of such a proposal. Three classes as suggested in Henry Ducker's article in Philadelphia's *Cycling* is illogical and should never be encouraged. The first thing we know we shall have amateurs with wings, amateurs without wings, amateurs who will not ride unless the track is of solid gold, and the maker's amateurs and the promoters and the hard-shell professionals who can not be anything but bad, according to some peo-

ple. Class races for both amateurs and professionals. The prizes of amateurs should not exceed ten dollars, and wreaths and diplomas should be the best reward for their efforts, while the professionals should struggle for the cold coin of the realm. Mr. Spalding said one thing which I forgot to mention: "I can not see why a man should not be rewarded for his hard work and expensive training and traveling in the same coin that he uses to perfect his physical condition. If the man was an amateur and did not go in for racing regularly, a medal would do." Here is Sisley's editorial, and fancy "bookies" at Hillier's Herne Hill:

HUMBUG—NO MORE!

"None so blind as those who won't see" is one of the wisest of proverbial sayings. An ill-informed Englishman tells the American press that over here "pure amateurism is more to the front than ever," and is at a loss to know at what amateur meetings anyone can see the bookmaker "with bag and book doing a roaring business." How a man can thus display his consummate ignorance of the present state of the sport passes our understanding. If amateurism is in such a state of purity, how comes it that the legislators for the sport are growing every day more alive to the absurdly farcical state of our present amateur laws? How is it that rumors of some decided action against the makers' amateur class, and a speedy modification of the present definition, are on everyone's lips? Because amateurism—genuine honest amateurism—is so much to the front? No; simply because the state of the race path as rotten as it well can be. The class of racing men is not improving; each year we get a trifle lower in the social scale, and yet week in week out these men scour the country in quest of prizes which they are forbidden to realize upon. How do they do it? Who pays the piper? Ask those people who have the cool audacity to declare that amateurism is on the increase. Their answer will plainly prove that if they are not fools they are humbugs. Humbug is indeed the watchword of the school which is absolutely blind to the plainest facts—facts which even the greenest of green racing novices know only too well.

BETTING MEN ARE ABOUT.

If the American public accepts as facts such statements as have recently been made to them, they must indeed consider England a paradise of purity so far as racing is concerned. We are cosmopolitan; we have studied this question of amateurism in all parts of England and in one or two places abroad, and although we have ourselves never invested a farthing in a bet on a cycle race, we do not walk about with closed eyes or ears. We do not take one race-path and declare that the condition of affairs there represents the state of things all over England. We hope we know better than that. But for every one race-meet where the betting man is absent we will name ten where he is rampant; and even at Herne Hill, admittedly a model race-path in most respects, the bookie is occasionally more conspicuous than we would like to see him. In the North and the Midlands he is seldom absent—in fact, it would be a bitter pill for many of the racing division who travel the country if they could not invoke his aid. We regret the fact as much as anyone. We know it is killing the sport far more than the most glaring cases of makers' amateurism, and that is the reason why we refuse to close our eyes to the condition of affairs.

WANTS A TRADE CLASS.

That is why we clamor for action on the part of the N. C. U. Makers' amateurism, although a lesser curse to the sport, is still a serious evil, and as the Union is absolutely powerless to check it under its present amateur definition, we shall not cease to speak out until some modification of the present rule permits the majority of racing men to sign the declaration of their amateurism with some degree of honesty. At present we see no other remedy than the formation of a Trade class, not necessarily dubbed professionals, and yet not coming under the classification of an amateur. In this class, as we have before asserted, we would place all who are interested in the sale of cycles, and from this category we would not bar ourselves, members of the wheel press. When a man severed his connection with the Trade, he should be perfectly free to return to the amateur class, but that class would have to be ruled with an iron hand, or abuses would speedily creep in again. The question is a knotty one—it has engaged the attention of cycling legislators and cycling scribes for many years, but we feel confident that we are nearing some decided action. The situation of affairs is becoming nauseating to honest men, who are not to be put off with assertions to the effect that "amateurism is more to the front than ever." They demand to see the hall-mark of this so-called "amateurism," the shoddy article may be "to the front," but genuine, honest amateurism is hidden far from sight. We want to see it in the light of day, and we will

not rest till the mask is removed from the sham that now parades itself in the garb of purity.

**

Egan on Crowther.

It was with much surprise and not a little indignation that the New Yorkers read the front page scare head in *Sporting Life* last week by Frank A. Egan, on the retirement from that paper of Henry Crowther, now of the *Bicycling World*. The article was not worthy of Frank Egan, and decidedly ungrateful on the part of both himself and the *Sporting Life* people. It matters not to the public, as far as I can learn, what caused Crowther's retirement or what caused the appointment of Egan to the responsible position, but it is generally conceded that it was through Crowther's conservative course and wise administration that the *Sporting Life* attained the position it held when Egan took hold. True, Egan's letters were the features of the cycling department, but who was responsible for Egan's appointment on the paper? Why, Crowther. Therefore it seems bad taste and a poor beginning for the new editor to roast his old chief, which is calculated to injure him with his new employers, and might if the new employers did not know the man, inflict misery on the large family of little Crowthers, together with a charming wife. Many people in New York have called my attention to what certainly is an injustice and a most unwise course for the *Sporting Life* to pursue, especially in view of the fact that the paper wished to retain Crowther's services in the business department. This I have written evidence of, and therefore cannot understand why such a fair-minded man as Egan should permit himself to write such a damaging article to please the prying of a western gossip who seems to delight in minding everybody's business but his own. The article does Frank Egan an injustice and is unworthy of him; a poor commencement his most ardent friends in New York declare. Independence is one thing and abuse another. Besides, the article borders on untruthfulness. After calm consideration Egan will come to the conclusion that he has done one of the craft an injustice, and would be the first to go to the rescue of the man he assailed if in trouble.

**

A Cribbing Recorder.

The enthusiastic L. M. Boardman, of the New York *Recorder* cycling department, was bewailing the fact to the REFEREE men that this paper once in the long ago 'cribbed' an article from the *Recorder* and printed same without credit. I buy the *Recorder* nearly every day to see how the cholera reporter is doing his work, and was astonished Wednesday to see that Boardman had run the Asbury Park article of your local correspondent without the least sign of credit. But yesterday patience began to give way—when he ran my "Easy Club" Boston skit, printed in the REFEREE a month ago, as original and "fresh" news, and this is on instance where the dailies write their cycling news from the REFEREE pages. Meeting Boardman on Broadway I asked him about it, and his excuse was, "the REFEREE is the only paper worth stealing from, I own up." Boardman is a hustling sort of chap, for all that, and his "copy" fares badly as a rule with "P. Jay," who is no other than Peter J. Donahue, the old timer, who crowds Boardman's stuff out, giving fighting news preference. Boardman did not get to Springfield the second day, so wired the REFEREE to send a thousand-word special for his paper. Selecting the REFEREE out

of fifty press representatives was a decided compliment. Boardman was complimented by the editor for his graphic and accurate report, which he accepted without a blush, and sent the REFEREE man a little envelope from the cashier. Boardman is now with the co-operation of the REFEREE talking up a big cycle parade in conjunction with the Columbus statue dedication and celebration here Oct. 14, when the largest parade ever given in Gotham is to take place. Isaac B. Potter thinks the scheme a good one, as it will be a good time to preach a sermon on good roads. It is for that purpose the parade is to be given. The *Recorder* will furnish transportation, banners; etc., with its usual enterprise. It prints the following:

A meeting of club captains and others interested in wheeling will be held next Tuesday night at the Astor House. It is proposed by such prominent cyclists as I. B. Potter, Senator Morgan, R. B. Mcneypenny, Elliott Mason, T. F. Merseles, L. C. Boardman, G. Minturn Worden, George S. McDonald, Fred Becker, Alec Schwalbach and others, that a display be made by wheelmen in the coming Columbus celebration. A great opportunity will then be offered cyclists to show their strength. The details will be held on the meeting night.

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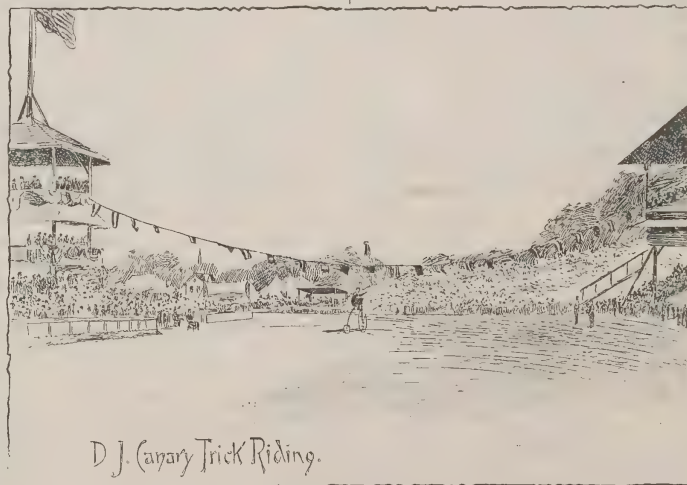
Wanted, a Piano.

I was busy giving out copy the other day when two of those good women, "Little Sisters of the Poor," came to my desk with a card asking a donation for

the last fifteen years have become familiar with the presence of the London editor. Large of frame, with massive head, dark hair inclined to curl, spectacles and a kindly twinkle in those sharp eyes, Atkinson is a landmark in English racing. He has refereed and judged at the principal tournaments in England for many years with credit. When Editor Blake ("Angus") died some years ago, the editorial management of the old reliable sporting daily fell on Atkinson's shoulders, although he had directed the athletic department for years. With a quiet hom- in Kent, an hour's ride from the metropolis, he spent the little spare time looking after his splendid fruit trees, game fowl, strawberry beds, etc., and the writer well remembers a visit to the palatial country home of a busy and popular man.

Atkinson has been one of the best friends the English professionals ever had. He writes that professional racing is practically dead and amateur racing very slow just now in England. He thinks the professionals lacked guidance and the amateurs were too much governed. Editor Atkinson has been in the *Sporting Life's* employment nearly a quarter of a century, and will undoubtedly remain there as long as he cares to. As he is enjoying robust health he may be good for another quarter century.

MORGAN.



SPRINGFIELD, MASS.

their charities, and three cyclists who had called "chipped in" something. The sisters said they were giving the little ones an education, and among the things taught was music, and that my small donation would go towards buying a piano.

"Tell them about Jimmy," suggested one of the cyclists, a racing man, "he might give them one of his pianos."

"Who is that?" asked the sister, who caught the remark.

"Why, Zimmerman of New Jersey, the racing man. Zim has a whole barn full that he won at bicycle racing; he might give you one."

"He must be a clever young man," returned the sister, as she took Jimmy's address, Freehold, N. J.

Arthur Augustus may find an appeal for one of his upright grands when he gets home. Zimmerman the philanthropist, Zimmerman the champion!

**

George W. Atkinson.

I received a letter the other day from that popular sportsman and editor, George W. Atkinson, of the London *Sporting Life*, who winds up with "I hope you are well and happy and piling up the dollars." Those who have attended the cycle meets in England for

Riding Centuries in Buffalo.

BUFFALO, S-pt. 26. — Yesterday was the time scheduled for the annual century run of the Press Cycle Club, and it was one of the most successful runs of the season, out-doing all previous ones of the P. C. C. and eclipsing those of all other local clubs. Of course not all those who declared their intention of being in the race went up to Erie, but there was a grand turn out of Press men and fifty-seven started from Erie at 5:30 a. m. to make the run to Buffalo. They were accompanied by about a dozen outsiders, some of whom were members of other clubs and others belonged to the great unattached. That this large party should come through without accident would be something marvellous, and as marvels were not in the order of the day accidents usual to such occasions did happen, such as collisions, punctures, the loss and breaking of different parts of the machines, etc., so that of the fifty-seven Pressites six were lost by the way, making their way home by trains. The fast ones of this vast party arrived at the club house at 6:30 p. m., the others coming in at intervals after, some very long after, as those who were at all tardy were delayed by the thunderstorm which occurred at 6:45. The boys reported having had a good time generally, and felt well satisfied with the run. A group

picture was taken at Angola, at which place they stopped for dinner. Among those who made the run was D. H. Lewis, of the *American Wheelman*.

A RACE FOR CENTURY BARS.

F. A. Foell has beaten Captain Klipfel, of the Ramblers B. C., by making one more century up to date than Frank. Yesterday Foell completed his twenty-second and Klipfel his twenty-first, both men having made doubles. Klipfel made his by starting from Buffalo for Erie at 8 p. m. He arrived at Erie at 6:05 the following morning, and after resting till 7 a. m. started on the return. He overtook the Press men and arrived at the club rooms at 3:20 p. m., thereby breaking the record of 20 hrs. 20 min. by making the double over this course in 19 hr. and 20 min. This was his fourth double for the season. Foell was accompanied by Duke Smith and started from Buffalo at 12:10 in the morning arriving at Erie at 9:25 a. m. Here they remained till 10:05 when they began the return. They, also, caught up with the larger party and finished at the club house at 8:40 p. m. This contest between Klipfel and Foell, members of rival clubs, as to who shall make the greater number of centuries this season, is becoming very interesting, and it looks as if Foell would come out winner, from the fact that he has much more time, being in business for himself, and can very easily get away, while with Klipfel it is different, as he is not his own master and can only get away when business is over.

ROADS IN GOOD SHAPE.

Yesterday was not an ideal day for road riding unless the direction was to leeward, as there was a strong headwind from the southwest, but to those who were fortunate enough to have such destination, good roads were always with them. Never have the roads in this vicinity been in better shape than they are at present, and to the touring wheelmen offer every inducement.

The Comrade C. C. is fast coming to the front as an active, enterprising body, and already in the club's history have they been compelled to look for more spacious quarters. The members of this club are closely united to the interests of this club, and are not easily diverted therefrom. Each and every man is loyalty itself. At one time several clubs were bidding for Madder and very many allurements and all sorts of inducements were made to him to join some one of these clubs; but no, he manfully stuck to the colors which helped to develop and bring him out, and felt it his duty to do all that he could for his own club. This is a sample of the membership of the club, and when each one strives to do all he can for his club and feels his duty, it is no wonder that the club prospers.

WILLIE DUNN.

Tyler in Trouble.

A despatch from Baltimore to the *Chicago Herald* says that H. C. Tyler had sold a wheel that he had won and that as a result he would be suspended. The Baltimore agent for Gormully & Jeffery claims to have made the discovery and is to prefer charges against him. The agent is said to have given the wheel as a prize. No Rambler was on the programme as a prize for the Baltimore meet last week, nor was Tyler there. Tyler didn't win a race at Baltimore July 21, and that city has had no other races. As a Baltimore agent would be unlikely to give a wheel as a prize for any meet outside of his own city, and as Tyler has not won a prize there, the story sounds a trifle fishy.

Frank P. Prial, editor of the *Wheel*, was a visitor in Chicago Monday.

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TOURNAMENT MANAGERS GIVE THEIR SIDE OF THE STORY.

The Referee Seems to Come in for a Goodly Share of Blame for the Matter—Facts in Connection With the Case.

The REFEREE desires to be fair in the little trouble which has sprung up over the referee's decision in disqualifying Sanger at Columbus, Ohio, because his starter, Wegner, is said to have stepped over the tape, though the Milwaukee flyer won by some twenty yards. And because of this feeling two letters bearing on the case are printed herewith:

EDITOR REFEREE:—I notice in your issue of September 16 a caustic criticism of the alleged conduct of the management of the Columbus tournament and advising Mr. Sanger to contest the decision of the referee in the half-mile open race on Sept. 5. Also in the issue of Sept. 23 appears a letter from Mr. Schultz, the referee, in which he undertakes to explain his course. Under the circumstances I trust that you will give space to a few words in behalf of the much abused tournament officials. In the first place it goes without saying that the sole desire of the management was that all visitors and racing men be accorded uniform courteous and fair treatment. It is the opinion of a great many who were present at the races on Sept. 5 that Walter Sanger did not receive justice. Mr. Schultz's explanation of the circumstances connected with his decision is in the main correct. However, he does not say that Mr. Wegner, who pushed Sanger off, was willing to swear that he did not step over the tape. He says that Sanger won by a length, while in the opinion of the writer (a judge in the recent races) and many others his margin was at least twenty-five yards. Certainly it was ample. He admits that the testimony showed that Mr. Sanger got a bad start, in spite of the alleged fault of his starter.

DIDN'T READ THE RULE CORRECTLY.

The referee, however, labors under a misapprehension of track rule 16, which says, "Should any part of the attendant's body touch the track in

front of the mark, the competitor may be disqualified." Mr. Schultz understood that the rule was mandatory and that the referee was compelled to disqualify the rider, and knew no better until his attention was called to the rule by the writer. In the opinion of the writer and many others, the statement of facts shows a very flagrant abuse of the discretion vested in the referee, in that he inflicted a most severe punishment for a very trifling offense, when it was clearly shown that no advantage was gained, and in face of the fact that the starter was willing to take oath that he did not violate the rule. It would seem to the ordinary observer that this discretionary power was given to the referee to be used only in extreme cases, and then only after solemn warning. After the first days races an investigation of the facts was made, and Mr. Schultz was invited to be present. At this meeting Mr. Sanger, Sr., declared his intention of contesting the matter in the courts, and hinted that an injunction might be served. He was told that he might do so if he saw fit. So far as the writer knows he was not specifically advised to contest, but it must be admitted that it was the opinion of a great majority that he had been very badly treated and that they would be very willing to see him secure his rights in any proper manner.

WOULDN'T CHANGE THE DECISION.

Mr. Schultz flatters himself that the meeting in the evening was arranged entirely for his benefit. It was called together by the manager to quiet a disturbance which threatened to interfere very seriously with an otherwise harmonious meet. On having the racing rules read to him and explained, the referee gave the impression without expressly saying so that he would re-consider his decision. On the following day he said that he did not care to make a change. The decision was acquiesced in loyally, but we must admit not hilariously. Since the close of the tournament the prizes in the race have been held by the prize committee for a short time, as they have been notified by Mr. Sanger's attorney that legal steps will probably be taken to contest the referee's decision. While not desiring to take sides in any legal controversy, the prize committee, from motives of common prudence, proposes to withhold the distribution of the prizes in this race until all danger of legal complication is past. We think that this course will be approved by all fair-minded people. As to Mr. Schultz's insinuation that the wheelmen met by him in Columbus are not gentlemen, the writer will make no defense. Our position is assured at home, and as to our reputation abroad, we are willing to leave that to our visitors. For himself, the writer wishes to

say that, if it is necessary to a gentleman that he should stand by, without a feeling of disgust and see a man robbed, by an outrageous decision, of honors fairly won, he, the writer, must plead not guilty.

K. D. Wood.

STILL ANOTHER STORY.

EDITOR REFEREE.—Inasmuch as you have taken the liberty of critising the Columbus wheelmen in your columns of Sept. 16, you certainly will give the same place for their defense. Upon Mr. Sanger stating that he would contest the case and go into court and secure justice that the referee, ignorant of the rules, had taken from him, the writer, actuated by a feeling of regret that the Columbus wheelman would be the innocent sufferers, as they would be held responsible for the acts of the referee, and likewise believing firmly that Mr. Sanger's cause is just and will be sustained, did advise him to do so. As business man and not a racing man, we judge this matter by the broad and honest principles that govern legitimate trading, and stand by any proceeding that protects visitors and customers from robbery, whether on the streets, in the stores or on the race track. The facts are these, as will be sworn to by men who are residents of different cities, and whose honor and veracity cannot be questioned.

HOW IT OCCURRED.

W. C. Wegner was Sanger's starter. The tape was loose on the ground, as the chairman of the race committee and the umpires will testify. Sanger is a very heavy man, while Wenger is of very slight build. Mr. Wegner will swear that he did not step over the tape, but it may have blown on his foot. Every witness, and there are a score of them, will testify that Sanger was the last man started and the farthest from the pole. Yet he won the race by at least twenty yards. Now comes Mr. Anderson and makes a protest, which is disregarded by the referee, as he is not a track official, but making some disturbance. An umpire makes a formal protest and the referee disqualifies Sanger. Of course there is great indignation, and Mr. Sanger declares he will not ride another race. The tournament managers, very anxious to have everything pass off pleasantly, invite to a conference the referee, Messrs. Sanger, Wegner, Anderson, Van Sicklen, the umpire and a number of the tournament officials.

WHERE THE TROUBLE WAS.

Here for the first time the witnesses are formally examined, and a complete investigation is made; and right here is where the whole trouble lies. The referee contended, in the writer's presence, just as the writer of the article in the Ref-

eree of Sept. 16, that he had no choice and must disqualify. But when shown the rule that it read "may," he admitted that he thought it read "must," and we were lead to understand that in the light of the investigation and information furnished, coupled with the different reading of the rule, he would reverse his decision. But when approached the next day on the subject he declared he would not change it. Part of track rule sixteen says: "Attendants, when pushing off competitors, must have and keep both feet on the ground, behind the mark from which the competitors actually start." * "Should any part of the attendant's body touch the track in front of the mark, the competitor MAY BE DISQUALIFIED;" not "must," but "may." And now, why this rule? To any clear-headed man it is self evident. If a man attempts to take advantage of his competitors and have himself shoved to a lead and then win, he should have the race taken from him.

WAS THE REFEREE RIGHT?

Even in accident, should the winner receive a benefit from a too powerful start, he should be disqualified. But even in these cases the referee is supposed to investigate carefully, and if the points made above are found to be true, it is clearly his duty to disqualify. But can any man in a fair mind say the referee was right in disqualifying a man who was farthest from the pole, the last man started and yet wins by at least twenty yards, and whose starter, a man whose word cannot be doubted, will swear he did not step over the line? We wish it distinctly understood that we have no interest in the matter other than justice, knowing that the law is paramount and will right what is wrong. Will any legal mind or other say that a decision made under the idea that it was compulsory will stand when it will be shown that the man was in error and the facts do not warrant?

SOMETHING MORE ON THE SUBJECT.

Since writing the above I have been shown the letter from Mr. Schultz, who seems anxious to bring my name into notoriety. All I have to say to the gentleman is, his "insinuation" that there was any trap set for him or anyone else is a base fabrication and not practiced in Columbus. Our only idea of a conference was to keep Mr. Sanger from leaving the city with five Milwaukee people deeply offended at us for the outrageous ruling of a referee for which we were responsible and yet deeply regretful. We know none of the facts and our personal idea was to have Mr. Van Sicklen talk to Mr. Sanger and explain matters and try to have him remain until the close of the meet. There was positively no other thought and

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we never dreamed of a reconsideration of the decision until at this meeting out of the referee's own mouth was heard the proof of the unrighteousness of the decision.

CHAMPIONS SANGER'S CAUSE.

Then when we discovered that he had made no investigation other than the statement of the umpire, and then made a decision on a wrong understanding of the rule, of course we wished a reconsideration, and I would like to look at a man who, knowing all these facts, would wish differently. As to myself or the management being gentlemen, I fancy that the reader can by this time read between the lines, and I for my part am willing to have myself compared with the referee on this occasion and let you make this decision. One word and I am done with this matter. I do not pose as a model, honest man, but in the same spirit that a few days ago I compelled a lunch counter fiend to refund a country boy the money he had flim-flamed him out of at the state fair, I champion the cause of Walter C. Sanger, who, not a poor country boy, still deserves the protection of the law when robbed of the hard earned honors of the race track. DR. A. A. THOMEN, Chairman Executive Committee, Columbian Cycling Tournament.

Sanger Ends the Trouble.

Saturday, Sanger sent Dr. Thomen a letter in which he said his father had a paralytic stroke and was unable to give the matter his attention. He did not court trouble and didn't care for the prize. He won the race, he said, and the honor of that could not be taken from him, so he advised the management to send the prize "to the man whom the referee thinks, with a clear conscience, the winner." Therefore Berlo gets the first prize and Lumsden the second.

An Interesting London Letter.

LONDON, Sept. 14.—For the first time in many years I was last Saturday compelled to miss the North Road Club's twenty-four hour race on the road. This event and the Surrey Bicycle Club's autumn meeting were both fixed for the same day, and being unable to attend both events, I chose the latter. It was as a matter of fact a very characteristic

wind-up of what has been a by no means a brilliant racing season. The grass track was rather dead, the attendance was not so big as it has been at some former meetings, and the racing, although good, was never wildly exciting. Both the one and ten mile scratch races fell to the Leicester lad, A. W. Harris, who has been very successful during the latter part of the season. In the shorter race he had nobody in particular to beat, and in the ten-mile his way was smoothed by the fall of the holder, U. L. Lambley. The latter was brought over by the wobbling of little Ede, who has lately developed a most ragged and careless way of riding. On this occasion he not only came down himself but brought over Lambley, and once before during the afternoon he charged a post and only avoided a bad fall by the greatest good luck.

THE BIG ROAD EVENT.

In the twenty-four hour race on the road the field was not quite so numerous as in former years, but twenty-eight men started, some of them taking this opportunity to go for club standard medals under favorable conditions for feeding and checking. It has been openly stated that if Holbein started Shorland would not. And so it proved. On Friday it was announced that Holbein had strained or sprained his arm the day before when experimenting with a geared ordinary, and although he took no part in the race he was on the road during the day with his left arm in a sling. With Holbein out of it Shorland had nobody whom he need greatly fear, in fact he had only accidents and other untoward circumstances to be in any way afraid of. He arrived at the starting place just before midnight, but discreetly kept to himself the fact that he had been suffering from a bad bilious attack and had absolutely nothing to eat

for several hours. Under these circumstances he, with much wisdom, rode quietly for the first two hours and made no attempt to get away until Huntingdon (103 1-2 miles) was reached. Here the others of the leaders made a short halt for refreshments, but he did not dismount, and so gained a lead which he never lost.

WITHIN A MILE OF RECORD.

About noon he had a very bad time, but in the first twelve hours he covered 193 1-2 miles—within a mile of record—and pulling himself together toward the finish knocked off his last two miles in five minutes, and putting in a total of 367 miles beat Holbein's record by eight miles. The second man was Arthur Bennett, of the Anfield, who rode 352 1-2 miles. J. H. Cocker of Sheffield, who lost year was pacing and helping his club-fellow Lancashire, finished third, with 346 1-2 miles. J. M. James, the second man in the Cuca cup race, after after having his tires punctured twice came in fourth, with 339 1 2 miles. A very good judge tells me that had Shorland been pressed he could have easily put on a few more miles. As it is, it is probable that Holbein will shortly have a go at the record, and when he has raised it, Shorland will put it a bit higher up still. From all I hear there were several very dirty tricks attempted in order to prevent Shorland winning, but they all failed. Just at present the business element enters too much into these competitions to allow of their being carried out in the sportsmanlike way the competitors would desire.

COMING TO THE STATES

The exodus of English manufacturers and their representatives on their way to the United States still continues. On Wednesday week William Starley, of Starley Brothers, sets out on his annual journey to America. He will bring

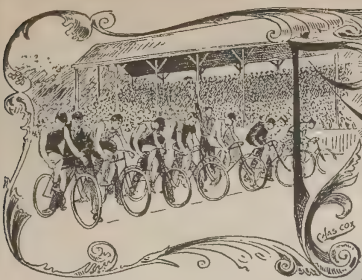
with him a sample of the new frame which his firm has patented throughout the world. Their plan is to do away entirely with castings and stampings by using instead pieces of rolled steel left with shaped lips, which are brazed into the tube. A roadster frame thus made weighs just over three pounds. Another improvement which is Starley's own invention is in connection with tricycles, which they now make without any bridge above the axle, and with two sets of bearings close under the gear box and the others at the extreme end near the hub. Next Wednesday Herbert Hadden, of Bayliss, Thomas & Company, is also setting out for the States in the City of Berlin.

THE BIG CYCLE SHOWS.

The National cycle show at the Crystal Palace has already received the support of over sixty firms, and space has been taken for more than a thousand machines. Frank Peach, of Holborn Viaduct, of the financing firm of Peach & Doggett, has been appointed secretary and manager. The Staley show, on the other hand, has also received big support. The Rudge Cycle Company has taken space for thirty machines, and the Whitworth and New Howe people will show the same number.

OSMOND WENT TO PIECES.

On Thursday evening at Herne Hill F. J. Osmond had a go at the fifty mile record. The weather and track were perfect and his brother, Ernest Osmond, looked after the pacemaking arrangements. After doing his first ten miles in 26:25 2-5, twenty miles in 52:40 2-5, and 22 miles 1420 yards in the hour, Osmond began cutting record at twenty-six miles, and continued in front until the forty-first mile was reached. Then he went all to pieces; he seemed absolutely unable to pedal, and after going forty-two miles he retired. His time for forty-one miles (as taken by Pembroke Coleman) was 1 hr. 50 min. 21 2-5 sec. The next mile occupied 2 min. 53 sec.



Peoria's Tournament.

PEORIA, Ill., Sept. 27.—It has been a great day for windmills and lightning rods and Berkshire hogs and prize "punks." The fair grounds have been alive with as large an attendance, according to the fifteenth-season gatekeeper, ever seen there. The crowd was variously estimated at from twelve to twenty thousand. Anyhow, it was an immense attendance, and that is about all that can be said in its favor.

The meet, generally, was by no means the Peoria meet we have known and learned to love. Many of the elements which have served so faithfully in years gone by to make this the greatest of western meetings and a rival of any in the country were missing.

The club had made little or no preparation for the entertainment of visitors, except after the races were over, because it was not its affair. It was a bicycle day in connection with the state fair—that's all. No attractions, other than a sight of the races, the hogs and the windmills had been promised, and therefore no one was disappointed and no great number of cycling visitors appeared.

The men spent the morning quietly chatting in the rotunda, visiting the various cycle establishments and drinking in the refreshing country air and other things.

Great was the disappointment when it became known that nearly all, if not all, the eastern men would be absentees. Later came a telegram from Milwaukee to the effect that the serious illness of Mr. Sanger, Sr., would prevent the attendance of his son, Walter. Of course all the western men of note were present, and about noon a rumor was in circulation to the effect that in a trial during the morning Johnson had ridden a mile on the track in 2m. 0s. The Minneapolis celebrity had arrived Monday evening with his trainer, Tom Eck. The former had nothing to say concerning his Independence records, but assurances of their genuineness were handed around by Eck, ad lib. The latter stated that he had forwarded to the REFEREE office ample proofs that the records were regularly and properly made.

Perhaps the absence of the eastern men accounted for the lack of enthusiasm in the crowd. At any rate the faintest sign of the old Lake View track applause would have drowned any demonstration to-day. It wasn't a Peoria bicycle race-going crowd by any means, and none of the men, except Bert Myers and "the boy wonder," Johnson, who had been written about in all the farm journals, seemed to be known to the rural visitors. By the way, the sooner Johnson manages to live down that first-class dime museum sobriquet the better. He doesn't deserve it or desire it, for, as far as pretensions go, he is one of the most unassuming of men.

The fair ground track is an abomination. The finish is on a sharp curve at one end, behind which is a knoll entirely cutting off the view of the track. The management would have been much better had the track been kept clear.

The racing, generally, was tame. Johnson fell in the first event he entered and

thus ended any chance he may have had to prove his recently developed speed. Munger, on a wheel with an elliptical sprocket wheel, showed some improvement over recent performances, and Tuttle, considering how little work he has had this season, showed fairly good form. The results follow:

One-mile, novice—E. E. Anderson, Roodhouse, Ill., 1; A. F. Gates, Racine, 2; D. F. Miller, Peoria, 3. Nine men—novices every one of them—turned out. At the pistol shot Anderson let out and gained a lead of twenty yards in the first half. This he steadily increased all the way and eventually won easily. Gates beat Miller about five yards, the others finishing at intervals of from five to twenty yards. Time, 3:01 2-5.

Half-mile, open—Lumsden, 1; Rhodes, 2; Davis,

tions of his friends, but it proved that he had fallen at the start, and, remounting, had ridden one lap! Time, 2:45 2-5.

One-mile, 2:30 class—Bliss, 1; Thorne, 2; Tuttle, 3; Bode, 4; Stenson, 5. These were all the starters. They rode easily up to the half, at which point Thorne won in front. Bliss won by fifteen yards. Time, 2:54 4-5. A time limit of 2:40 had been placed and the event was declared no race. At the second attempt Stenson was absent. Tuttle and Thorne let out for the lead, the former, on the inside, securing it. Thorne led at the half. Bliss had no difficulty in winning by six yards; a similar distance between second and third and third and fourth. Time, 2:47 3-5.

One mile, open—Munger, 1; Johnson, 2; Lumsden, 3; Davis, 4. When Johnson appeared for a preliminary circuit of the track he showed sundry scrapes and bruises as the result of his fall. He was evidently a favorite, for the applause was liberal. Ten men lined up for the word, Johnson on the outside. They were rather slow at the start, Githens being forced to make pace. This only lasted a furlong, however, and then Bode made pace. Merrill was out of it from the start. At the half Bode was still leading, Githens second, Bliss third, Johnson fourth. Five hundred yards from the finish Munger, who seemed to

One-mile, boys—H. Brittingham, 1; Carl Palmer, 2; C. Boyschou, 3. A swarm of youngsters started, two rows being necessary; but only the placed men—or boys, rather—were fairly in the race. Four yards covered the trio. Time, 2:54 4-5.

Two-mile, safety, residents of Illinois outside of Cook County—Bert Myers, scratch, 1; Stringer, 75 yards, 2; C. Brittingham, 40, 3. Myers won by two feet. Time, 5:30 3-5.

One-mile, invitation—Lumsden, 1; Munger, 2; Davis, 3; Thorne, 4. Githens made pace to the three-quarters, where he was headed by Lumsden, who, coming on the inside, beat Munger about two yards. Myers and Githens were many yards behind the others. Time, 2:47 1-5.

* * *

The Park Avenue Races.

The third annual meet of the Park Avenue Wheelmen, held last Saturday, was by far the most successful ever given in Philadelphia save only in point of attendance, and had the weather been just a trifle less threatening there is little doubt that more people would have passed through the gates than on the 17th, when the largest audience of the year was present. Nearly four thousand people, however, crowded the grand stand and field, notwithstanding the fact that rain had threatened all morning, and the manner in which the crowd was handled was a pleasing contrast to the incompetent and ship-shod management of the previous week. It seems strange to assert that 4,000 or 5,000 people are difficult to manage, but such is the case in Philadelphia, and the number of privileged characters who appear to be able to bluff the most vigorous policeman is surprisingly large. But on Saturday for once the track was clear the entire afternoon, and none but the officials, who were provided with suitable badges, was allowed within the enclosure—even His Imperial Highness, the member of the racing board for this district, being twice shown his way out.

The same business policy obtained in every detail of the day's work, the club and its hustling president, to whom the lion's share of the credit is due, receiving many compliments. The prizes were extremely handsome, and were thought by many to rank second only to those of Springfield in value; certainly they were superior to any ever before offered at a single-day tournament. The talent was all present with the exception of Windle, Tyler, Taylor and one or two of the lesser lights, Zimmermann, of course, taking every event in which he rode, and Brother-in-law McDermott started to drive home before the races were over, with the fourth horse of the new Manasquan stable. A number of novelties were introduced, prominent among which were the 2:35 class handicap, no one being eligible not having a record of 2:35 or better, and the club race, in which the handicapping was done by seconds instead of yards, the latter making an extremely interesting race with a very close finish.

A pretty Philadelphia girl, Miss Donnelly, a sister of the popular Oxford Wheelmen's rider, occupied a front seat and presented handsome bouquets to a number of the winners, performing this duty on behalf of the club. A first class band furnished music, Fred Cope gave an exhibition of trick riding, and W. Wilhelm, of Reading, the old Star rider, rode in a few events "just to see how much faster the men were riding now than when he quit." The handicapping was good and the events run off promptly. Altogether the meet was a rousing and unqualified success, a credit alike to the club and Philadelphia. After the races, the officials and a number of invited guests were entertained at supper.

Following is the summary:

One mile, novice—A. C. Marple, T. A. A., 1; F. Zook, D. A. C., 2; F. G. Brick, 3; time, 3:03 1-5.

Half-mile, handicap—First heat—J. J. Dyer, A. C. S. N., 100 yds., 1; B. F. McDaniel, W. A. C., 100



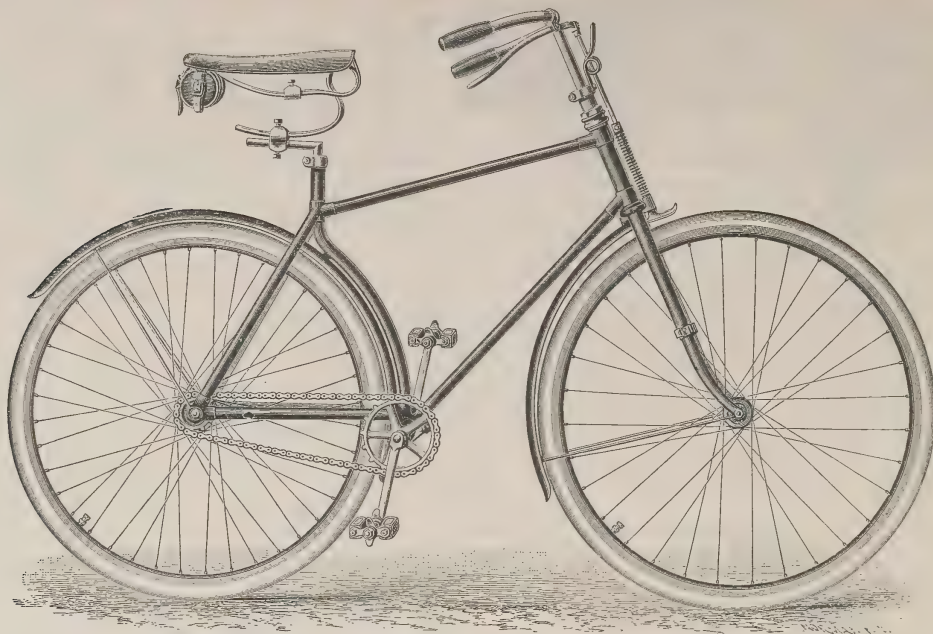
3; Munger, 4; Bliss, 5; all of Chicago. A capital field turned out, consisting of thirteen men. It was the first meeting of Johnson with fast men since his great performances at Independence. A ripple of applause stirred among the spectators as he appeared on the track with his silver-haired mentor. The race was a great disappointment, however, for soon after passing the quarter Johnson took a heavy fall. Happily he was not severely hurt, but the race was robbed of much of its interest. Lumsden won rather easily; Rhodes about two yards ahead of Davis. The rest of the field was closely bunched. Time limit, 1:25; time of race, 1:10 3-5.

One-mile, handicap—Munger, 50 yards, 1; E. V. Minor, 120, 2; Bert Myers, 45, 3; George Thorne, 50, 4; F. H. Tuttle, 90, 5; C. D. Cutting, 130, 6. Twenty-three men answered the roll call. In the absence of Zimmerman, scratch, Tyler, Johnson, Sanger and Lumsden, 25 yards; Githens, 40 yards, was the virtual scratch man, Munger being ten yards ahead of him. At the half Munger had gained considerably more than half the lead of the long markers and seemed all over a winner. Githens was still in last place, with little chance of getting up. Eventually Munger won by three yards; two between second and third. The others finished at intervals of a yard or two. Stenson of Peoria came over the tape five yards ahead of Munger and proceeded to receive the congratula-

have regained a little of his old form, rushed to the front, and, despite the efforts of the Minneapolis man, retained a lead of three yards to the finish. Lumsden was the same distance behind Johnson. Time, 2:32 2-5. Bode took special prizes as leader at the quarter and half, and Munger at three-quarters.

One-mile, 2:50 class—H. N. Stringer, 1; A. T. Heywood, 2; M. W. Thompson, 3. A round dozen came out. Twenty-five yards from the finish a man fell, and some one with no authority rang the bell. The men were stopped at half a mile. At the second trial Heywood of Chicago took the lead and was at the head of the procession at the half. He was not dispossessed until the last furlong, when Stringer, an improving Elgin rider, came to the front and won by three yards; five between second and third; the others at long intervals. Time, 2:45 1-5.

Two-mile, handicap—Bliss, 90 yards, 1; Rhodes, 100, 2; Munger, 100, 3; Minor, 230, 4; Thorne, 150, 5. Of the forty-two entries only ten men came to the mark. Keator, 235 yards, lead at the first half, Minor at the mile. At one mile and a quarter the whole field was bunched. Ballard was first to enter the last lap, closely pursued by Bliss. In the last 200 yards only four men were in it. Bliss, ran very wide by Rhodes, won by a yard; two separating second and third. Thorne was fifty yards behind. Time, 5:11 2-5.



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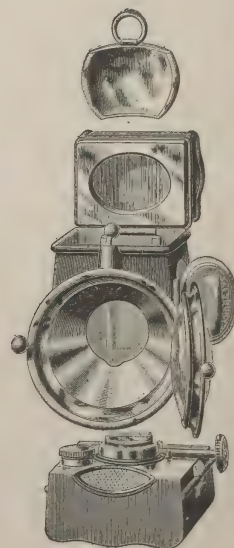
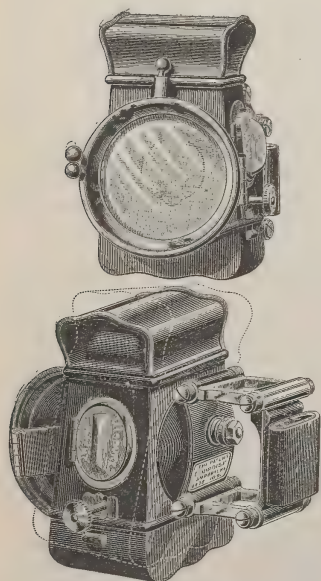
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yds., 2; S. H. Bilyeu, P. A. W., 50 yds., 3; time, 1:10.

Second heat—Louis Geyler, C. W., 75 yds., 1; J. C. Donnelly, O. W., 56 yds., 2; C. Elliott, W. A. C., 60 yds., 3; time, 1:11.

Third heat—F. B. Marriott, S. E. W., 55 yds., 1; Carl Hess, M. A. C., 35 yds., 2; P. J. Berlo, M. A. C., 30 yds., 3; time, 1:12 1-5.

Final heat—C. M. Murphy, N. Y. A. C., 25 yds., 1; S. H. Bilyeu, P. A. W., 50 yds., 2; J. C. Donnelly, O. W., 3; time, 1:09.

Quarter-mile, open—First heat—H. T. Wunder, C. C., 1; A. E. Lumsden, C. C. C., 2; J. P. Bliss, C. C. C., 3; time, 35.

Second heat—G. A. Banker, M. A. C., 1; S. H. Bilyeu, 2; W. I. Wilhelm, 3; time, 36.

Final heat—A. E. Lumsden, 1; G. A. Banker, 2; H. T. Wunder, 3; time, 35 4-5.

One mile, 2.55 class—First heat—W. Hunter, O. W., 1; W. M. Watson, W. W., 2; John Heishley, Phila. Typo A. A., 3; time, 2:52.

Second heat—J. J. Diver, 1; M. Meredith, M. W., 2; S. Ritch, Jr., C. C., 3; time, 2:56 4-5.

Final heat—M. Meredith, 1; W. Hunter, 2; John Heishley, 3; time, 2:52.

One mile, handicap, 2.35 limit—A. A. Zimmerman, scratch, 1; J. P. Bliss, 40 yds., 2; W. W. Taxis, 3; time, 2:28 2-5.

Quarter-mile, handicap—First heat—J. J. Diver, 80 yds., 1; B. F. McDaniel, 50 yds., 2; C. M. Murphy, 15 yds., 3; time, 39 4-5.

Second heat—F. Dunkleberger, C. C., 40 yds., 1; W. I. Wilhelm, 40 yds., 2; H. T. Wunder, 15 yds., 3; time, 33 1-5.

Third heat—L. Geyler, 45 yds., 1; O. S. Brandt, M. A. C., 45 yds., 2; D. C. Howard, W. W., 45 yds., 3; time, 33 4-5.

Final heat—F. Dunkleberger, 1; J. J. Diver, 2; B. F. McDaniel, 3; time, 33 1-5.

One mile, 2.40 class—H. R. Winship, C. C. C., 1; W. I. Wilhelm, 2; H. N. Swank, P. A. W., 3; time, 2:59.

One mile, open—A. A. Zimmerman, 1; G. A. Banker, 2; W. W. Taxis, 3; time, 2:39.

One mile, handicap—First heat—A. E. Lumsden, 20 yds., 1; F. B. Marriott, 95 yds., 2; O. S. Brandt, 160 yds., 3; time, 2:39.

Second heat—L. Geyler, 145 yds., 1; W. H. Mulikin, 150 yds., 2; H. Gill, 115 yds., 3; time, 2:29 1-5.

Final heat—L. Geyler, 1; O. S. Brandt, 2; C. Elliott, 3; time, 2:25 4-5.

Half-mile, open—A. A. Zimmerman, 1; J. P. Bliss, 2; W. W. Taxis, 3; time, 1:22.

One mile, handicap, Park Avenue Wheelmen—S. H. Bilyeu, scratch, 1; J. R. Kendrick, Jr., 18 sec., 2; H. N. Swank, 8 sec., 3; time, 3:04.

One mile, tandem, handicap—Zimmerman and Taxis, scratch, 1; S. H. Bilyeu and J. C. Donnelly, 120 yds., 2; time, 3:02.

The officers of the day were: G. D. Gideon, referee; J. J. Van Nort, T. A. Zimmerman and C. A. Dimon, judges; H. G. Fidler, D. R. Perkenpine and J. B. Fontaine, Jr., timers; A. H. Allen, clerk of the course; H. W. Schlichter, announcer; C. F. Fuerer, starter; F. Garrigus and R. A. French, umpires; J. Artman and W. Gilbert, scorers.

* * *

Morgan's Good Ride.

The second five-mile road race of the employees of Morgan & Wright took place Saturday over the west side course, Holzbaur winning from the 2:30 mark, while Ulbricht captured the time medal. Mr. Morgan was a competitor and got second time and second place. The result was as follows:

	H'd'p.	Time.
Holzbaur	2:30	16:12
Morgan	1:45	15:45
Kelly	3:45	17:47
Mallory	2:45	17:05
Whitman	7:00	21:21
Voigt	2:40	17:30
Hammond	2:30	17:30
Osmond	1:45	15:37
Ulbricht	Scr	15:15
Belding	5:00	20:16
Morris	3:45	19:57
Herkenhoff	2:45	19:27
Canfield	3:15	20:13
Kinborough	3:15	20:37
Van Dyke	3:15	20:28
Mobin	3:45	21:01
Flynn	3:45	18:12
Cutler	4:00	21:37
Fields	5:00	23:05
Miller	5:00	23:33

* * *

Bodach Won From Scratch.

The ten-mile handicap road race of the *Æolus* C. C. was run over the west side course Sunday morning, and Frank Bodach finished first from scratch, notwithstanding a heavy road from the night's rain. There were several mishaps. Bray taking a fall, Herman's mis-

puncturing and Bretschneider's wheel breaking down. Twenty-five started and the following were the finishers:

	H'd'p.	Time.
Frank Bodach	Scr	29:40
William Bodach	4:00	34:00
Paul Teutsch	3:00	33:20
F. P. Gregg	1:00	31:55
A. B. McCall	5:00	36:00
D. Bodach	2:00	33:17
G. G. Wilson	6:00	37:40
W. J. Bray	Scr	31:49
E. Melchoir	3:30	35:53
F. W. Wodrich	1:00	33:52
David Wilson	8:00	40:57
Harry Foot	8:00	41:04
H. A. Overmann	6:00	40:05
G. V. Mueller	1:00	35:22
J. Neuman	1:00	33:39
Benjamin Otley	5:30	40:55
Ed Andrews	4:30	41:00
William Hasse	6:00	42:34
E. Hermann	3:00	40:45
Walter D. Keats	7:00	44:47
Burt Wilson	7:00	44:55
W. E. Kurth	7:00	46:08
F. Bretschneider	5:00	46:15

Another race will be run to-morrow over the same course for the Keats cup.

* * *

Milwaukeeans Win All at Racine.

There is a compensating balance wheel in everything in life, and bicycling is no exception. A few weeks ago a Racine wheelman, heretofore unknown to the cycling world, experienced no trouble, with a liberal handicap, in securing the first prize in the Milwaukee Wheelmen's Waukesha road race, and shrouded the

that could by any possible means disturb its tranquil sleep.

* * *

Won by Detleson.

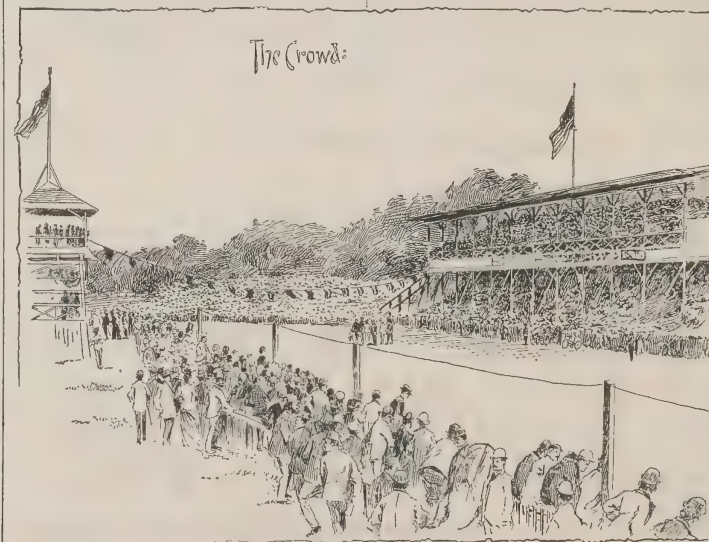
With a handicap of four and a half minutes Detleson was first over the tape in the ten-mile road race of the Viking C. C. last Sunday. The time prize fell to O. Peterson, who finished fourth from scratch in 30:15. The finish was as follows:

	H'd'p.	Time.
H. Detleson	4:30	24:25
H. Kamberg	1:30	31:28
Abe Hanger	4:00	33:24
O. Peterson	Scr	30:15
M. S. Bolstad	5:00	35:24
J. Rhode	Scr	30:25
C. Gruntseth	Scr	30:40
H. Messman	Scr	30:47
C. B. Dietrich	4:30	35:35
E. B. Palmer	3:00	34:20
C. Carr	5:00	36:25
Ed Olsen	4:00	35:40
John Pretorius	3:30	35:25
George Haugen	4:30	36:47
E. C. Christensen	3:30	35:58
Erns Thronvig	5:00	37:30
George Pretorius	4:00	36:40
Charles Lewis	3:30	36:22
B. Melby	2:00	34:46
Joe Guyon	3:00	37:54
M. A. Olsen	7:00	42:10
Fred C. Beck	5:45	44:44

The Minnette C. C. Race.

Owing to the poor condition of the Garfield race track Saturday the Minnette Cycle Corps was satisfied with a

* * *



SPRINGFIELD, MASS

local talent in garments of mourning. On Saturday last the Milwaukee crowd, at the races given in the Racine exposition, got back at the Bell City boys in a manner that will leave with them a lingering recollection of what the Milwaukee push can do. The races were given under the auspices of the Racine Wheelmen's Club and their efforts were well received, a large audience enjoying the sport. The Racine riders were in about the same predicament as the fellow who fell out of the balloon, and failed to secure a single first prize. John F. Reitzner, of the Mercury Cycling Club, Milwaukee, carried off almost everything in the prize line. He won the half-mile handicap from scratch in 1:13 1-2, and the quarter-mile handicap in 36 1-4. Hueffner, who won the Waukesha road race, with twenty-five yards, finished a close second, and Wegner, from scratch, third. Reitzner also distinguished himself in the fourteen-mile race over Parkes and Bayton, of Milwaukee, and a large field. He won both the race and the time medal; time, 51:25 1-2. Quite a large crowd from Milwaukee attended the meet. The inauguration of bicycle races in Racine created quite a little excitement in that Rip Van Winkle city, and it is about the only athletic sport

five-mile road race on Douglas boulevard, between Garfield and Douglas Parks. Fully a thousand people witnessed the race. Following is the order of the finish:

	Time.		Time.
A. Soderstrom	16.24	J. J. Mundy	16.01
F. S. McGuire	15.37	L. H. Smith	16.32
A. Atchison	16.50	G. A. Jackson	18.14
P. Grant	15.57	R. L. Darrow	16.33
J. B. Woollas	15.58	George Edmunds	16.40
H. M. Stringer	15.59	F. B. Whitlock	16.04
W. B. Lewis	15.49	F. S. Olds	19.35

* * *

Zimmy Gets Another Horse.

Some 3,000 people saw the Reading, Pa., bicycle races Thursday of last week, and also saw Zimmerman add another horse to his collection. The weather and track were quite good and the races were run in a business-like manner. In the ten-mile road race Krick, the winner, had a bad fall about two miles from Reading, and received ugly cuts on his arms. He won the race in 32:52 2-5, with C. B. Jack a good second. The summaries show the results:

One-mile, novice—W. Maxwell, Lewisburg, 1; Allen F. Riegel, 2; time, 2:54 2-5.
Half-mile, open—W. W. Taxis, P. A. W., Philadelphia, 1; S. H. Bilyeu, C. C. C., 2; time, 1:16 3-5.
One-mile, 3:10 class—Fred Ermentrout, P. W., 1; A. F. Riegel, Reading, 2; time, 3:05.
One-mile, championship of Berks county—W. B. Riegel, 1; E. A. Yowse, 2; time, 2:45 4-5.

One-mile, handicap—S. H. Bilyeu, P. A. W., 95 yds., 1; A. A. Zimmerman, N. Y. A. C., scratch, 2; time, 2:28 4-5.

One-mile, 2:40 class—B. M. Murphy, N. Y., 1; E. A. Yowse, 2; time, 2:43 4-5.

Quarter-mile, open—A. A. Zimmerman, 1; H. C. Weaver, M. A. C., 2; time, 33 3-5.

One-mile, ordinary, handicap—Frank Strubel, 1; Frank Ermentrout, Reading, 2; time, 3:37 1-5.

One-mile, open—A. A. Zimmerman, 1; W. W. Taxis, 2; time, 2:48 3-5.

One-mile tandem, handicap—J. C. Donnelly and S. H. Bilyeu, 100 yds., 1; W. W. Taxis and A. A. Zimmerman, 2; time, 2:46 4-5.

One-mile, championship of Pennsylvania Wheelmen—W. B. Riegel, 1; E. A. Yowse, 2; time, 3:06.

Half-mile, boys—Ralph Scheffe, Pottstown, 1; David Green, Reading, 2; time, 1:48.

* * *

The Akron (Ohio) B. C.'s Races.

The meet of the Akron B. C. last Thursday was a decided success, notwithstanding the fact that the track was not in good shape and a strong wind was blowing. The crowd was small but enthusiastic. W. A. Skinkle of Cleveland was referee, James Josephi starter, H. D. Talley clerk, E. A. Hersly, C. E. Howl and F. H. Adams timers, W. B. Gamble, Clarence Howland and J. B. Campbell judges. Baker, Brown, Johnson and Collings had things all their own way, as the summaries will show:

One-mile, novice—George Alden, 1; W. C. Talley, 2; J. T. Malone, 3; time, 2:50 2-5.

Half-mile, open—L. C. Johnson, 1; A. L. Baker, 2; T. C. Collings, 3; time, 1:15 1-5.

One-mile, handicap—A. I. Brown, fifty yards, 1; Con Baker, fifty yards, 2; L. C. Johnson, fifty yards, 3; time, 2:50. No starters back of fifty yards.

Half-mile, boys—Lyman Jasper, 1; H. N. Jasper, 2; R. Washer, 3.

One-mile, open—A. I. Brown, 1; A. L. Baker, 2; L. C. Johnson, 3; time, 2:55 1-5.

One-mile, 3:00 class—A. I. Brown, 1; B. O. Gamble, 2; E. Zansky, 3; time, 2:52.

Two-mile, lap race—A. L. Baker, 11 points, 1; T. C. Collings, 8 points, 2; L. H. Bannister, 4 points, 4; time, 6:27 3-5.

One-mile, Summit county championship—E. Zarsky, 1; Walter Kern, 2; J. A. Weston, 3; time, 3:08 2-5.

Quarter-mile, open—A. I. Brown, 1; A. L. Baker, 2; L. C. Johnson, 3; time, 35 4-5.

* * *

Taylor and Wells Win at Toronto.

The meet of the Wanderers' B. C. at Toronto, Ont., last Saturday, on the Rosedale track, was well attended, Lieut.-Gov. and Mrs. Kirkpatrick being among the spectators. The weather was fine and good times were made, George F. Taylor equalling the Canadian quarter-mile record of 32 sec., made by Zimmerman. In the mile open Taylor and Tyler went down together and Wells won. The summary follows:

Quarter-mile, flying start—George F. Taylor, New York, 1; G. M. Wells, Toronto, 2; time, 32.

Half-mile, open—George F. Taylor, New York, 1; Harry Tyler, New York, 2; time, 1:12 2-5.

One-mile, open—G. M. Wells, Toronto, 1; William Hyslop, Jr., Toronto, 2; time, 2:39 4-5.

Half-mile, handi ap—G. M. Wells, Toronto, 1; William Hyslop, Toronto, 2; time, 1:09.

* * *

An International Race at Vienna.

A despatch from Vienna, dated Sept. 23, says that wheelmen from all nations have been invited to compete in the long distance race between Vienna and Trieste via Grasse. The route is 310 miles long. The race will take place at the same time as that of the Berlin-Vienna officers' race. Originally it was intended that the wheelmen should take the Berlin-Vienna route, but the officers objected. Among the 132 German officers that will start in the race from the barracks of the Queen of England's dragoons in Berlin are eight Saxons, six Bavarians and four Badenese. The rest are Prussians.

* * *

Buffalo Race Doings.

Up to date but two clubs have sent in entries for the Ross road race, but we believe that the Buffalo Athletic Club, the Wanderers B. C. and the Comrade C. C. will send in teams so that there will be an interesting race and a worthy

HIGHEST GRADE MACHINES

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Lowest Possible Prices.



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Get our List at once.

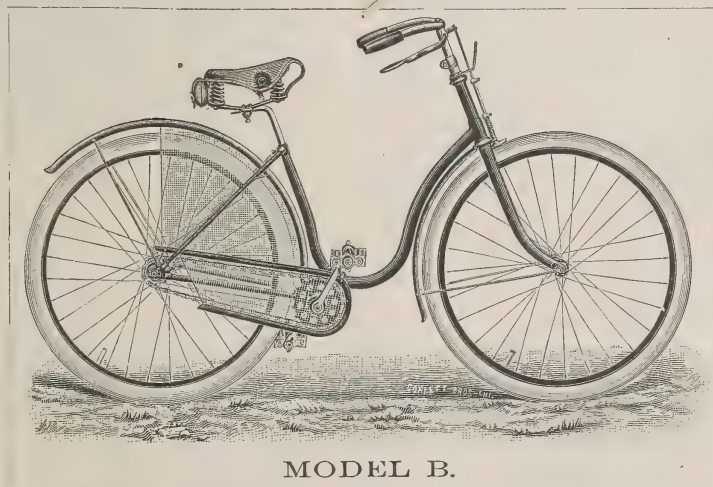
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THE "TOWNEND" MODEL M. (1892 PATTERN)

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OUR LADIES' WHEEL
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LITTLE BEAUTY
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CONSTRUCTED.
WEIGHT, - - 41 LBS.



MODEL B.

OUR MEDIUM GRADE
WHEELS, MODELS C.
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PASSED BY ANY IN
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my son, always give your seat to a lady. She expects it, and it would reflect on your training if you did not. True, she won't move her skirts to make room for you to sit, but that is not her fault. She don't think. She has not learned to look out for seats for others. No, there is no helping it. It's the custom of the country and stronger than law. However, you can dodge the occasion by buying

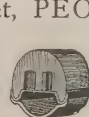
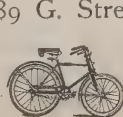
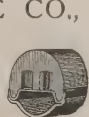
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competition for the very fine trophy. The course—Buffalo to Corfu and return—is one with which all the road riders are familiar, and the favorite one for a fifty-mile race, so on that point, at least, everyone should be pleased and ready to enter.

The Comrades C. C. held its outing Saturday, at the Hamburg fair grounds, and was very successful. All the members of the club were present and a large number of its friends. The events were as follows:

Half-mile, safety—C. Malzen, 1; Gilbert Irr, 2; F. Morlock, 3; time, 1:32.

One-mile—W. Kempf, 1; F. Morlock, 2; C. Malzen, 3; time, 2:58.

One-mile, club championship—G. Engelhardt, 1; P. Saenger, 2; C. Laas, 3; time, 2:58.

Half-mile, club championship—P. Saenger, 1; J. Schultz, 2; C. Laas, 3.

Eighth-mile, slow race—F. S. Smith, 1; J. Schultz, 2; A. Connors, 3.

Third-mile, club championship—C. Malzen, 1; C. Laas, 2; C. Egner, 3.

* * *

Two Chicago Road Events.

In the Ashland club's race last Saturday there were but four starters out of the twenty-one entrants. The course was from the Oak Park school to Washington boulevard and Forty-first street. Hall won from the hundred-yard mark, Fordham, scratch, 2; Thatcher, 100 yards, 3; Street, scratch, 4.

The five-mile road race of the employees of Henry W. King & Company Saturday, from Garfield to Douglas Parks, was won by R. T. Brady, Frank Woodrigh second and Frederick Mann, third. The time prize was won by Consover.

* * *

Racing at Lynn, Mass.

Friday the West Lynn Rovers held their annual meet on the Glenmore Park track. The winners and times were as follows: Mile, novice, R. M. Madden, 2:43 4-5; mile, handicap, P. Keown, 100 yards, 2:27; two-mile, lap, T. Relph, Springfield, 5:33 1-5; mile, three-minute class, Edward P. Keown, Lynn, 2:49 3-5; two-mile, handicap, J. P. Clark, Dorchester, 5:15 3-5; mile, handicap, J. P. Clark, 2:58 2-5; mile, scratch, T. Relph, Springfield, 2:35 2-5.

* * *

Slightly Mixed Up.

A mixed meeting of cycle and athletic events, is not a very robust success, and the athletic club known as the Riversides of Newark held a mixed meeting at Newark, N. J., last Saturday. The five-mile bicycle race was so badly mixed at the finish that it would be hard to convince Fred Hawley, K. C. W., and H. Hawthorne, of the Orange A. C., that there was only one winner. As the referee was speeding towards New York, "having to catch a train," the information as to who won that five-mile race will be hard to get, and the subject will be a good one for the two clubs to debate this coming winter.

Paul Grosch, "a coming man," won the two-mile from forty yards in 5:58 3-5; H. Hawthorne, 110 yards, second; George W. Coffin, who was nearly a corpse when he finished, third. The five-mile handicap ended in two men claiming the race, H. Hawthorne, 300 yards, and Hawley, 250 yards, assisted by several referees and judges.

* * *

The St. Louis Boys Hustling.

St. Louis, Sept. 28.—The Jacksonville tournament is the principal subject of conversation with local wheelmen at present. The short distance between here and Jacksonville will undoubtedly help make the attendance very large. Fully twenty members of the St. Louis Cycling Club will be there, most of them leaving here Saturday night. It is not known how many the other clubs will

take up, but there will be a good many. Much disappointment is felt over the report that Zimmerman will not be on hand; but it is not likely that his absence will make any difference in the number of prizes won by the fast men from the "wild and woolly west."

The South Side Club, with its well known push and energy, has issued invitations for a smoker to be held Friday evening in its new quarters. The St. Louis Cycling Club has received an invitation and will attend in a body.

GOOD MILITARY CYCLING.

Anyone who has ever seen farmers work out their road tax on the county roads in Missouri will have an idea of the time the Cycling Club boys had in their cross-country trip from Jefferson Barracks last week. Some parts of the roads were just in good condition for planting, except that a little harrowing would be needed. The distance covered while on duty was eighty miles and it was ridden in nine hours, including about two hours in stops for inspecting tunnels, bridges, etc. Another good point made by the wheelmen was that the run was not made by picked men. The captain simply sent out run cards to the entire club and took with him all those who showed up, and every man that started finished at the barracks in good shape and not too tired for the ride back to St. Louis after supper. The total distance covered during the day was 106 miles. The route was from Jefferson Barracks to Barrett's Station, on the Missouri Pacific Railway, twenty miles, going out through Meramec Highlands; then straight across country through Manchester to Bellefontaine postoffice, on Olive street road, and out that road to Drew, on the Kansas City & Colorado Railroad, twenty-five miles from St. Louis, and about eleven miles across from Barretts. The trip in was made through Clayton and St. Louis. The trip was spoken of very highly by Colonel Young, who said that it would take the average cavalry company two days to cover the route, and then at a risk of injuring their horses.

* * *

Small Michigan Meets.

GRAND RAPIDS, Sept. 25.—The past week has been a very lively one for the local cyclists. Besides the races at the fairs there have been numerous runs in the evening. The races given by the West Michigan Fair Tuesday were well attended. In the five-mile handicap there were nine starters. They finished in the following order: Troop S. Richmond, F. A. Richmond, C. M. Boitree, F. S. Gilbert, G. A. Chafe, W. D. Phippen, W. N. Souser, Edgar Amidon, E. J. Curtiss; time, 16:51 4-5. The prizes were three gold medals, valued at \$25, \$15 and \$7. The second race was the three-mile lap race. There were seven starters, who finished as follows: T. S. Richmond, F. A. Richmond, F. S. Gilbert, G. A. Chase, E. J. Curtiss. C. M. Boitree and W. D. Phippen withdrew after the first mile; time, 9:54. The prizes were gold and silver medals valued at \$25 and \$15.

Next Friday the Grand Rapids Bicycle Club will hold a race meet at the Comstock Park for local riders only. It promises to be a very interesting meet.

Several of the local riders have entered for the races given by the Berlin fair next Thursday.

The Kent County Fair Association gave a one-mile handicap race Friday. There were eight starters and they finished in the following order: Troop S. Richmond, Charles Richmond, Souser, Chase, Saliers, George, Curtiss and Gilbert. The time was 2:46 1-2. The prizes were an opera glass, gold headed umbrella and scarf pin.

HALL.

Race Notes.

Gold medals only will be the prizes at the meet at Lancaster, Pa., to-morrow.

Oct. 21 is the date set by the wheelmen of Leavenworth, Kas., for a meet.

Oct. 8 the First National Bank C. C. of Chicago gives a ten-mile handicap road race over the Garfield course, at 4:30 o'clock.

The Elgin (Ill.) meet, Oct. 1, promises to be a successful affair, as the prize list and the number of entries is already very large.

The tournament to-day at Bay City, Mich., promises to be a success. The open events are two-mile, handicap; half-mile, open; three-mile, lap; quarter-mile dash; five-mile, handicap; one-mile, handicap.

At Helena, Mont., Sept. 18, William Swendeman captured the quarter, half, one, two and five-mile open races and made a state record of 14:15 for the five-mile event. C. K. Anderson took the quarter and half-mile novice races, and the mile handicap.

The Colorado Wheelmen of Denver are making every arrangement for the success of their tournament Oct. 8, and at their last meeting the committees reported everything as moving nicely. There have been some very valuable prizes offered by Denver business houses.

The Owosso (Mich.) Wheelmen announce the following programme for their meet for Sept. 29: One mile, novice; half-mile, open; one-mile, club championship; one-mile, open; half-mile, for boys; one-mile, county championship; three-mile, lap race; quarter-mile, open.

The Buffalo fifty-mile team race for the Rose prize will take place Saturday over the Corfu course. F. A. Foell, F. W. Runser, J. W. Linneman, Jesse Kittinger and C. H. Callahan will represent the Press C. C., and the Rambler team will be E. F. Weinig, G. G. Buse, W. F. Buse, F. C. Fuhrman, F. E. Klipfel and Dan Buse.

The first race meeting of the Hudson (N. Y.) Bicycle Club will take place on the fair grounds on Saturday, Oct. 22. The races will be open to all Columbia County wheelmen, except the one-mile club championship, which will be confined to members of the Hudson club. Entries will be received up to midnight of Friday, Oct. 21, by Louis H. Payne.

The contestants in the mile open race at the Eastern New York and New England Agricultural Society's fair last week all came to grief, one, Charles Devine, receiving a broken leg, and several others being more or less hurt. Just as the men were nearing the quarter pole two women drove a horse and buggy across the track and every man rode straight into the rig. The buggy was demolished, but the women and horse escaped injury.

The Ravenswood Cycling Club has issued its programme of winter entertainments, the first series of which is as follows: Sept. 21, donation party; 28, cinch; Oct. 5, euchre; 12, musicale; 19, cinch; 26, dancing; 31, Hallowe'n party; Nov. 2, euchre; 9, Friday afternoon in a country school; 16, cinch; 23, dancing; 30, euchre, Dec. 7, bonnet party; 14, cinch; 21, auction party; 25, Christmas tree. In the card tournament there will be seventy-seven games, eleven each evening for seven evenings. Four handsome prizes will be given, two for gentlemen and two for ladies.

The Winton Company Reorganized.

The Winton Bicycle Company, of Cleveland, Ohio, has recently been reorganized with a paid-up capital of \$100,000, and is now located in its extensive factory corner of Perkins avenue and C. & P. R. R. The following are the offi-

cers of the new company: F. L. Alcott, president; Z. Davis, vice-president; W. H. Boardman, treasurer and general manager; George H. Brown, secretary. Mr. Winton will continue to have charge of the mechanical and designing departments. The well-known business ability of these men, together with ample means and practically unlimited facilities insures to Cleveland one of the leading bicycle manufactories of the country. The plant is equipped with the most modern machinery. Models of roadsters, racers and ladies' machines are being made, and the company will be in position to turn out wheels in quantity for 1893.

The Winton wheel has a double frame made of continuous steel tubing, with a brace running from the saddle post to the fork crown, forming a perfect diamond and making a frame of great strength, beauty and lightness, with an extended wheel base. Arrangements are being perfected by which they will be able to furnish any of the popular tires. The company owns a number of valuable patents covering the frame, special bearings, chain adjustment, etc. It has lately completed an original racing tandem, with patent anti-friction chain gearing, and weighing only forty-eight pounds, and will in a few days turn out the first American triplet, with the new gearing and correspondingly low weight. Edwin Oliver, who is so well and favorably known to the trade throughout the country, will represent the house on the road in the middle and eastern states.

The Trade in Chicago.

R. D. Garden has been on the sick list.

L. Danziger returned Monday from a tour in Wisconsin.

A. C. Banker, the New York racing man, was in Chicago over Sunday.

The Windsor C. C. has decided to rent a house for the winter, as the new club house can not be completed in time.

Louis Jordan has returned from a week's trip east, where he met his family just home from Europe, and transacted a little business. For next season Mr. Jordan proposes to build a few wheels, some for the market and some for exhibition at the World's Fair. He will also show some fine shot guns at the fair. A few racing wheels may be made, too.

Arthur A. Taylor, of the Taylor Cycle Company, is now in Europe, having sailed Sept. 21 with Thomas Sanders. Mr. Taylor is abroad to close a contract for Psychos for 1893. The Taylor company will handle some racers next season, and will probably have no trouble to get some of the best men on this popular wheel. Saturday the Taylor company disposed of a lot of cushions and solids at auction, as high as \$80 being realized on some machines.

Frank Douglas, of the Kenwood Manufacturing Company, who is just home from abroad, says the styles of machines are not to be changed much for 1893, as far as he was able to learn while on his trip. He kept his eyes open for tires, but found that almost everybody recommended the Dunlop, which, he says, is most generally in use. His concern will build three weights of gentlemen's wheels next year, the roadster, about 35 to 37 pounds; road racer, 32 or 33 pounds, and the path racer 26 pounds.

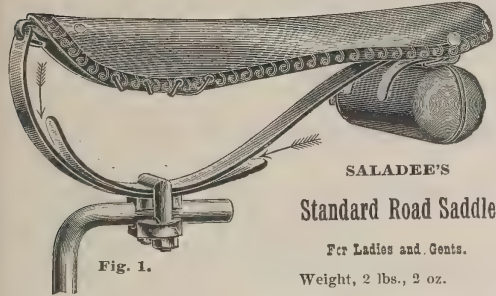
Golder in America.

Stephen Golder, armed with a quarantine certificate and samples of the New Howe, is one of the sights in New York cycling circles these days. He is getting very stout and is as full of his quiet tricks as ever. On his arrival in New York he found eleven hundred applica-

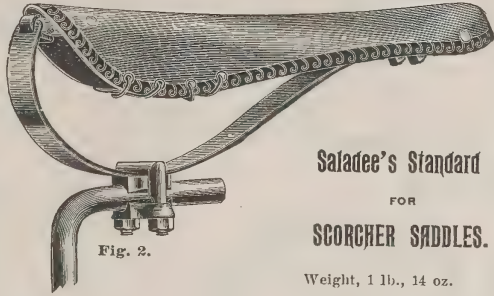


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**Saladee's
Standard Road Saddle**
For Ladies and Gents.
Weight, 2 lbs., 2 oz.



**Saladee's Standard
FOR
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Weight, 1 lb., 14 oz.

The arrow points in Fig. 1 indicate the open spaces between the plates of the spring in front and rear of the clasp, and which are closed as the weight is applied to the seat, reinforcing the spring as it is depressed, and thereby affording an AUTOMATIC ADJUSTMENT, to a light or heavy rider. Never before attained in cycle saddlery.

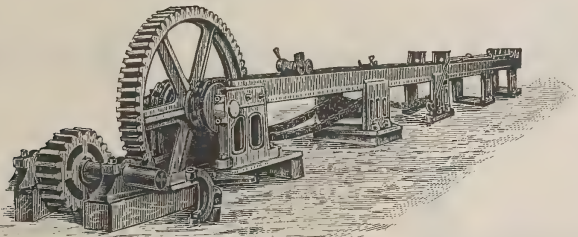
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The simplicity, style, and comfort embodied in Fig. 2, as a "Scorching" Saddle, has never yet been equalled.

In this spring, the weight of the rider is so balanced, in relation to the L-Rod, that the absolute rigidity of the old "Hard Shell" is avoided, and hence a degree of comfort is retained that all expert cyclists riding a "Scorching" will duly appreciate.

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For really pleasing cycle reading, bright, chatty and light, commend me to the *Irish Cyclist*. Although it necessarily devotes much of its space to Hibernian affairs, it always contains matter of general interest, while its little stories and anecdotes are well seasoned with Attic salt. Mr. McCreedy would certainly satisfy Carlyle's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—*The People, London.*

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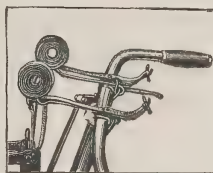
Although some of our English cycle journals are reckoned pretty smart, they cannot beat it.—*Hull Daily News.*

Matter which from beginning to end is thoroughly interesting, not only to Irish riders but also to English wheelmen.—*Liverpool Athletic and Dramatic News.*

The most interesting of wheel papers.—*Cricketer and Football Field.*

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tions for New Howe agencies—more than half of them from the west.

Won On a James.

At the Racine tournament, September 24, I. F. Reitzner, of Milwaukee, made a clean sweep of all the first prizes, starting at scratch and winning five events. He also won first prize and time medal in the fourteen-mile handicap, starting from scratch. Reitzner rode a James track racer.

Illinois Road Book.

We have received an advance copy of the new Illinois Division Road Book, the work, for the greater part, of L. W. Conkling. It is by far the finest thing ever issued, in the west, at least, and contains no less than seventeen first-class maps. A supplement of the Southern Wisconsin riding district is included. The book may be obtained on and after May 25, at two dollars per copy, of L. W. Conkling, 296 Wabash avenue; F. W. Gerould, 108 Madison street, B. F. White, 832 Washington boulevard, or the cycle stores. We believe arrangements have been made to supply league members at a reduced figure.

Frank G. Lenz, *Outing's* correspondent, is expected in California about the middle of October.

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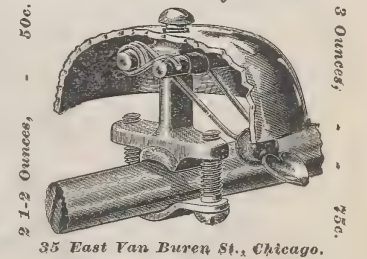
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ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
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WHEELS—29 in. front, 28 in. back, with Warwick hollow rims, with tangent or direct spokes, gun metal hubs. Geared to 65 in. or to order. Finest Weldless steel tube and steel forgings, adjustable seat pillar and handle bar, 6 1-2 in. adjustable cranks. Adjustable balls to both wheels, crank axle, ball head and pedals.

Same Model and Specifications:

TRACK RACER, Weight 26 Pounds,	- - - - -	\$150 00
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These prices are with Pneumatic Tires.

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Mr. Peter Holliday, of the Ramblers' Club, Blackburn, Eng., beat the 100 miles record from Blackburn to Kendal, by the extraordinary time of 48 minutes, on the B. & A. Road Racer, weighing 30 lbs. This is another convincing proof of the superiority of the B. & A. machine.

B. & A. Champion Racer.



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TRACK RACER, Weight 23 Pounds,	- - - - -	\$155 00
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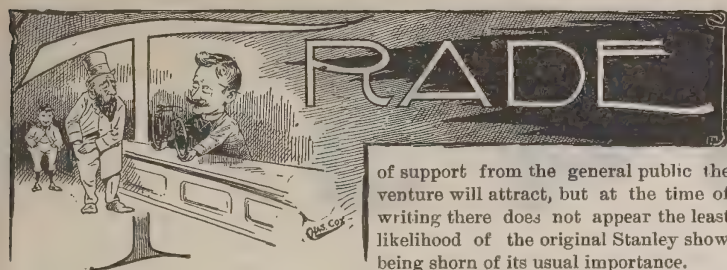
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CHICAGO, ILL.



The Trade in Great Britain.

LONDON, Sept. 10, 1892.—The sixteenth annual Stanley show will take place from Nov. 18 to 26, inclusive, at the Agricultural hall, Islington, which is located in the north of London. This is the only building of sufficient size, within the metropolis, which is available for the great cycle exhibition. The show was held here ten years ago for one occasion only. The space is sufficient for the display of 2,400 machines, in addition to accessories of every kind. This year a great success is anticipated. There will be free entertainments every evening, including concerts, elaborate lantern shows, trick riding by Nick Kauffman, and a lecture by an eminent cycling doctor. Among the firms which have decided to exhibit are the New Howe Company, Whitworth Cycle Company, Crypto Cycle Company, Wenham Company, Morris, Wilson & Company, Trigwell & Company, Clement et Cie of Paris, and three other French firms; Newton & Company and many others. The Dunlop, Seddons, Preston-Davies and Michelin are among the tires that will be exhibited. There will be a Stanley Welcome Club during the show, which will greatly add to the comfort of visitors desirous of engaging in conversation with their friends apart from the crowd and bustle of the show, while taking rest and refreshment. The Stanley dinner will be held in November, before the show, and the list of invitees will be larger than usual. Two enormous invitation smoking concerts will be held before the show, one in North, the other in South London, to which the metropolitan clubs will be invited. There will be a formal opening of the show by a public man of eminence, followed by a luncheon. Mr. John Dring, 57 Chancery Lane, W. C., is the secretary of the Stanley show, and his experience and tact are only equalled by that of the committee supporting him.

PREVIOUS STANLEY SHOWS.

For many years past the Stanley show has been a difficult enterprise to manage. The manufacturers, or some section of them, have always had a grievance which it has been found impossible to remedy. Joint conduct by a committee formed of representatives of the leading firms and the Stanley club only resulted in the smaller firms boiling over with jealousy and distrust. The Cycle Manufacturers' Association, formed in 1889, was instrumental in inducing some eighty firms to sign an agreement not to exhibit at any show during 1891. This arrangement worked badly for the signatories, as the two Stanley shows held during the year in question proved hugely successful. This year the Manufacturers' association is making an attempt to hold a rival exhibition after the Stanley show. Unfortunately for its chance of success it only possesses the confidence and promises of support of a section of the trade, which section, however, includes several of the large firms, and has adopted the unwise policy of boycotting the firms who are supporting the Stanley show.

The dates fixed for the Manufacturers' show are from Jan. 20 to 28, at the Crystal Palace, whither the association was compelled to resort for the reason given above. It remains to be seen what share

of support from the general public the venture will attract, but at the time of writing there does not appear the least likelihood of the original Stanley show being shorn of its usual importance.

THE HUMBER FRONT DRIVER.

I called recently at the viaduct premises of Humber & Company, but in response to my enquiry could learn nothing respecting the front driver safety which rumor has credited the firm with being interested in. From information which has reached me from reliable sources outside the trade I am, nevertheless, able to state that the firm has in its possession a front driving gear of remarkable simplicity. It is good to look at, but experiments have proved not altogether satisfactory in actual use upon the road. Whatever the firm may do in the future, it has no present intention of forcing a F. D. safety on the market for 1893, partly because of the immense success of their present patterns and partly because to do so would cause the entire trade to swing round imitatively and rush headlong into the production of the novelty.

RUDGE PEOPLE HAVE ONE, TOO.

The Rudge Cycle Company has entered the field with a front driver safety. I regret I have not yet examined it, as the only specimen in London is undergoing trial on the road just now. Its general principle, however, may be gathered when it is stated that its gear resembles the M. A. C. in appearance, being attached to the crank on one side, but that there is no chain. When I have seen it I will speak further of the Rudge novelty.

STILL LIKE THE ORDINARY.

Macbeth, Phillips & Taverner are having the gear for their geared ordinary, referred to in a previous letter, made by the R. F. Hall Manufacturing Company. Unfortunately the gear is not adaptable to a F. D. safety, but a very satisfactory demand for the higher mount has already been manifested. Both Mr. Macbeth and Mr. Phillips were enthusiastic ordinary riders a few years back, and, although their success with the Macbeth safeties has brought them fame and custom from far and near, they still speak lovingly of the delights of the high wheel.

NOT QUITE READY.

The New Howe Company, upon one of whose safeties—the first ever turned out, by the way—E. Dance has just lowered the London-to-Brighton-and-back record, will have its forthcoming F. D. safety on view at the Stanley show. The details as to its construction are not yet definitely settled, but I have little doubt we shall see something good between now and November.

HAS A VERY NARROW TREAD.

In a recent letter I referred to the special gear undergoing trial by Morris, Wilson & Company, with the view of adoption for their F. D. safety. This week I had a chat with Mr. Morris and learned that although the safety constructed ran very fairly on the road, it had not given entire satisfaction and had been set aside in favor of another gear, without toothed wheels, but possessing a short chain. Of course, the Referee firm will turn out nothing that is not first-class of its kind, and in the meantime they have executed several orders for front drivers by fitting the Crypto gear. I was shown the frame of the 1893 Referee racer, which will be seen at

the Stanley show, and weighs thirty-two pounds. The gear will be sixty-eight inches, and by an entirely original mode of construction the bottom bracket boasts ball races considerably apart, combined with the narrowest tread I have ever seen on a safety. By a novel and ingenious method the bottom tubes are kept quite straight, a great advantage, especially when accompanied by the narrow tread, which racing men will be quick to note.

HAS TRIED THE CRYPTO.

Since last writing I have given the Crypto light roadster F. D. safety a thorough trial upon the road, having ridden it considerably over 100 miles.

The machine, I think I mentioned, was a thirty-six-inch, geared to sixty inches, with a twenty-six-inch back wheel, shod fore and aft with one and three-quarters inch light roadster Boothroyd tires. Of course it had no brake or back wheel mud-guard, and its weight, when equipped with bell, lamp, tool valise and pump, was between thirty-three and thirty-four pounds. After getting off a full roadster geared ordinary weighing, when similarly equipped, fully forty-four pounds, the difference was, of course, most marked. The little machine seemed to fly along, and the steering never caused me a moment's uneasiness. As far as I could discover it was as safe on greasy roads as its high brother, the geared ordinary. At all speeds it ran perfectly steadily, a fact due, I presume, to the size of the back wheel. Except upon the vilest, worn-out granite sets, the safety seemed every bit as comfortable as my own mount. So sweetly does the machine run that it is only possible when traveling at top speed to tell one is not pedaling a direct-driven cycle. When going very fast a faint whirr is heard from the gear box, if silence prevails along the road, but this is so slight as to be scarcely noticeable.

A GRAND HILL CLIMBER.

Up hills I discovered the machine to be remarkably rigid and found its propulsion quite as easy as any rear driver I have tried. The machine possesses plenty of life, and runs at least quite as fast and more smoothly than a chain-driven wheel. Against a wind, of course, the rider is no more exposed to windage than on the rear-driver, whilst when traveling by night at speed, the remarkable ease with which a backward dismount can be effected, adds vastly to his confidence. Altogether I was very delighted with the mount. If I could own two cycles I should keep a Crypto light roadster F. D. safety for speed work and night riding. As it is, however, I remain content with my geared ordinary for all-round use, in spite of its stable companion's attractions.

P. S. Sept. 11.—After closing this letter I see F. W. Shorland has won the North Road Club's open twenty-four-hour road ride, and established a new record of 370 miles, beating Holbein's recent road ride of 359 1-2 miles by ten and a half miles. Shorland rode his usual F. D. safety, and the four who finished behind him rode rear-drivers.

STANLEY.

Eastern Trade Notes.

The George R. Bidwell company had a fine exhibit of its famous goods at the New York state fair, Syracuse. N. G. Peoli, their New York retail salesman, had charge, and duly impressed the natives with his eloquence.

George Atwater of the Stover Manufacturing Company is showing an all bright Phoenix through New York state, and booking not a few orders. Jack Ketchum, who is in charge of the com-

pany's Broadway store, in Atwater's absence, says so.

The Metropolitan Hardware Company of New York is struggling with several law suits, or will have to before some of their Rudge agents will pay full price for some Ridges that went wrong. So say Bensinger, Bowdish & McDonald, the Brooklyn agents.

Herbert Laurie, the English amateur, has been in a condition bordering on "strap" of late, and failed to secure employment in the trade. He is now in hopes that his father will start him in some business in October. Some money for that purpose, he says, is forthcoming.

A. H. Overman, president Overman Wheel Company, landed from a North German Lloyd steamer at New York Tuesday, Sept. 20, looking ruddy and happy, and stated that he had a most delightful time abroad. There will be much activity at Chicopee Falls from this time on.

Elliott Mason of the Pope Manufacturing Company recently sold a lady's Hartford to Miss Cecil Charles, World's fair commissioner to Costa Rica, who will contribute articles to *Good Roads*. The dark-eyed South American young woman is riding around Long Island and is delighted with the exercise and sport.

A. C. Banker, the well known dealer, is figuring on a trip to England to act as the broker or agent for firms in the cycle trade both sides of the Atlantic. Being a practical man in the trade, Banker thinks he can save many a trip for people who might entrust their business to him. His headquarters will be in London. He is now on the way to Chicago to see some firms there.

Mr. Philpot, manager of the New Howe Company, Glasgow, writes that the REFEREE was mistaken as regards his health, and that it was W. Rodford of the company who had been ordered abroad for his health. Mr. Philpot is enjoying good health, having spent several weeks at his charming Highland residence, some miles from Glasgow. W. Rodford is a draughtsman with the New Howe Company.

Lon Crondel of Howard A. Smith & Company, Newark, is a deputy sheriff for Hudson and Essex counties, and recently a man did something shady in a business way with his firm. Crondel put on a star, chased his man over to New York, caught him and soon had him behind the bars in Newark, and kept him there long enough to get the money he owed his firm, while the other creditors mourned. Lon has pink hair, like Herrick, but he is much all there, like the Chicago man.

The Raleigh company has given territory to the following firms: Pennsylvania, south New Jersey and Delaware to the millionaire concern, John T. Bailey & Company, Philadelphia, who have ordered \$20,600 worth of wheels; H. T. Hersey & Company, Indianapolis, which has the entire state of Indiana, and ordered \$15,000 worth of "Zim's" favorite, J. E. Poorman, Cincinnati, central and south Ohio, Kentucky, West Virginia and Tennessee. Poorman, who must be a rich man, ordered \$20,000 worth of Raleighs.

Called at Our Eastern Office.

The following people called at the REFEREE's eastern office last week: Stephen Golder, B. Ripley, Arthur Barrow and C. Vernon Pugh of Coventry, Eng.; Frederick Jenkins, founder of the *Wheel*; L. B. Whymper, Schoverling, Daly & Gales' manager; W. M. Perrett, representative of Bretz & Curtis Company, Philadelphia; E. J. Righter, Lincoln,

2:08 4-5

TYLER'S MILE AT SPRINGFIELD WAS MADE ON THE

AIRTITE TIRE

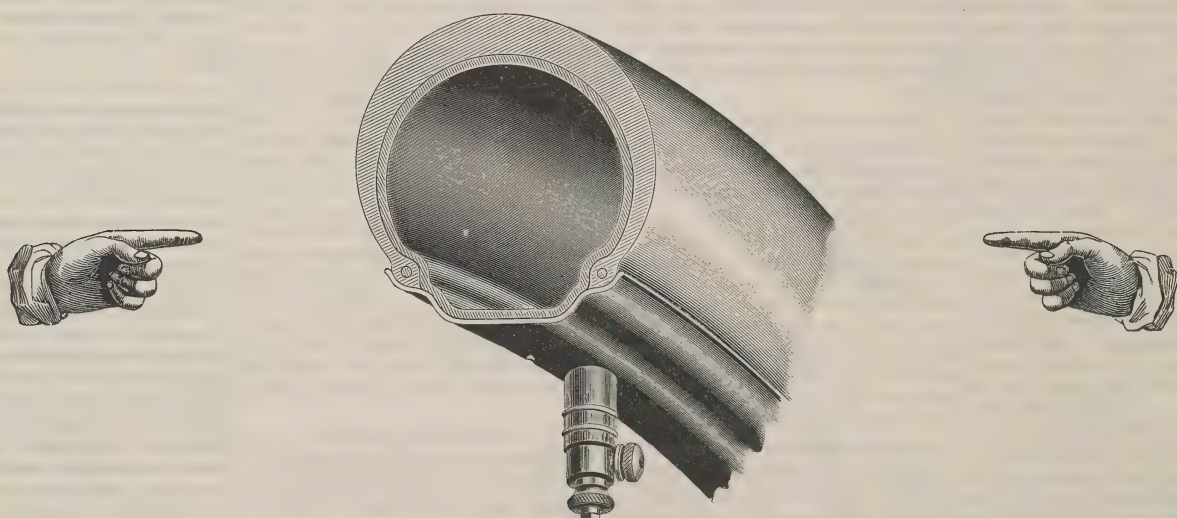


FIG. 2.

A WORLD'S RECORD FOR A STARTER.

The AIRTITE cannot be torn off the wheel when inflated, and you don't have to call in the police to remove it when it is deflated, nor commit a murderous assault on its vitals to repair it. It's a Jim dandy from Beantown. Write for particulars to

AIRTITE PNEUMATIC TIRE COMPANY,

172 Columbus Avenue, **BOSTON,** KIRK BROWN, Manager.

P. S.---DEAR MR. HICKORY ELLIOTT:---We respectfully submit the above in answer to your conundrum of last week. Give us something hard.

Neb.; C. P. Root, Chicago; L. M. Boardman, H. Laurie, T. Mallinson, Eng.; A. C. Banker, Alexander Schwalbach, M. Quinlan, James Sullivan, *Sporting Times*; James J. Corbett, champion boxer of the world; Manager William Brady and C. A. Persons, Person & Mülle, saddle makers, and Thomas Connell.

A Good Saddle Combination.

Last week saw the close of the largest deal in saddles ever reported, which will amount to over 60,000 in number. For a number of months back the Garford Manufacturing Company and the firm of Parkhurst & Wilkinson have been negotiating to the end that the latter house should handle the output for all territory west of Elyria. The Garford business has grown to such an extent that Mr. Garford thought it necessary to give the factory more of his time, and this could not be done if he did not succeed in securing such a house as the Parkhurst & Wilkinson to handle half the territory. Mr. Garford was particularly anxious to secure this firm for the reason that the house did not handle bicycles, and therefore there would be no cause for jealousy. The contract has been closed and takes effect Oct. 1. Both firms are to be congratulated upon the successful termination of the deal. Messrs. Parkhurst & Wilkinson will not job to the dealers, but will confine their attention to wholesale houses, and so arrange it that hereafter the trade throughout the country will have no difficulty in getting Garford saddles. This firm is the oldest and one of the best dealers in parts. The wonderful success the house has had in the bicycle parts line is due to R. B. McMullen, a gentleman who is known to manufacturers from the Atlantic to the Pacific. This house has, up to the present time, been the largest customers in America for Warwick & Sons. These goods will now be made by C. J. Smith & Sons, Milwaukee; in fact the entire output of forksides, seamless and brazed, rims, guards and other specialties of the Milwaukee factory will be taken by Parkhurst & Wilkinson. Coming back to saddles again, we are assured that the '93 patterns will be the finest ever turned out. Experts have been at work for months on the new saddles. The line will include twenty in number, embracing the English and American patterns. Illustrations of the new patterns will soon appear in these columns. East of Elyria the selling of the Garford is in the hands of Ned Oliver.

Messrs. Parkhurst & Wilkinson are the largest importers of tubing in the world. Two million feet have been contracted for the coming season. The firm also contracts the output of the Indianapolis Chain and Stamping Company, Indianapolis, and Union Drop Forging Company, Chicago.

The American Ormonde Company.

The affairs of this popular concern have been much talked about of late, and formed the topic of interest among the trade at Springfield, a report being in circulation that it had been closed up on a judgment. To get at the facts a REFEREE representative called on Secretary Bridgeman last week. At the company's spacious and handsome quarters on One Hundred and Twenty-fourth street and Seventh avenue, the usual activity pervaded the salesroom and office.

"Is it true that you were closed on a writ, Mr. Bridgeman?"

"Yes, quite true, and I will explain matters. We had trouble with the Westboro saddle maker over some saddles, having given him a heavy order early last spring. Some of them did not come

up to our expectations, so we refused to meet the notes we gave in payment for the same, but returned sufficient saddles to square the account. In the meantime the notes had been transferred to a Westboro bank, which sued us and attached at the same time, much to our astonishment. The Westboro man attached our New England accounts and our New York bank account, which did us a great amount of injury; in fact, came near forcing us to the wall, and if it had not been for friends and other creditors who came to our rescue, I don't know how things would have turned out. We will fight the saddle claim in the courts."

Here Mr. Bridgeman showed a statement of the financial condition which has been sent to all the creditors, and which shows that the company's assets are \$125,000 and liabilities \$75,000, leaving a balance of \$50,000 to the good. The company has had a very successful first year, its profits amounting to \$21,000, and the losses very small. The greater part of the large stock of goods is saleable.

"There is no doubt that we are overstocked," said President Willis, "and the slowness of the trade the early part of the season is responsible for it, as our western business suffered as much as that of other houses. We have made satisfactory arrangements with the majority of our creditors for an extension of time, which they themselves proposed, and we heartily thank our friends for their confidence and help at the critical period when the wrecker was abroad. We will repay their confidence, I feel sure."

It seems the English Ormonde Company was the largest creditor, \$20,000. This young and enterprising firm is out to do what is right, else what would have been easier than for President Willis, who is a brother of the president of the English Ormonde Company to have stepped in and wrecked the whole concern, gobbled the lion's share, and told the American creditors to whistle for their dues? It looks as if the American Ormonde Company is to be treated with confidence by its creditors, who assure the REFEREE that they have implicit confidence in the young men who are pursuing the right way in their temporary difficulty, and it is to the credit of their creditors that they have extended a friendly hand to young men who seemingly deserve the same.

The Popular King and Queen of Scorchers.

Mr. Mushing, of the Centaur Cycle Company, is paying his third visit to this country, having left Liverpool on the City of New York on Aug. 31. The Centaur Cycle Company is one of the few leading firms which lays claim to having had a most successful season. This success is without doubt attributable to the fact that it was the first of the "old firms" to break away from the traditional prejudice of using unnecessary weight in the construction of its wheels. The firm has acted as a pioneer in demonstrating that it is possible, with experience and skill, to produce a wheel that will stand even American roads at a weight well under thirty pounds. At the present moment it is no exaggeration to say that the King and Queen of Scorchers (as the Centaur Cycle Company's wheels are called) are two of the most popular English wheels imported into this country. It is an open secret that the firms which handle these wheels—Kingman & Company, of Peoria; McIntosh-Huntington Company, of Cleveland; Hulbert Brothers, of New York; Wright & Ditson, of Boston—could have sold double the quantity during this season if they could have procured them. Under these favorable cir-

cumstances we may expect that Mr. Mushing will have little trouble in making satisfactory arrangements with these firms to handle these wheels for next season, and that after he has finished his pleasant visit to us he will be able to return home with a full book.

We understand that he has another surprise in his bag for American wheelmen in the form of a K. O. S. racing safety weighing twenty pounds. This shows that this enterprising company is determined to keep to the front by utilizing its past season's experience in producing something that will startle the racing cracks. George M. Hendee, who has recently paid a visit to Coventry, was so struck with the construction of this wheel that he insisted on bringing one back with him; Mr. Hendee, with his "featherweight" of 210 pounds, having satisfied himself of its strength by riding it for some days over English hills and dales.

Praise for the Hall Chains.

In the manufacture of chains the R. F. Hall Manufacturing Company, of Birmingham, Eng., has been very successful. The strongest kind of endorsement has been received from such houses as Humber & Company, Whitworth Cycle Company, Bigbie, Twentyman & Company, Bayliss, Thomas & Company, Calcott Brothers and many others. Humber & Company say that "since using the R. F. Hall chain we have had no reason to regret our choice." The Whitworth people say, "We have found your chains very even in pitch, which we require to be very exact, and they have more than answered our expectations in wearing qualities. Bayliss, Thomas & Company: "We cannot speak too highly of the quality of your chains. They have given general satisfaction. In no instance have we had any complaint from any of our customers."

Doesn't Subsidize Riders.

The New Buckingham & Adams Company, of Coventry Works, Birmingham, gives this thrust to the English trade who employ amateurs. In its *Cyclist* advertisement it says: "We have never yet subsidized amateur riders, being a controversion of the rules and regulations of the National Cyclists Union and a breach of amateur law. We do not intend to depart from this principle, but will present a prize, value one hundred guineas, to the first amateur who succeeds in lowering the one-mile record on one of our champion racers, while we will give a similar amount in hard cash to the one who succeeds in lowering the mile record on our machine."

New York Trade Matters.

A. E. McKinnan, an employee of the Pope Manufacturing Company, wishes it to be known that he rode his Century Columbia shod with "hose pipe" tire from Boston to Washington in four days, without a mishap of any kind, and having covered 2,000 miles in and about Boston sh's season on the same machine. Mr. McKinnan don't claim a record, but simply wishes the fact known.

Samuel Snell is expected shortly in New York. The famous lamp man is to become a resident and citizen of the United States, and has expressed his intention of starting a lamp factory here.

The new ruling of the treasury makes it impossible to land an old bicycle or any kind of a bicycle without having to pay duty thereon, and even professionals can not land wheels now because they are "tools of their trade. This move makes it impossible for the tourist to land his wheel when purchased in England, free of duty.

W. M. Perrett, or "Billy" Perrett, as

he is better known, is doing great work for Bretz & Curtis, Philadelphia. He has booked many large orders for the Scorchers on his recent trips east and west.

The Ormonde Company of London has an attractive half-page advertisement in one of the English cycling papers, headed "answers to correspondents," giving enquirers advice to buy Ormondes.

Kirk Brown, manager of the Airtite Tire of Boston, was a caller at the REFEREE office, New York, last week. The ex-Philadelphian exhibited a letter from his political district in Quakertown which said they wanted Kirk to run for the state legislature. Brown is running in another direction just now, and looks like a winner.

It won't do to call Schoverling, Daly & Gales manager plain L. B. Whympers any more; he is now Editor Whympers, and the little Kings County Wheelmen club paper, the *American*, does him credit.

The official programme of the Maryland Bicycle Club's fall tournament was a work of art and a credit to Guy P. Wilson of the *Baltimore News*, who was responsible for it. Several REFEREE pictures graced its pages.

Robert R. Perkins, the energetic and capable Rockaway factory manager, states the Liberty will be greater than ever next season. Models of the new wheels are nearly ready. Mr. Perkins feels the loss of his little son, recently drowned, very much, which so upset his wife that a long illness was feared.

Louis Jordan, the well-known Chicago repairer, landed in New York last week and stated that he would build twenty-four exceptionally fine wheels for World's Fair for exhibition purposes, and will build a few wheels this coming season.

Frank Douglas, of the Kenwood Manufacturing Company, was a guest at the Everett House, New York, last week, accompanied by his wife and daughter. The Kenwood man was feeling first-rate and stated his firm would build three wheels next year, roadster, road racer, and path racer, and would increase their factory space considerably.

J. H. Starley, of Rover fame, is expected in this country in a few days, according to New York advices.

A. Stainforth, of the Union company's Boston house is the inventor of many novelties used by cyclists. His picturesque ads, written about and for 2:10, show he is an advertising expert also.

G. C. Moore, of the Glendale Fabric Company, of East Hampton, Mass., is making some pneumatic tire fixings.

Messrs. Kirkpatrick and Crondel, of Howard A. Smith & Company, are hustling for their house through the east.

Joseph Ketchum, of Brooklyn, is showing New Howes and making many friends for the Glasgow product in Brooklyn and New York.

Hollander, Bradshaw & Folsom, Washington street, Boston, are doing a heavy business in boys' and girls' bicycles, toys, etc.

An American-Made Triplet.

The Winton Bicycle Company, of Cleveland, has just completed a triplet, the first machine of the kind built in America. It is made with a new anti-friction chain gearing and weighs only seventy-five pounds, and in a private trial on the track under three untrained riders made a mile in 2:10, and a half in 58 3/4 sec. It is confidently expected that the machine will make a mile in less than 2 min.

Harry Hall, of the Raleigh company, New York, was in Chicago during the week.

A Fair Field, No Favor,

And May the Best Man Win!

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed.

AT LIGHTNING SPEED.

HALF MILE ON THE BICYCLE GONE
AT INDEPENDENCE IN: 55 1-2.

J. S. Johnson's Record Time—Hundreds of Spectators Bear Witness to the Feat—Notch for the Mile to Be Soon Attacked.

INDEPENDENCE, Iowa, Sept. 17.—(Special Telegram.)—The Independence kite track has another world's record in the bright constellation of sensational performances which have from time to time sprung from the impress of its glistening surface. It is not a trophy to the prowess of a harness racer this time, but of something infinitely faster than any trotter or pacer may hope to become for a decade.

For the last three days a modest, unassuming young man, giving the name of John S. Johnson, and claiming Minneapolis as his home, has been seen about the track, usually astride a bicycle, and it has been noticed by the more observant of the track habitués that he could ride a little bit. Johnson has been invariably seen in the company of two other individuals and the fact soon became apparent that he was ambitious for championship honors among the cyclists, and that the men with him were his trainers.

Day before yesterday quite a ripple of interest was created by the story that got bruited about that Johnson had covered a quarter of a mile in 27 4/5. Consequently when the announcement was made that he would start against the world's record for the quarter and the half miles under circumstances that would make the performance perfectly legitimate and standing a crowd of several hundred people assembled at the track to-day. The preliminaries were arranged by the selection of the following gentlemen as judges: J. B. Chesebro, of Waterloo, Iowa, and C. A. Rosemond and W. C. Littlejohn, of Independence. F. S. Hillsiger, of Waterloo, acted as referee, and for timers the following consented to act: B. W. Tabor, O. O. Tibbetts, Independence; C. M. LeDue, Luvern, Minn.; J. L. Dougherty, Clinton, Canada, and John Hussey, Independence. All the above men are professional trainers of trotters.

Johnson came out at about 5 o'clock for a preliminary brush of a quarter of a mile, and to keep his pace up, C. W. Williams appeared behind his celebrated old running horse, Ned Gordon, hitched to a bicycle sulk. Johnson started at the third quarter, and pumped his way to the wire in 27 1/2 seconds, lowering his best record, which previously stood at 28 1/5 seconds.

Half an hour later, after he had been rubbed down, he again came out, and starting at the half-mile pole, he followed the runner home in 55 1/2 seconds, lowering the previous world's record for the distance, which was 1:00 1/5.

Not satisfied with the first performance he came out again at 6 o'clock and, starting at the half, rolled down to the third quarter in 26 3/5 seconds, being compelled to slow up because old Ned was not fast enough to get out of his way.

NEW LAURELS GAINED.

BICYCLIST JOHNSON PUSHES HIS
WHEEL A MILE IN 2:04 3-5.

INDEPENDENCE, Iowa, Sept. 20.—(Special Telegram.)—John S. Johnson, the phenomenal young Minneapolis bicyclist, whose remarkable time on the Independence kite track for a quarter and half-mile electrified the riding world last Saturday, made another record look pale to-day in the presence of a good crowd. It had been announced that he would attempt to beat the world's record for a mile from a standing start, and elaborate preparations were made to have the performance correctly timed and rendered eligible to record. The following were chosen as timers: Fred Seacord and Judd Seacord, leading breeders of trotters, of Galesburg, Ill.; F. D. Stout, owner of Nutwood and proprietor of the Highland Farm at Dubuque, Iowa; M. Ladque, Luverne, Minn.; Sam Caton, Dubuque, Iowa, and C. A. Thompson, of Independence. For judges the following well known local bicycle men were chosen: J. W. Evans, C. F. Tucker and W. S. Tidball.

Johnson came out at 5 o'clock in charge of his trainer, T. W. Eck, and his well-knit, athletic figure evoked many expressions of admiration from the crowd. The track was freshly planed and C. W. Williams appeared behind his running horse, Ned Gordon, to make the clip.

The first performance was a start against the best record for a quarter-mile from a standing start, which was 31 1/5 seconds, and Johnson easily made it in 30 flat. Twenty minutes later Johnson came out again fresh as a rose, ready for the greater spin of a full mile. The regulation bicycle track is one mile eighteen inches from the pole. The kite track here measures a mile three feet from the pole, and in order to have the performance safe and legitimate, Johnson was started ten feet back of the wire.

Dr. A. E. Spalding was chosen as starter, and as he said go, the watches snapped and Johnson launched out on his journey. The runner swung in ahead and the bicyclist trailed along snugly behind. The first quarter was not timed, as Johnson had already beaten it. The half was reached in 1:03 1/5, which was behind the record for that distance from a standing start by about a second. At the three-quarters the watches split at 1:34 1/5, beating the record for that distance, which was 1:35 3/5.

At this point Johnson shouted to Williams to urge the runner faster or get out of the way, and as Old Ned was already at the limit of his speed, Williams turned him out and Johnson passed him by a mighty spurt and came up the stretch alone, reaching the wire twenty lengths ahead of the horse in 2:04 3/5, beating the best previous record of Zimmerman, which was 2:08 4/5 from a standing start. The last quarter had been covered in 30 2/5 seconds.

BREAKS ALL RECORDS

JOHN S. JOHNSON COVERS A MILE
IN 1:56 3-5 AT INDEPENDENCE.

He Takes a Flying Start—Two Running Horses Make the Terrific Pace for Him—No Doubt as to the Accuracy of the Time.

INDEPENDENCE, Iowa, Sept. 22.—(Special Telegram.)—On the kite track in this city to-day, John S. Johnson, the young cycling marvel from Minneapolis, knocked eight and one-fifth seconds off the world's bicycling record at the flying start and achieved the distinction of being the first person who ever wheeled a full mile below the heretofore impregnable two-minute barrier.

The officials selected to judge and time to-day's performance were as follows: Judges—W. C. Littlejohn, J. W. Evans and C. F. Tucker, bicycle men, all of Independence. Timers—S. L. Cates, of Dubuque, Iowa; Judge Seacord, of Galesburg, Ill.; J. L. Doherty, of Clinton, Canada, and C. A. Thompson, J. T. Martindale, and O. O. Tibbetts, of Independence, Iowa.

They Traveled at a Dizzy Speed.

As the flying pair rounded the turn the dust was not so thick, and a more adequate idea of the dizzy speed at which they were going could be noted. The half was reached in 58 3/4 seconds, and without a perceptible slacking of the clip the other runner was brought in and the journey continued. When the third quarter was reached the watches split at 1:28 1/2, showing that the speed so far had been well maintained. Up the stretch to the wire the contest took on the complexion of a hot finish between the horses as the two runners came up abreast, their drivers whipping and shouting to coax out a little more speed, until the very last limit of both animals had been spent. But it required but a glance as they neared the wire to see that Johnson was right behind and the runners couldn't open the gap by a foot at any part of the stretch. Indeed, before the wire was reached it became evident that the man could outfinish the horses were there room to get by.

Under the Wire in 1:56 3-5.

The watches stopped at 1:56 3/5 as Johnson rolled under the wire, and the herculean effort had been accomplished.



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S. A. MILES, - - - - - Editor.
CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

WHY DOUBT JOHNSON'S RECORD?

Judging from the tone of the last issue of the *Sporting Life*, Frank Egan must have been in a very unsettled frame of mind during the few days previous to the paper going to press. He was evidently well supplied with caustic and cold water, for there was a liberal sprinkling of each thrown on everything that went before the great editor's eye.

He found in Johnson's records a subject almost large enough on which to vent his pent-up feelings; still he had enough left to give others a taste. Egan seems to be wonderfully worked up because a young westerner had, under the most favorable circumstances, the ability to knock a few seconds off the existing records from a quarter to a mile. If some of the eastern men had made or claimed to have made this record, we doubt not that Egan would have believed it to be true; but like others in the east he is of too narrow a gauge to give a westerner a little credit. Egan wants to wager \$1,000 that Johnson cannot defeat Zimmerman—he is safe, undoubtedly. Because a man can ride against time is no sign that he could do remarkably well in competition. Nobody supposes he could beat Zimmerman, and the REFEREE believes the lengthy young Jerseyman could eclipse Johnson's records on the Independence track under as favorable conditions as Johnson had.

When Johnson made his records there were several hundred people about the Rush park track. Some of them were newspaper men, others wheelmen, and the rest horsemen. A goodly share of them, knowing that Johnson was to attempt to break the mile record, must have gone there prepared to time him themselves and not be compelled to believe what others might say. Horsemen would never admit the record if it had not been made; every newspaper representative would not have been duped into believing something that had not transpired, and every wheelman on the grounds would not have stood by and allowed a faked record to go broadcast over the country. If there had been any crooked work some one newspaper man would soon have discovered it—and what a sensation he would have had for his readers a few days after!

But not a single man that saw the performance has doubted the correctness of the time. No one has disputed the fact that the track is a full mile at a point three feet from the pole—and it must be remembered that Johnson started back of the tape to make up the difference. Besides all these facts we do not believe

the gentlemen who acted as judges and timers would all risk their reputations for the benefit of giving Johnson the record, by giving out the time other than that really made. There would be too much chance to be found out. Sizing up the whole matter it appears as if Mr. Egan had been a little soon in jumping at conclusions.

WHERE THE FAULT LIES.

There are rumors, large and small, to the effect that there is an association now being formed for the purpose of running bicycle races on the cash prize plan, and one paper openly asserts that it is at the head of the movement. It tells in charming language what a benefit such an organization would be to the league, how it would take from among the pure amateurs the men who must needs be, under the present rules, crooked, and how much time the league could then give to improving the country's roads. To be sure, such a scheme would get rid of a lot of men who care only for what "there is in it," but the league was organized for and by amateurs, and while many would like to make something out of their winnings there are not many who would desert the ranks of the amateur for the ranks of the cash prize pot hunters. Amateur racing has to-day many faults, and a change of some sort is needed; but amateur racing has prospered, has attracted the attention and respect of the best people, while professional racing has died a natural death.

The trouble of the past and the unfortunate state of the present is wholly due to the management of the men; the rules for their government have not been strict enough—or if strict enough have not been enforced. Rule after rule has been openly violated this year, not by one but by a dozen or more prominent racing men; yet the racing board hesitates to inflict the prescribed penalty on the guilty ones. What if the board cannot prove charges; it don't have to. He has to prove his innocence—the board is not compelled to prove his guilt. If the board had governed these men with an iron hand, regardless of the wishes of others, there would have been no talk of prize selling or crooked work. It is simply a case of a spoiled child. The trouble has always been that the board would pronounce a sentence when the guilty one cared not. Few men of prominence have been suspended during the racing season, the time when punishment would have been the more keenly felt. Probably along about Nov. 1 there will be suspensions by the wholesale.

There is no reasonable excuse why amateur racing should not thrive in the United States. It is what the people want and what they should have. They do not want the professional class; they have seen enough of that in every branch of sport. What the league needs, to maintain successful amateur sport, is a racing board with backbone to handle the racing men as some fathers handle their unruly offspring. Lay on the gad and the obstreperous youth will soon come to terms.

THE REFEREE does not agree with its correspondent, La Cote Mal Taile, regarding Johnson's record. He does not think Johnson made the mile in 1:56 3-5; THE REFEREE does. Nor does he believe in the merits of the elliptical sprocket, but we think there is great merit in it; in fact, a member of the staff has tried it and believes it to be a great thing. La Cote Mal Taile thinks that if Johnson can do 1:56 3-5 Zimmerman can make the mile in 1:30. Not much he can't; the running record is only 1:35 and a

fraction and no horse could do better than 1:45 if hitched to a sulky. We think Zimmerman could do 1:45 on a kite track if he could have the pace that fast.

It really would be hard to tell whether Vol. II, No 10 of the *Southern Wheelman's Gazette* or not. No less than seven separate pictures which graced its pages were from the Indianapolis production. But credit was given, and that's something unusual with the Louisville paper.

IN the case where a Louisville doctor was discharged after his hearing, having been arrested for driving over a wheelman, the "cycling authority of the south" says that Judge Thompson in his decision made it clear that there was no malice in the physician's action. May be not; but while road hogs do not show malice toward a wheelman in all cases they do exhibit a lot of stubbornness, and this was probably the trouble with the doctor. He merely thought he could play a good bluff game and was called.

NOTES AND COMMENTS.

A western cyclist ran into a doctor on the sidewalk, and the gentleman of medicine flogged the youth with a walking stick. [That's the way to kill sidewalk riding.—Ed.]—Exchange.

It is such cyclists as the above that have brought all the prejudice and malice of pedestrians and horsemen upon the devoted heads of the wheeling public, and it gives one pleasure now and then to find someone who is man enough to personally chastize the crazy loon who has no more sense than to career up and down the sidewalk on a bicycle that he cannot (in all probability) begin to control. I have seen him many times—he is generally a half-grown boy, but sometimes he has arrived at the age that ought to give him discretion. Even in the last case he generally lacks ordinary brain power. These things do not in any way affect the newspaper reporters who give the news that "John Smith was run down by a bicycle on the sidewalk north of Main street and badly hurt. How long is this going to continue? We must call upon the city council to prohibit bicycle riding on our streets; it is too dangerous," etc., etc. What a world of trouble the small boy and the fool man have caused the great army of wheelmen.

**

IT'S DIFFERENT NOW.

What a wonderful difference there is in the treatment of cycling subjects by the daily press in these days and a very few years ago, now that the crack bicyclist can give the crack trotter odds at any distance, and when there are more bicycles to be met than teams in a day's journey. And after the years of toil and abuse that wheelmen have endured the great public has discovered that it has been making a fool of itself and is making up for lost time. The *News Record*, which, by the way, has always been the friend of the sport, is publishing column after column of cycling news and illustrating its remarks in a very good style. Many other papers are doing likewise—good luck to them. I notice also that the stale and obsolete quips and puns on the unfortunate cyclists are not so common as a few years ago. And now that the bicycle has displaced the bat and ball, the horse and the boat as an amusement creator, I see with prophetic eye the cycle millenium at hand.

Apropos of newspaper reports, the "Minneapolis wonder," with his trainer and elliptical sprocket wheel, is not getting as much gratuitous advertising as he was. He may or may not have made

the wonderful time credited to him at Independence, but he could not hold the pace with second-rate men at Peoria. Poor lad; like many another better man he has been led astray by a notion that power could be manufactured without loss of speed. It is strange that this many times exploded idea still lives to vex mankind. Most of us remember Levi's invention of the telescope crank, which was to do for the ordinary what the elongated sprocket is going to do for Johnson, make power and increase speed at the same time. I would like to wager a meerschaum hat that Zimmerman can beat Johnson fifty yards in the mile, and if Johnson can ride a mile in 1:56 3-5 Zimmerman can, under the same conditions, do it in 1:30. LA COTE MAL TAILE.

MEN WE ALL KNOW.

No. 7—Joseph M. Bressler,

Chief consul Michigan division, a hustling politician and all-around good fellow.



low. The chief consulship occupies the larger portion of his time, though he is engaged in looking after his father's real estate interests.

Cycling Matters in Rochester.

ROCHESTER, N. Y., Oct. 4.—The recent trouble in the Rochester Wheelmen's League has almost been patched over. At a special meeting of this body a few evenings ago, the office of secretary was declared vacant and a committee was appointed to notify R. B. Stevenson, who has held that office, of the action taken. W. J. Haye, of the R. G. C., was chosen to fill the vacancy. Gordon S. Montgomery, representative of the Genesee, officially stated that the organization to which he belonged had withdrawn from the city league because of lack of interest shown in the work by the league managers. Mr. Montgomery stated that the Genesee would be willing to remain in the league if a complete reorganization of the same could be effected.

Mrs. C. H. Cranch has been elected president of the ladies' auxiliary of the Lake View Wheelmen.

The Crescents propose to make this the banner social season of its existence, a series of whist, euchre and dancing parties being projected, interspersed by a pool tournament, smokers and musicals. William Le Messurier has about everything his own way around Rochester. Last Thursday he won the mile open race at Batavia.

Harry Hanens, a bicycle thief, was to-day held for the grand jury.

PANHANDLE.

The New York A. C. will have a two-mile open race on its athletic programme for Saturday.

HOW ZIMMIE TRAINS.

THE "JERSEY SKEETER" TAKES TO WRITING FOR THE PRESS.

He Does Not Ride During the Winter, Preferring a Complete Rest—What He Eats and Drinks—Had a Good Time in England.

My method of training is not easily described, says A. A. Zimmerman in a syndicate article. I do no training whatever during the winter, but take a complete rest. Last winter I mounted a wheel only once between Oct. 16 and the middle of March. In my opinion this is a better course for an American bicycle rider to pursue than to attempt to keep in shape all winter. I have noticed that the men who train even a little all winter generally go stale before the fall meets are over. My body seems to want plenty of rest and I don't think I am very different from the rest of mankind. Perhaps I can stand a little more than my share of rest.

In early spring I begin to ride on the road with a road wheel, doing from ten to thirty miles a day. I take it easy and do not attempt to do any fast work whatever at this time. I continue this for about three weeks, or until I find that my muscles are working all right, and all the feeling of stiffness which always comes to me when I first begin to train has entirely left me. Then I take a racing wheel and begin work on a track. During my trip to England I generally worked on the Herne Hill and usually did about ten miles in the forenoon and the same in the afternoon. Sometimes I worked five miles after supper, but this was the exception.

I work at about a three-minute gait for several days after taking up track work. When I find I am going all right I try to spurt a hundred yards or so, and keep on increasing the distance each day until it reaches a quarter of a mile.

MASSAGE TREATMENT.

After each ride I am rubbed thoroughly dry with towels; then my whole body undergoes a sort of massage treatment from the bare hands of an attendant, and then some liniment is plentifully applied and rubbed in. I consider rubbing with the bare hands by a strong, healthy person one of the most valuable adjuncts to good training. By it the muscles are made free and pliable and the skin is kept in a smooth, healthy condition. After a hard race there is nothing so refreshing as to be well worked by the bare hands. No amount of rubbing with any kind of towels seems to have the same effect. It seems to revive one more than anything that I have ever seen tried. The effect is felt at once, and there is no reaction, as is the case with stimulants.

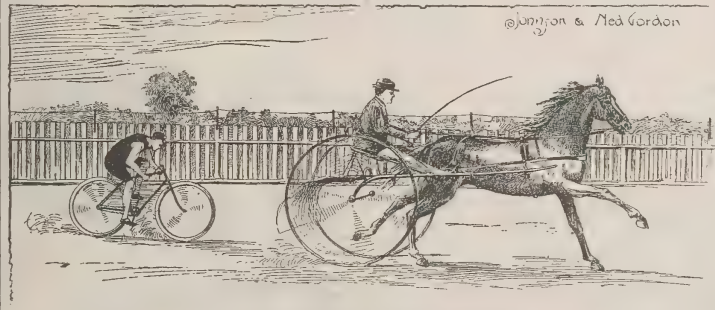
Regularity in work is a very important element in making a success in training. The morning exercise should be taken from one and a half to two hours after breakfast. I do not believe in taking any exercise before breakfast, as some well-intentioned writers on this subject advise. I have tried it, but it was not a success. It seemed to me like trying to run an engine without fuel. There was no question in my case but that half an hour's work before breakfast took more vitality out of me than an hour's work after a good meal had had time to digest. I found it did not agree with me, and therefore discontinued it. If exercise can be taken in the afternoon it should be about two hours after the dinner hour. To ride

immediately or soon after a hearty meal, whether it is breakfast, dinner or supper is of no value to a person training. A feeling of dullness is sure to come over one and the best efforts can not be put forth under such circumstances.

I have followed no particular line of dieting. I do not eat potatoes except in very limited quantities, neither do I drink coffee, but nearly all other table luxuries I indulge in and enjoy. I drink tea in preference to all other beverages. I have found nothing better or more refreshing in the dressing room after a hard race than some nice, cool tea with a little lemon juice added and sweetened just a little. It is much safer than water and certainly free from all germs of disease. I know of nothing better. In training for bicycle riding the same general rules must be followed as in foot racing, although they need not be so closely adhered to. Train for the distance which after a little experience you find best adapted to your capabilities.

TRAINING FOR VARIOUS DISTANCES.

Some men have the power to stay long distances at a moderate pace, but cannot spurt at all, while others can do just the opposite. A very few can do both. Frank Shorland is a wonderful example of a man that can both stay and spurt. His record of 413 miles in twenty-four hours places him at the head of all riders as a stayer, and his ability to do the last mile of that distance in 2m. 42s. shows that he should not be overlooked when



Drawn from instantaneous photograph.

it comes to a driving finish. I have not met another man in whom both these qualities were so well developed. On the other hand, there is George C. Smith, the holder of the world's record for a quarter of a mile—31 2-5 seconds.

This record stamps him as first class at the short distances, but the handicappers generally allot him from sixty to 100 yards in a mile in races with men like Taylor, Windle and Tyler.

If you have found out the distance you can ride best, try that distance about once a week and have some one hold a watch on you and clock each quarter of a mile. At each attempt try to improve each quarter a little, but hold enough power in reserve to do the last quarter faster than any of the others. Practice with the thought in your mind that the race is always won in the last quarter and not in the others. If one has trained for short distances, say five miles and under, it is certainly very hurtful to try very much longer distances.

In England I had trained for the short distance, and without any preparatory work entered and rode in the fifty mile championship. I had already won the one and five-mile championships, and wanted the fifty also. The lesson that I learned in that race was a costly one. During the latter part of that race my legs began to feel numb, and while they kept at work, yet the life seemed all gone out of them, and for several miles before the end of that race I thought they would not last the race out. They did not reach a normal condition for

about three weeks after this effort. From examinations made since then I learn that the cause of this was that my heart had failed to properly do its work owing to the excessive strain upon it for so long a time. In other words, my heart had not been trained for long distance racing. I cannot advise any one to train for pleasure.

VERY LABORIOUS WORK.

Taking a little exercise to keep from getting entirely out of practice is very often called training. That is not my experience, however. I am often asked if I had a pleasant time during my English trip. I always answer "yes," because there were a great many pleasant things connected with it, and I met a number of very agreeable people who tried to assist me in every way; but I don't think most people would have called it a pleasure excursion to be obliged for five months to follow a strict routine, each day exactly like the other. It got to be very monotonous, and at times I felt like quitting. I keep a record of the miles I ride while in training, and I find that I had ridden over twelve hundred miles this year before I was able to win a race. I know that I am one of the hard men to get "fit," but I have very little trouble after I once reach perfect condition. In getting fit for a race I am compelled to train much longer and do more hard work than most of the racing men.

If I stop my work for a few days and

one I now have was built for me, but does not vary much from the regular stock racer. It weighs between twenty-six and twenty-seven pounds when fitted with Thomas pneumatic tires.

The all-absorbing question now with wheelmen is, Will the trotting record be broken? I am of the opinion that the record of Nancy Hanks, 2:05 1-4, made on a kite-shaped track, will be beaten by a bicycle on a circular track. I have never tried a kite-shaped track and am therefore unable to express an opinion as to whether it is faster for cycle racing than the circular tracks. My record of 2:06 4-5 for a mile with a flying start was made on a half-mile track. I think this can be lowered on the same track. Within half an hour of the time that record was made I had ridden a mile in 2:08 4-5, and this had taken some of the snap out of me, or I think the last effort would have been somewhat faster. I don't know the time of the two fastest heats trotted, but I think that the times on the cycle will compare favorably with them.

Business and training should not be attempted. One or the other will suffer. The cares of business have a depressing effect, and to train to the highest point the mind must be free from all worry. Late hours can not be indulged in, either. A regular hour for retiring must be rigidly followed or the best results will not be obtained, no matter how carefully and well all the rest of one's work may be done.

If you wish pleasure, ride for exercise but don't train.

Rain Spoiled the Elgin Races.

The large grand stand at the Elgin (Ill.) Driving park was well filled Saturday afternoon, the occasion being the field day and tournament of the National Athletic Club. Many Chicago riders and athletes were competitors and they won their full share, Thorne securing the quarter and mile open events. The track, a half-mile circuit, was in miserable shape and after the rain was three inches deep with mud, so that three events were postponed. Thorne was third in the two-mile scratch race, but if he had not made the pace for two-thirds of the way he would undoubtedly have won, though young Heuman, the winner, might have given him a good tussle. Heuman, by the way, in a coming man. He is built Zimmerman-like and was a great Elgin favorite. The results were as follows:

One-mile, scratch—G. A. Thorne, Chicago, C. C., 1; H. N. Stringer, Elgin, 2; C. D. Cutting, C. C. W., 3; time, 2:51.

Two-mile, scratch—W. F. Heuman, Elgin, 1; W. Bainbridge, C. W., 2; G. A. Thorne, C. C. C., 3; time, 6:30.

Quarter-mile, scratch—First heat—C. P. Smith, I. C. C., 1; W. F. Heuman, Elgin, 2; W. M. Shumway, C. C. W., 3; time .38.

Second heat—H. MacLagan, C. W., 1; G. A. Thorne, C. C. C., 2; G. C. Hobbs, A. C. C., 3; time .39.

Final heat—G. A. Thorne, C. C. C., 1; H. MacLagan, C. W., 2; C. P. Smith, I. C. C., 3; time .36 3-4.

One-mile, handicap—H. N. Stringer, 90 yds., 1; J. I. Oakley, I. C. C., 75 yds., 2; F. B. Hart, 130 yds., 3; time, 2:31.

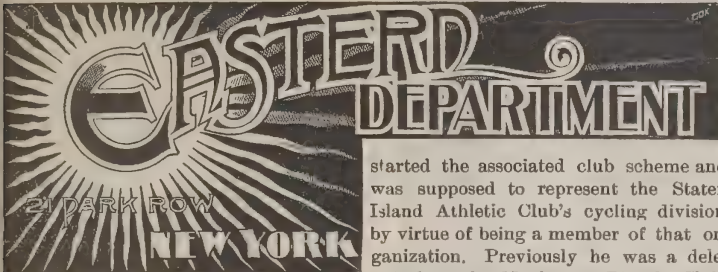
One-mile, Elgin riders—walk-over for Heuman, others not responding to the call.

Division Officers Nominated.

At a meeting of the San Francisco B. C. the following officers were nominated: Chief consul, G. H. Strong, San Francisco; vice-consul, J. S. Thayer, Los Angeles; secretary-treasurer, L. W. Ripley, Sacramento; representatives, J. G. Bothwell, Garden City Cyclers; Al Cole, Garden City Cyclers; W. H. Seaver, Alameda County Wheelmen; L. A. Lamory, Acme Athletic Club; W. K. Cowen, Riverside Wheelmen; J. G. Vidy, California Cycle Club; A. T. Jantzen, Pacific Road Club.

JOHN S. JOHNSON





L. C. Boardman, Cycle Crank.

The Associated Cycling Clubs of the Metropolitan district is the creation of L. C. Boardman, cycling editor of the New York Recorder, who has at times lived in Chicago and Philadelphia. Boardman is a restless sort of chap and arrived in New York some seven or eight months ago. Ever since then he has been stirring up schemes to benefit cycling—and the Recorder and Boardman as well. When the REFEREE representative arrived in New York he was advised not to pay too much attention to Boardman, who was stated to be a little too enterprising and somewhat of a “crank;” but as the REFEREE man has passed a good deal of his time in various parts of this big country among cranks, he was disposed to study this particular New York “crank,” to find out in what particular form the crank cropped out. After a few months I came to the conclusion that the trait of crankiness exhibited by Boardman was rather more beneficial to cycling than harmful. Boardman is an enthusiast of a high order, about thirty years old, with stout, strong frame, and of a very versatile and inventive turn of mind when schemes are the order. You will generally find him on the hustler, dressed in English bloomers, light outing shirt and coat, and cap pushed on the back of his head, riding a Century Columbia with a small leather trunk strapped to the frame with the name of his paper thereon. He creates a panic by his boisterous manner in store or editorial room and his one subject is cycling. He turns the business office upside down and is very popular with his fellow employees. His copy is far from brilliant, but he gives facts, and some very straight advertisements to his friends in the trade, actually running in testimonials on occasions. His copy has wonderful latitude and is only read for English and grammar, and if he chose he could ring in some libel suits on the proprietors of his paper. But once in a while his copy is side-tracked for “Petee” Donahue’s more interesting fighting news, and a description of some new rider or cycle house is cut in two, while a “knock out” article fills out the cycling story.

NOT A BAD FELLOW, THOUGH.

Altogether Boardman is not a bad fellow; rather loud in manner and actions, the owner of a tongue that never hesitates in an opinion of friend or foe, a little self-advertising and persistent. This is a fair pen picture of the man who handled the New York end of the Chicago-New York relay race, started the Associated Cycling Clubs, got up the piano contest, and, with the REFEREE, started the ball rolling for the big parade of clubs during the Columbus celebration the evening of Oct 12. Boardman was looked upon as an interloper by the editor of a New York cycling paper and a few others, but he had the inside track by being able to talk to over a half-million of people weekly through his paper. He thrived under persecution; so did Walter Masterson, the Sun’s cycling editor, who was looked upon as treading on private grounds, as Masterson said yesterday. But there seems to be room for all; at least all flourish. Boardman

started the associated club scheme and was supposed to represent the Staten Island Athletic Club’s cycling division by virtue of being a member of that organization. Previously he was a delegate from the Manhattan Bicycle Club, but Messrs. Prial, Sheehan and Betts were elected to do the representing for that club, so Boardman was left out. He commenced to feel that he was being crowded, joined the Staten Islands and procured his letter, on the strength of which he was elected secretary of the A. C. C. He was advised by the New York cycling editor (who in a patronizing way complimented him on the good he had done) to “step down and out,” now that the scheme was a success, but Boardman did not heed the advice. Therefore one Johnson, who is in charge of the Staten Island cycling division was seen by one of the three Manhattan delegates and disclaimed the idea that Boardman was the club’s delegate, even though the latter had the president’s letter. To cinch matters the by-laws of the associated clubs were searched and a clause prohibiting athletic clubs’ cycling divisions from being members was found. That settled Boardman’s hash. He was accordingly fired from the secretaryship, and the conspirators chuckled softly to themselves.

GOT BACK AGAIN, THOUGH.

Boardman was not done for yet. He went to the Riverside Wheelmen and said: “I will join your club if you will elect me a delegate to represent the Riversides in the A. C. C.” They hearkened unto the wily scribe, and when the conspirators were counting him a dead cock in the pit, and preparing to further sit on him at the meeting last Friday evening at the Columbia restaurant, Boardman created a panic by springing the Riverside document on the crowd in a very dramatic manner, being flanked by the president of the Riversides, who calmly seconded the Boardman thrust. You could have heard a cholera germ squeak for a minute, and then Boardman reared to his haunches and told the Associated Cycling Clubs the history of what he termed “his persecution,” and wound up with this: “I most earnestly object to being taken by the nape of the neck and hoisted out of the window or thrown into a sewer to drown like a rat.” Boardman was, it seems, a water rat. They don’t drown, they swim; it is only ordinary ground rats that drown, and Boardman is not that kind of a rodent.

President Luscombe was in the chair, and with impatient patience listened to Boardman. C. A. Sheehan, R. G. Betts and Waldorf Fuller also seemed to “have it in” for Boardman.

The discussion became so incriminating and cat-and-dog like that President Luscombe suggested that all but the delegates retire, as the association would go into private fighting session. C. A. Sheehan, a very dudish young man who is fond of saying that he represents the Vanderbilt interests (as a clerk in the West Shore office at so much a week, and who arranged the Pennsylvania railroad excursion to the league meet at Washington, out of which he got fifty cents a head from all the pure and impure ones who went over the road), was the leader in the debate against Boardman, and made about ten long-winded boyish speeches. After it was all over he wanted to assure Boardman that both himself and those in cahoots with him

appreciated Boardman very much, and quoted “the beautiful sentiments” uttered in print by the editor of the New York cycle journal for which Sheehan works in a cash prize way.

Sheehan, like man other lovers of the sport, is in cycling for what there is in it, and the “representative of the Vanderbilt interests” is generally found soliciting advertisements for a program from the trade, and the trade knows his methods, too. Before the winter season is over you will see Sheehan & Company dipping their fingers into the “cash prizes” of some tournament “for the love of the sport.” Just you watch them.

WHY SHEEHAN BOLTED THE BANQUET.

A very funny story was told me about Sheehan and the banquet Boardman got up for the western riders immediately after the relay ride. It seems Boardman tendered the banquet in the name of the A. C. C., and sent invitations. Two of the gallant westerners invited the Pollack girls of Harrigan & Hart’s theater. When all were seated, together with a well-known and respected western woman and several New York ladies, Sheehan appeared, but after sizing up the company in an aesthetic manner whispered to his companions: “Oh, those naughty theatrical girls are here; let us go home,” and home they went. One of the western men is much incensed at Sheehan for his remarks concerning the Misses Pollack, and vows he will thrash him on sight.

Boardman’s action in giving the banquet in the name of the association was condemned by some of the members, who joined with Sheehan in saying that the riders entertained “were not representative western cyclists,” which remarks referred to the entertained.

To further show the calibre of this youth Sheehan, it is only necessary to refer to the recent excursion he arranged. It seems Boardman was interested in booming the B. & O. excursion, out of which he got his little fifty cents a head, and says so frankly, and Sheehan did not like the looks of Boardman’s cycling column—all B. & O. and no Pennsylvania, so went to Business Manager Turner of the Recorder, as “representative of the Pennsylvania system” this time, and wanted to know why the Recorder was booming the B. & O. and freezing out the Pennsylvania. Boardman was called in to see the director and was questioned about it. He made a very frank statement, and told the Recorder people that he could and would run his department without Mr. Sheehan’s assistance, and continued booming B. & O. Sheehan’s action might have resulted differently in newspaper offices where meddlesome busybodies with axes to grind are listened to. This only serves to illustrate the high-toned methods of C. A. Sheehan, who is no relative of the lieutenant-governor of the state, by the way.

But to return to the associated metropolitan cycling clubs a moment. The scheme started with about twenty clubs, and in a very short time a third of them were dropped from the roll, and the treasury holds the robust balance of \$50. It will only be a little while before the A. C. C. will go the way of nearly all such organizations, when wire pulling and backbiting are the principal features.

The Cycling and Carriage Trade.

While sitting at the feet of the well-posted Manager Day of R. L. Coleman & Company the other morning, and trying to run down a rumor of robust proportions regarding the combining of the principal eastern factories, [which is likely to occur, Day showed me a letter written by a carriage journal soliciting

advertising, which made the startling statement that the cycle business rightly belonged to the carriage builders, as it was in the wheel line. On the face of it the argument looked O. K., but we can not forget the fact that it was the cycle trade which forced itself into the carriage business and among horsemen with the pneumatic sulky, and while the carriage trade is a prosperous and conservative one, it has not taught the cycle trade anything. The teaching has all been on the cycle side. There seems to be little doubt, though, that the cycle trade will in the future be closely connected in this country with the carriage business, to the great advantage of both—for the carriage trade is a power financially. Cycle manufacturers then will not be under the necessity of placing agencies, and trust their wares in the hands of local and national racing lights, small hardware people (who don’t know a bicycle from a saw) or the cash store merchants. It looks as if the carriage people are preparing to go into the business, as the following from the Carriage Monthly shows. The article, an editorial, says:

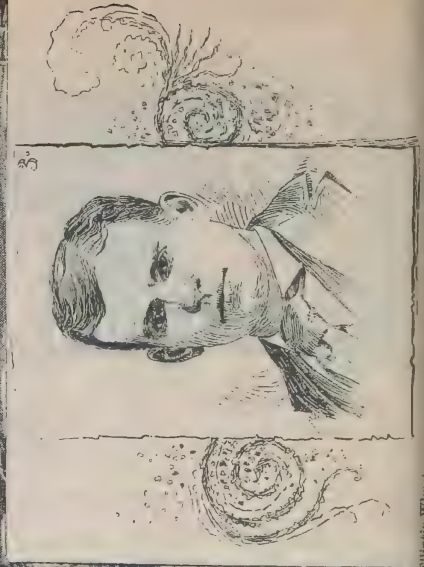
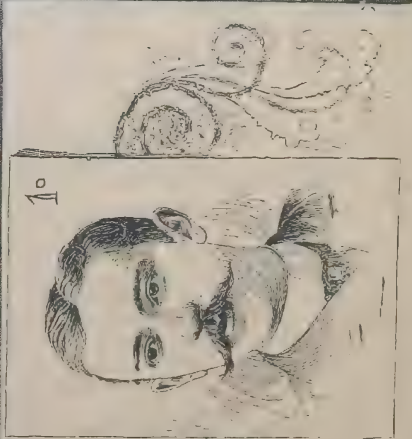
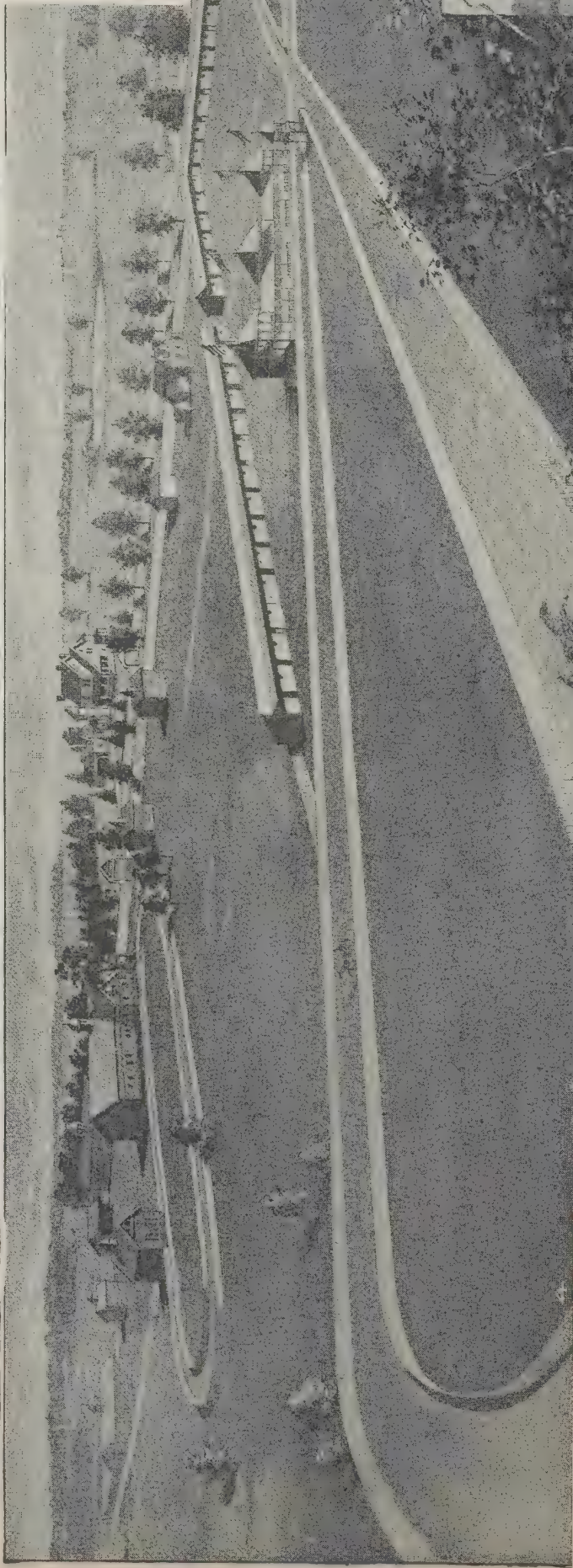
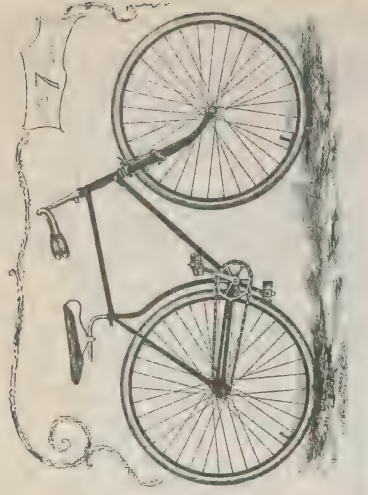
GETTING CLOSER TOGETHER.

The relationship between the bicycle and the wagon has become very close of late. The law has established the status of the former and declares that it is a vehicle having all the rights and only the privileges of the wagon. The bicycle and the buggy are, therefore, second cousins, so to speak, and in the repositories of many enterprising vehicle dealers they are displayed together on the same floor. It is said that the dealers who do this have made a decided hit in their business, and their example is being very generally followed by other dealers. But the family bond between the bicycle and the wagon has been made stronger by the appearance within the past few weeks of a new speeding vehicle, that is a cross between the sulky and the cycle. Horsemen were at first skeptical about its utility, but as soon as they gave it a fair trial there was a tumbling of the world’s trotting and pacing records.

Carriage builders and bicycle manufacturers have been learning something from each other, and are getting closer together in business. The ball-bearing axle was used in Germany fifty years ago on carriages, and was abandoned because it was expensive and the method of application was clumsy. Bicycle manufacturers revived and improved it, and now no bicycle is considered fit to use without the ball bearing axles. Carriage men have recognized its advantages. They have borrowed it and the pneumatic tired small wheel from the bicycle manufacturer, and these constitute the salient points of the so-called bicycle sulky which we illustrate and describe on another page. While the inflated tire, as at present made, may not be adopted for all vehicles, ball bearing axles doubtless will be, and since a partnership in inventive genius has been formed between the bicycle manufacturer and the carriage builder, it will not be difficult to evolve something that shall combine many of the advantages of the pneumatic tire of the bicycle with the increased durability of the solid rubber tire of the carriage. It is a happy circumstance that bicycle and buggy manufacturers and dealers have been brought into such close and interesting business relations.

The Professional League.

Seated in the grand stand of the Manhattan field Saturday with A. A. Zimmerman, George Taylor, W. F. Murphy, George Banker and Willis B. Troy, the ever-green cash prize question came up by my reminding Troy of that fairy story he told a Baltimore reporter, who in turn told it to many American papers by aid of the telegraph the same day. Troy at first refused to father the story, and stated that no one had been authorized to use Spalding’s name. It was there the schemers made a mistake, as your correspondent got a denial from Spalding and in turn gave it to the Associated Press man, who pricked the fairy tale pretty effectually. Troy, in an unguarded moment, however, owned up to being one of the originators of the story, and remarked that he had mentioned to the other one (a Philadelphia young man): “I know one who will smile at this story, and that is Morgan,” but who was not deceived by the report. Troy says now that it may not



1.—C. F. Tucker, referee. 2.—The Barns. 3.—C. W. Williams, owner of track. 4.—The Kite Track. 5.—T. W. Eck, Johnson's trainer. 6.—Mr. Williams' House. 7.—The Elliptic Wheel.

1893.

1893.

ALWAYS IN THE LEAD!

We now have samples of Telephone
Cycles for "1893."

AGENTS wanting exclusive territory for a strictly High Grade machine
will do well by corresponding with us.

GENT'S WHEEL Weighs 34 Lbs.

LADY'S WHEEL Weighs 36 Lbs.

Kirkwood, Miller & Company,

PEORIA, ILL.

come next year, but it will come sooner or later. I do not believe that there is any good ground for the statement that the *Sporting Life's* assertion that "an association to run professional cycling is being formed by that paper," and will believe it when the men behind it are named, and not before. There is no doubt that with money the *Sporting Life* could run it; so could other people just as well. A good organization is all that is needed, besides the cash to run it. I know of three men who would back such a scheme, and one of them saw the REFEREE to that end in New York last week, but they want pool selling and Sunday racing.

SUNDAY RACING AND POOL SELLING.

This should not be encouraged, and here is the hitch. It will prevent such people taking hold. Open betting would kill the scheme, and we had better put up with the amateur farce a little longer than force the professional idea by such means. The scheme will pay without such aids as pool selling, Sunday racing, or selling of liquor on the grounds, and there is the secret of the comparative success of the National base ball league, for the rules of the association strictly prohibit pool selling, Sunday playing and the sale of intoxicants on the association's grounds—all to the credit of Spalding & Company, be it said. I'm afraid the *Sporting Life* is forcing the growth of the cash prize idea, and much as I wish it success, I cannot but think that the present wild rumors and claims will only act as a boomerang to the scheme later on.

"What would you do in the matter, boys?" I asked, turning to Zimmerman & Company. Their reply was that if an association was formed and a success guaranteed they would undoubtedly ride for the cash. Zimmerman said that

"Pete" Berlo, on being asked what he proposed to do in the matter, asked in turn if all the best men would turn professionals. On being assured that they would, Pete said: "Then I guess I'll remain a pure amateur; there's more in it for me." Later in the day Pete's palm itched, and he went up to George Taylor and whispered: "Will they pay expenses this winter, and do they offer any advance money?" This made Taylor collapse.

ZIMMY TO HAVE A CAB STAND.

On asking "Jimmy" if he intended starting a stock farm with his four prize horses, the "skeeter" shook his head and stated that he thought he would start a cab stand at Asbury Park and have Troy as head "cabby." "It would be expensive to keep them idle this winter; they would eat up all my pianos," continued "Arthur the Great." Zimmerman can now lay claim to four industries: a stock farm, piano store, cycle store and general merchandise store, all places stocked under the protection of the amateur rule.

"You were quite right, and I'm glad you quoted me on the demoralizing influences of the race path," said the ex-college man, George F. Taylor. "I really believe and know from my past season it is true. I shall enter the Boston Dental College next week, and will use up my gold and silver medals in filling molars. I'm out of the racing business—it is demoralizing," and with that all hands went across the way to celebrate the wind-up of a great racing season.

Emanuel Got Satisfaction.

A card with the names S. Golder, T. Mullinson, A. Barrows, and the time of their call, 12:21 4-5, lay on my desk last Monday. My office assistant said: "There

has also been a young man in twice to see you; here is his card—B. D. Emanuel. He said the last time he called that he was going to get satisfaction and would not let you escape." This looked serious, especially as I had heard the "minor" cycle dealer had told a Brooklyn man that both the *Sporting Times* and the REFEREE representatives would get hurt for certain plain statements they had made in their respective papers about a young man (a minor) who had ordered goods and executed a song and dance when payment was spoken of. So not wishing to disappoint B. D. Emanuel or try to escape, the REFEREE representative thought he would look over his exchanges and await the destroyer's coming. Just when he had got mightily interested in an English *Cycling* editorial about "Two shows a mistake," a voice at his elbow said:

"I'm the amateur bicyclist."

"What's that?" abstractedly queried the REFEREE man, still reading Sisley on shows.

"I'm the amateur bicyclist," came the voice in louder tones.

"One of them, I suppose," the REFEREE man responded, getting more deeply interested in cycle shows; "do you go for cash or pots?" was ventured.

"I'm B. D. Emanuel," came again.

"Emanuel, Emanuel—seems to me I have heard that name before." Emanuel was a good man but, never rode a bicycle, so the REFEREE man turned and beheld a very ordinary looking "amacher," who did not look as if he would injure a fly, and asked to what was he indebted for Emanuel's visit. Flourishing a copy of the REFEREE the "amateur bicyclist" demanded in blood-thirsty tones if I had written "that," pointing to a little notice of a "minor, who looked like a man to the Bidwell and Gendron people when they sold him

goods." The REFEREE man pleaded guilty to the soft imprachment, and read a little more of the Sisley show article.

"It's false, every word of it," protested the man or minor, "and I'll make you prove its truth."

"That's for you to do; you must prove its untruth, which I fancy you will have hard work to do," replied Sisley's admirer. "But, Emanuel, if you will only go with me to-morrow and have a little talk with the Bidwell and Gendron people and explain away to my satisfaction certain charges, I will make the *amende honorable*."

This Emanuel preferred not to do, but left after being assured that the REFEREE was responsible, and his threat of a disastrous suit would not cause any loss of sleep to the staff, and that birds of his plumage looked really more dangerous than they actually were. B. D. Emanuel came into the REFEREE office with a lie on his lips and stated an untruth when he said that he had not bought any goods of the Gendron company. Mr. Emanuel would possibly like to see a bill of the goods, and for his ready lie this additional notice. What the REFEREE stated was a fact, and when a New York paper attempts to shield a trade swindler it is simply placing a premium on dishonesty.

The Madison Square Garden.

When a representative of the Associated Cycling Club called on the Madison Square Garden company to talk up an amateur six-day meet, the garden people talked cycle show in connection and suggested that the amateurs pay all expenses and then divide with the garden the profits, if any. R. G. Betts jumped up in the meeting and said: "Nay, Pauline, no cycle show; the trade is not over the shock of the last one yet." There can be only one cycle show this year, and that not in Madison Square Garden,

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But "the representative of the Vanderbilt interests" stated that he had seen the garden people and he thought the company would pay all expenses of a meet and then divide with the A. C. C. the profits after expenses were paid. The A. C. C. could not lose anything by the latter proposition—only have the work for the reward. But then they are in the sport for the love of it only. There is no doubt that one or two will find some "cash prizes" in it, even though it be a financial failure. Keep track of it and see!

Good Meet at Wellsville, O.

Something like 1,200 people attended the first race meet of the Tuscarora C. C. at Wellsville, Ohio, Thursday last. The races were well managed and proved interesting. Among the thirty entrants were a half dozen from Pittsburg and Brown of Cleveland. Yarsky of Akron and Bannister of Youngstown. The track was in fine shape, but no remarkable time was made, 2:40 being the fastest for the mile. The results were as follows:

One-mile, novice—W. C. Moore, 1; A. M. Irwin, 2; P. J. Myler, 3; time, 2:46 1-4.
Quarter-mile, boys—Clyde Quimby, 1; Kennedy Lang, 2; time, :39 1-2.
Half-mile, open, fifty yards flying start—L. H. Bannister, 1; A. L. Banker, 2; C. K. Gibson, 3; time, 1:14.
Mile, handicap, open—A. I. Brown, 1; E. Zarsky, 2; W. C. Moore, 3; time, 2:35.
Half-mile, club championship race between Wellsville amateurs—C. R. McDonald, 1; W. L. Barnes, 2; time, 1:30.
One-mile, club championship—C. R. McDonald, 1; A. C. McBane, 2; time, 3:02.
One-mile, open—A. I. Brown, 1; L. H. Bannister, 2; A. L. Banker, 3; time, 2:41.
One-mile, 3:00 class—W. C. Moore, 1; C. K. Gibson, 2; time, 2:56 1-2.
Quarter-mile—E. Zarsky, 1; A. L. Banker, 2; C. K. Gibson, 3; time, :37 3-4.
Two mile, handicap—A. I. Brown, 1; L. H. Bannister, 2; E. Zarsky, 3; time, 5:36.
Hundred yards, slow race—A. L. Banker, 1; Frank Morrow, 2; C. R. McDonald, 3.
Two-mile, open—C. K. Gibson, 1; L. H. Bannister, 2; time, 5:45 1-2.

FEATHERSTONE DEFEATS BIDWELL.

The Suit over the Pneumatic Tire Decided by the Circuit Court.

Information was received in Chicago Saturday that Judge Townsend, of the United States Circuit Court for the southern district of New York, had rendered his decision in favor of A. Featherstone and against the George R. Bidwell Cycle Company and the Thomas Inflatable Tire Company in the great suit over the pneumatic tire patents. The result was, of course, the talk along Cycle row. Just what the result will be cannot now be told. The suit was brought July 9, 1891, and argued finally in June, 1892, by Duncan & Page for Featherstone, and Francis T. Chambers for Bidwell. The suit was for an injunction and accounting, and was brought on claims 4 and 5 of the reissue of the Dunlop patent. In the decision, which Mr. Featherstone showed a REFEREE representative, the court defends the presence of claims 1 2 and 3, but does not pass on their validity because the suit was brought on the other two claims. The history and result of the case is best told by Mr. Featherstone in an interview with a REFEREE representative. Mr. Featherstone said:

"In regard to the decision in our suit against the George R. Bidwell Cycle Company and the Thomas Inflatable Tire Company, will say that we have secured an injunction against them and an accounting. The patent sued on was our reissue patent of March 24, 1891. We only insisted upon infringement of the fourth and fifth claims of our patent, not arguing any other claims but these, as it was not necessary to do so. The question of the validity of only these two claims was argued, as will be seen by quoting from the decision handed down by Judge Townsend, in which he says: 'Since upon the argument of the case complainant only insisted upon the infringement of claims 4 and 5 of the reissue, and question of the validity of the other claims need not now be considered.'

"We brought into question only two of the claims of this patent, and both of them the court decided to be valid, and at the same time, saying

(that as we have not insisted on the other claims, it was not necessary to pass upon them. We were allowed all we asked for. The claims we sued on were decided valid. The validity of the other claims will probably be tested on some other tire.

"Yes, it is possible they may appeal this case and we hope they will, but we do not see what they can gain by it. When a patent case has been passed upon by so eminent a jurist as Judge Townsend, who passed upon this case, there is not one chance in a thousand of the decision being reversed. Even if this case is appealed it will soon be reached, as it must go to the new court of appeals, which is a newly established court with a clear docket. As soon as this case is taken before it, it will be immediately passed upon. If the case is appealed we shall feel just as we have felt all along—that we are in the right and will carry our point.

"We have said very little about what we were doing and what we were going to do for the past six months in regard to these patent suits. We have only asked the trade to wait and see the result. We think it is generally found that we do pretty nearly what we say we will, and we are always ready to stand behind what we do say.

"This is our first suit under these patents. We have won it and have been allowed an injunction and an order for an accounting. If our patent was not considered valid by the court, we do not think we should have obtained this injunction. Only two claims of this patent were litigated and passed upon, and those two claims were sustained. The Bidwell Company is effectually shut out from making anything that infringes claims 4, 5, 6 or 7 of this patent. The remaining claims were not passed upon. If this case is appealed a decision on the appeal should be reached in sixty days, and we have not the least doubt in the world but the court of appeals if called upon will sustain Judge Townsend's decision."

The Bidwell company write us as follows:

THE REFEREE—The decision in the suit of Featherstone vs. Bidwell has just been handed down by a lower court judge. The suit was originally brought on seven claims for the mode of attaching pneumatic tires to the rims of bicycles, etc., and all but one claim was thrown out by the court. The claim allowed was the mode of fastening the flaps to the canvas tubing and cementing the same to the rims. This method of making the tire we discarded some time ago in making our experiments for 1893, and is entirely eliminated from our 1893 tire, as we have made a marked improvement. We immediately entered

an appeal and feel confident that the decision of the court of appeals will be in line with the decision of the other six claims of the present suit. GEORGE R. BIDWELL, CYCLE COMPANY.

There is no telling just what effect the decision will have on the tire business in this country, but that it will have some goes without saying. Those who have used tires which were infringements on the Dunlop patents can undoubtedly be asked and made to settle, the same as those who made infringing tires. The result probably does not affect Morgan & Wright, whose tires are not infringements, at least so far as claims four and five are concerned; and other makes would probably escape also.

Who Was the Victim?

En route to Peoria Sept. 26, on the C., B. & Q. train which left Chicago at 10:30 at night, a party of toughs boarded the train and assaulted the passengers, a wheelman being among those roughly handled. This gang has been arrested and will be prosecuted, but the wheelman who was assaulted is unknown. The railroad officials desire him to send his name and address to T. F. Sheridan, lock box 951, Chicago.

The Riverside A. C. cyclers will hold the following races at the Waverly, N. J., track on October 15: One-mile, novice; two mile, scratch; three-mile, team, open to New Jersey clubs; one-mile, handicap; half-mile, handicap, and two-mile, handicap.

The fifteen-mile handicap road race of the colored wheelmen of Plainfield, N. J., was held Thursday of last week over the Fanwood-Cotch Plains course. It was won by J. Bolden (five minutes) in 54:32 1-2; E. Martin (four minutes) was second.

The Chicopee Falls (Mass.) riders will enjoy a five-mile road race to-morrow.

JACKSONVILLE'S MEET.

THE CHICAGO MEN CAPTURE ALL THE IMPORTANT EVENTS.

Johnson Secures Only One First, but Makes a Fast Mile—Lumsden Wins an \$800 Piano—Other Men Ride Well.

JACKSONVILLE, Ill., Oct. 3.—Jacksonville, the peer of the western circuit thus far, may well be proud of her race meet, her track, to-day's races and the royal reception which her wheelmen have given the half-thousand visitors within her gates. The city is in holiday attire and all is interest in the cycle races and their outcome. The reception committee, headed by the Juvenile band, met the visitors as they alighted from the trains and escorted them to the various hotels. The Dunlap, conceded to be headquarters, is full to the doors and the Pacific is just as crowded. The big bugs are at the Dunlap, but not all, for Chief Consul Gerould and the Chicago club's team, together with the St. Louis delegation, including Chief Consul Bob Holm, is at the Pacific. A photo was taken after dinner at the Dunlap, and the wheelmen fell in line for a mile and a half march to the track. To-night a lantern parade was held, two or three hundred people being in line, many with handsomely decorated wheels. A ball is in full blast, to which none but L. A. W. members who can show their cards are admitted, others being charged \$2.

HAD GOOD WEATHER.

The weather is grand although a little warm for comfort indoors. A stiff breeze has blown all day, but made little difference at the track, as it is well shielded by the buildings and hill, on whose sloping side it is built. This track is a half-mile in circumference and cost some \$30,000. The track has easy turns with a long straight. It is situated on the grounds of the Morgan County Fair Association, a mile and a half from town. From the grand stand, a two-story affair, every foot of the surface can be seen. The track surface is hard and smooth and very tempting to the speedy pedalers, as was evinced in to-day's races.

Probably not over 2,500 people witnessed to-day's events and this was a chilly crowd, which knew not when to cheer. It was thought to awaken interest by announcing that Johnson would go against his own records to-morrow, paced by a running horse, nor was the effort in vain. The races were run promptly. No time limit was placed nor was any needed, for all times were fast.

THE OFFICERS.

The officers of the day were: Referee, F. P. Priol, New York; judges, H. G. Rouse, C. H. Robinson, James Joyce, Jr., and Dr. J. W. Hairgrove; clerk of the course, Fred Pattee; starter, A. L. Atkins; timers, F. W. Gerould, Ed De Blois, Boston; W. M. Brewster, Quincy, and J. L. Wister, Peoria; announcer, W. A. Shockley, Boston.

Johnson made his appearance but got no better than second to Lumsden. Munger remained in Cincinnati and will meet the team at Evansville. Rhodes had suffered intense agony for twenty-four hours from toothache and had the molar yanked. He rides Tuesday. Otherwise the Chicago club men were all right and showed it by carrying their colors to the front in nearly every race.

LUMSDEN AND BLISS FELL.

Fully 2,500 people were seated in the spacious grand stands, the main stand

two stories high. The track center was entirely clear, even the band being taken over to the other side. The contest began at 2:45, and two hours and a quarter were taken to run off the ten events. In addition to the race programme A. J. Nicolet of Chicago gave a clever exhibition of fancy and trick riding. He used the ordinary, eagle and safety, and rode a quarter-mile on one wheel of the safety.

Githens went a mile to break the track record of 2:27 3-5 and lowered it exactly ten seconds. There was but one serious trouble, serious in two ways. In the mile handicap Lumsden had the mile record in competition well within his grasp at the three-quarter pole, when, in passing the bunch, some one wobbled. Lumsden went down, and Bliss, who was close up, raising his front wheel, cleared Lumsden with that but ran over his stomach with the rear, and then went down himself. Both wheels were damaged, that of Bliss being irreparably broken. Lumsden was somewhat hurt and was afraid he would not be able to ride Tuesday. Every event was run in good time. There were no claims of foul, and not a hitch of any kind.

CHICAGO SCORES FIRST.

The first event was the novice race, in which eight men started. The field was bunched to the three-quarters, when A. Green of the Chicago club came to the front rapidly and in a long sprint won by a half-dozen lengths from Frank

feet in 33 4-5 sec., the Minneapolis man apparently sprinting as well as Lumsden but not better. Githens was third and Stevenson of Peoria fourth. Bliss was out of it in the sprint as was also Harding and Tidd.

The Lockwood Cycling Club's two-mile handicap was an easy victory for C. R. Kirby from the 150 yard mark, Irving Woods, the scratch man, second, and E. L. Angle, 300 yards, so far back they failed to count him. These were the only starters.

Lumsden was scratch man in the one-mile handicap, and Bliss twenty-five yards. These two and Bert Myers, forty-five yards, soon gathered together and at a quarter from home Lumsden was passing the leader and had the mile competition record well in hand. A rider in front wavered, wobbled, and Lumsden struck him, falling on his back and throwing his arm up just as Bliss, who had been following closely, rode over him. Bliss came down hard and his wheel was a wreck. H. R. Steenson won by a length from O. C. Green, of the Chicago club, while H. N. Stringer just defeated Keator for third place and that was all.

DISTANCED THE G. O. O.

An ordinary race is such a rarity that sounds of ridicule were heard when E. D. Bamberger mounted his geared ordinary for the contest, which he won handily from F. C. Wing on a pneumatic Pony Star. Frank Padgett, of Jackson-

Githens was but six inches behind Johnson, and Roy Keator a good fourth, beating Bliss for the third time in two days racing.

A. Green captured two firsts, O. C. Green, his brother, one first and two seconds, Lumsden two firsts, and Ballard one first, all the other Chicago men faring well.

THE SUMMARY.

One mile, novice—A. Green, C. C. C., 1; Frank Padgett, Jacksonville, 2; R. A. Waters, Bloomington, 3; time, 3:44.

Two-mile, handicap—H. N. Stringer, Elgin, 300 yards, 1; O. C. Green, C. C. C., 180, 2; Roy Keator, L. C. C., 275, 3; J. S. Johnson, C. C. C., scratch, 4; J. P. Bliss, C. C. C., 40, 5; time, 4:50 4-5. Time of scratch man, 4:52 2-5.

One mile, Illinois division—E. W. Ballard, C. C. C., 1; F. H. Tuttle, C. C. C., 2; time, 2:40.

Quarter-mile, open—A. E. Lumsden, C. C. C., 1; J. S. Johnson, 2; H. A. Githens, C. C. C., 3; H. R. Steenson, Peoria, 4; time, 33 4-5.

Two mile, Lockwood C. C., handicap—C. R. Kirby, 150 yards, 1; Irving Woods, scratch, 2; E. L. Angle, 300 yards, 3.

One mile, handicap—H. R. Steenson, 120 yards, 1; O. C. Green, 100, 2; H. N. Stringer, 150, 3; Roy Keator, 120, 4; time, 2:19 1-5.

One mile, ordinary, open—E. D. Bamberger, Chicago, 1; F. Wing, Ottawa, 2; F. Padgett, 3; time, 2:51 3-5.

Half-mile, handicap—O. C. Green, 50 yards, 1; H. A. Githens, 25, 2; Roy Keator, 65, 3; J. P. Bliss, 15, 4; time, 1:07 1-5.

Two-mile, 6.00 class—A. Green, 1; H. N. Stringer, 2; E. E. Anderson, Roodhouse, 3; R. M. Tidd, Elgin, 4; time, 5:36 2-5.

One mile, open—A. E. Lumsden, 1; J. S. Johnson, 2; H. A. Githens, 3; Roy Keator, 4; J. P. Bliss, 5; time, 2:51 3-5.

Jacksonville's Second Day.

The races of to-day were brilliant in every way. They were run promptly and with a vim which aroused the crowd that was lacking in enthusiasm the first day. The weather was perfect and the breeze not at all stiff. Probably 2,000 people were in attendance. When Johnson won the two-mile open race, the first event of the day, there was a great hulla-balloo, and this was intensified in the later contests over the hair splitting finishes. It is very doubtful if a meet was ever held where so many close and exciting finishes occurred. The men were evenly matched in every contest. The Green brothers, of the Chicago club, were a surprise to their friends. They won seven prizes of a total value of \$700, and had only one wheel to ride. The elder Green, father of the boys, came down to see his boys race to-day. He is a prominent Chicago merchant. Rhodes' improved form was also a surprise. The happiest man to-day was Arthur E. Lumsden when he won the cabinet grand piano. For a long time Lumsden had wanted a piano, which he failed to get in two contests. Johnson had made preparations to go against his own records to-day, paced by a running horse, but the horse could not be found that was fast enough. He rode a mile to lower the track record made by Githens yesterday, and succeeded in doing 2:13. Githens' record was 2:17 2-5.

The last quarter of the great five-mile open race was ridden by Lumsden in 28 2-5 sec., and Rhodes rode a flying quarter this morning in 27 1-5 sec.

The three-minute class race was won to-day in 2:37 1-5, fast time surely for a three-minute class race. Keator and Myers had prepared to ride a unicycle race but Myers unfortunately broke a pedal.

JOHNSON'S FIRST WIN.

The first event was the two-mile open, in which Johnson, Rhodes, Myers, Githens and Bliss were competitors. The race was all in the last quarter, Johnson succeeding in getting first place, his first and only win of the meet. Rhodes made a great effort but lost by a foot. Bert Myers flew into third place on the sprint with Keator at his heels and Bliss a good fifth.

The mile ordinary handicap brought

AN INCIDENT OF THE ELGIN TRACK.



Padgett, of Jacksonville. The time, 2:44, was better than that of several other races. Green rode his brother's wheel, owning none of his own—a novice surely.

In the two-mile handicap fourteen men started. Johnson was sent away from the scratch mark. Bliss had forty yards, Githens seventy-five and Keator 275. The limit man, W. A. Young, had 250 yards. Keator was soon leading the procession, but Johnson, with Bliss and Githens as pacemakers, rapidly overtook them. Stringer of Elgin was away like a shot on the last quarter, with O. C. Green in hot pursuit. Stringer won by a length, Green second and Keator third, with Johnson close to his rear wheel and Bliss fifth. The winner's time was 4:50 4-5, Johnson's time 4:52 2-5, the record being 4:51.

BALLARD WINS FROM TUTTLE.

The one-mile Illinois division championship race was a failure. E. W. Ballard defeated F. H. Tuttle a couple of lengths, the latter setting nearly all the pace in 2:40.

The quarter-mile open was a red-hot contest between Lumsden and Johnson. The latter trailed the Chicago man throughout and was beaten by a couple of

feet, on a g. o. o., being an eighth of a mile behind.

The two-mile handicap was a great contest. Seventeen starters, with Johnson on scratch, Bliss, fifteen yards and Githens, twenty-five. The latter ran into second place, O. C. Green, fifty yards, winning in a great sprint, while Keator was third, some yards ahead of Bliss, who could not sprint with a sixty-two and a half inch gear on a strange machine, being accustomed to a sixty-eight inch gear.

The two-mile, six-minute class, was a fine race between a dozen men who used head-work for three laps, then threw all to the dogs and rode like a whirlwind, all bunched down the home stretch. A. Green, who had just won his novice race, won this, although he unintentionally fouled Stringer, of Elgin, by cutting across the track. E. F. Anderson was third, but a foot behind the Elgin man, and R. M. Tidd was fourth.

LUMSDEN BEATS JOHNSON.

The last race of the day was the one mile open in which Lumsden appeared all bandaged up and looking a loser. Johnson was in for blood and rode well and hard, but Lumsden was too much for him and won by about six inches.

BIDWELL

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three starters. The handicapping of Bamberger over Wing was a surprise, and the Chicago man was asked to ride from scratch with Wing, whom he had easily beaten the day before. On the last quarter it was any man's race. Wing won by a very narrow margin right on the tape; Bamberger second; time, 2:42 2-5. Wing rode a pony pneumatic Star, and Bamberger a geared ordinary.

KEATOR IS A CHAMPION!

Three men appeared for the two-mile Illinois division race. E. W. Ballard led easily on the last quarter, Keator second. Ballard's tire became uncemented and out off the valve, so he was out of the race. Keator sprinted rapidly into first place, Steenson second, and Ballard walked into third place; time, 5:53.

In the half-mile open seven men started. It was a procession to the quarter, when Lumsden and Johnson shot to the front, with Githens fighting his way out. Lumsden won first place and Githens beat Johnson out for second, J. P. Bliss being fourth to cross the tape; time, 1:12.

In the three-minute class seven men started and rode in procession for three-quarters of a mile, when suddenly the entire field broke for home as if by pre-arranged signal. Stringer took the lead and crossed the tape in the lead with Green a good second and Dever third. Time, 2:37 1-5.

BLISS BEATS JOHNSON.

The two-mile handicap race had but seven starters, with Johnson on scratch, Bliss, 45 yards and Bert Myers 120 yards. Eck sent Johnson off, and he quickly overhauled Bliss and Myers and later the entire bunch. Bliss led on the last quarter and crossed the tape first. Johnson had delayed his spurt too long and was beaten out by Bert Myers, who took second, O. C. Green third, Johnson getting only fourth place; time, 5:15 2-5.

The team race was conceded to the Chicago Cycling Club without contest.

Seventeen men were away with the crack of the pistol in the mile handicap, the largest field of the day, with Lumsden at scratch out for the mile competition record. Lumsden soon caught Githens, and on the last lap rapidly passed the field one by one, but the effort was too much and Myers won, Ballard just drawing into second place, with Lumsden third; time, 2:17 3-5. Lumsden's time was 2:18 2-5, some three seconds shy, the fastest time, nevertheless, for two miles that was ever ridden in the west.

Irring Wood easily won the mile Lockwood Cycling Club race, C. B. Kirby second and F. H. Mosely third; time, 2:50 3-5.

LUMSDEN WINS THE PIANO.

The last even of the day was the contest for a cabinet grand piano for five miles. The starters were Rhodes, Githens, Lumsden, Johnson, Bliss, Keator, Steenson, Myers, Green and Merrill. The latter was quickly out of it, although the pace was not fast. Lumsden was in the race to win, and well did he perform the work laid out before him. The men were put under a fifteen-minute limit, with no run over. All took a hand in the pace making, Myers probably doing more than his share. A half-mile from the finish all looked anxious. Steenson took the lead on the back stretch and made it red-hot for a quarter, when Lumsden, with Bliss at his heels, shot out and won, Bliss just back and Rhodes struggling under adverse circumstances for the lead. Rhodes was never riding so well as then, and but for Johnson's break in ahead of him stood an excellent show of winning. Johnson rode into fifth place, Githens beating him

out. Myers was sixth; time, 14:00 3-5. The Chicago club men went wild over their favorite's victory, and carried him on shoulders down by the grand stand, even Lumsden himself joining in the club yell.

THE SUMMARY.

Two-mile, open, seven starters—J. S. Johnson, C. C. C., 1; W. A. Rhodes, C. C. C., 2; Bert Myers, Peoria B. C., 3; J. P. Bliss, C. C. C., 4; H. A. Githens, C. C. C., 5; time, 5:53 3-5.

One-mile, ordinary, handicap, three starters—Frank Wing, Ottawa, scratch, 1; E. D. Bamberger, Chicago, 50 yards, 2; Frank Padgett, Jacksonville, 3; time, 2:42 2-5.

Two-mile, Illinois division—Roy Keator, L. C. C., 1; H. R. Steenson, Peoria, 2; E. W. Ballard, C. C. C., 3; time, 5:52.

Half-mile, open, seven starters—A. E. Lumsden, 1; H. A. Githens, 2; J. S. Johnson, 3; J. P. Bliss, 4; W. A. Rhodes, 5; time, 1:12.

One-mile, 3:00 class, seven starters—H. L. Stringer, Elgin, 1; O. C. Green, C. C. C., 2; H. A. Dever, Rockford, 3; E. E. Anderson, Roodhouse, 4; time, 2:37 1-5.

Mile, handicap—J. P. Bliss, 45 yards, 1; Bert Myers, 120, 2; O. C. Green, 150, 3; J. S. Johnson, scratch, 4; Roy Keator, 200, 5; time, 5:15 2-5; Johnson's time, 5:16 2-5.

One-mile, handicap, seventeen starters—Bert Myers, 60 yards, 1; E. W. Ballard, 70, 2; A. E. Lumsden, scratch, 3; H. A. Githens, 50, 4; time, 2:17 3-5; Lumsden's time, 2:18 2-5.

One-mile, L. C. C.—Irving Woods, 1; C. B. Kirby, 2; F. H. Mosely, 3; time, 2:50 2-5.

Five-mile, open, for cabinet grand piano, ten starters, five prizes—A. E. Lumsden, 1; J. P. Bliss, 2; W. A. Rhodes, 3; H. A. Githens, 4; J. S. Johnson, 5; Bert Myers, 6; time, 14:00 3-5.

Milwaukee Race Gossip.

The rainy weather played havoc with the race meet of the Winnebago Wheelmen, which was to have been held at Fond du Lac on last Saturday. Terry Andrae and John Schmitbauer, of this city, and Louis and Roy Reed, of Ripon, were among the entrants. The Winnebago Wheelmen number about fifty active riders, all of whom are very enthusiastic over the sport. The club is already setting its pins for the next state meet, and aided by citizens of the beautiful city of Fond du Lac, who are also very much interested in cycling, will make a strong pull for the honor.

The racing board of the Milwaukee Wheelmen, encouraged by the success of the recent meet at National Park, have decided to give a series of races at the exposition during the month of November. Five afternoons and a like number of evenings have been agreed upon. This includes a grand Thanksgiving matinee and evening performance. The project will be carried out on an elaborate scale. A grand prize list and other attractions it is thought can induce some of the best talent in the country to participate.

The Mercury Cycling Club, on account of rain, was compelled to postpone its second annual road race. The event, weather favorable, will take place next Saturday.

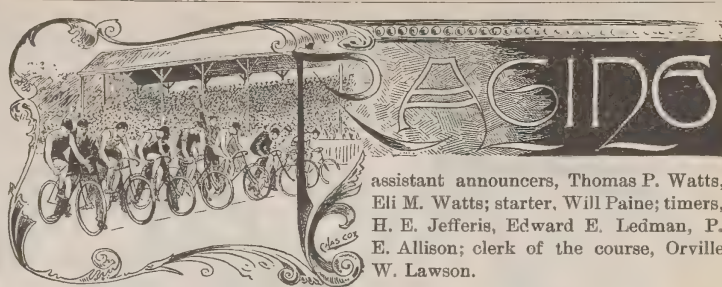
Terry Andrae and John Schmitbauer attended the county fair at Chelton, Wis., last week. They were not looking for anything in the "pot-hunting" line, but nevertheless brought home a silver water set and a gold watch.

Milwaukee will send a number of her best racing men to Chicago to attend the coming tournament. They are training hard under the direction of a well-known trainer, and something is going to drop. Last Thursday Sanger went a half mile in 1:05 flat. It is remarkable time considering the fact that he was not paced by any one. Two men held watches and each caught the same time. A few weeks ago this would have beaten the world's record.

JACK ROYAL.

Five Mile Road Race.

The Somerville Rovers will hold a five-mile road race on Friday, Oct. 21. The committee in charge consists of Messrs. C. S. White, F. S. Lincoln, Fred Haley, William G. Page and W. F. Nelson.



Louisville's First Night.

The "electric tournament" of the Louisville Cycle Club which began on Thursday night of last week at the Auditorium track proved what the management claimed it would be, a success. There were 7,500 people in the grand stand and a quarter of them were ladies, all being very enthusiastic. The track was in good shape, and though there were one on two falls no one was injured. The sixth of a mile circuit is altogether too small to hold races now-a-



W. C. PAINE.

days, when there are such big fields. A quarter-mile track is bad enough, but a sixth is positively dangerous. The officials had things nicely arranged and as a result the races were started with promptness, 8:15 being the time of the first crack of the pistol. Lumsden, Munger, Bliss, Githens and Rhodes were the only fast men there, Johnson and the easterners not showing up, much to the crowd's disappointment. The races resulted as follows:

Half-mile, novice—First heat—Will Boone, 1; T. W. Scholtz, 2; C. L. Bailey, 3; time, 1:30. Second heat—W. H. Irish, 1; C. P. Dodd, 2; F. D. Barber, 3; time, 1:23. Final heat—F. D. Barber, 1; W. H. Irish, 2; C. P. Dodd, 3; time, 1:29.

One-mile, open—A. E. Lumsden, Chicago C. C., 1; W. A. Rhodes, Chicago C. C., 2; H. A. Githens, Chicago C. C., 3; time, 2:40 3-5, track record. Munger made pace two laps, but was afraid of the track and quit. Then Ballard took up the lead, Lumsden and Bliss close up. On the last lap Lumsden spurred and won by twenty yards, while Rhodes beat out Githens by a foot for second.

One-mile, Kentucky riders—T. E. Jeffries, 1; W. M. Guyol, 2; W. A. Rubey, 3; time, 2:51 3-5.

Quarter-mile, open—J. P. Bliss, C. C. C., 1; H. A. Githens, 2; E. W. Ballard, 3; time, :39 1-5. Bliss went out at the start and won by two yards.

Two-mile, handicap—J. P. Bliss, 40 yards, 1; W. A. Rhodes, 40 yards, 2; L. D. Munger, 50 yards, 3; time 5:21 3-5. No scratch men, the forty-yard men being virtually on scratch. Bliss, Rhodes and Ballard soon caught Munger, who then made the pace, the field being overtaken easily. On the last lap Bliss went out and won by a yard.

One-mile, 2:45 class—First heat—J. H. Gardner, Nashville, 1; W. M. Guyol, 2; J. Newson, 3; time, 2:52 2-5. Second heat—T. E. Jeffries, 1; C. E. Tudor, 2; W. A. Rubey, 3; time, 2:51 1-5. Final heat—Gardner, 1; Tudor, 2; Jeffries, 3; time, 3:01. Gardner was disqualified for passing on the inside, and the race was given to Tudor.

One-mile, open—A. E. Lumsden, 1; A. L. Baker, Columbus, 2; H. A. Githens, 3; time, 2:41 1-5. Lumsden made pace all the way and won by a length, while Baker, a promising rider, beat Githens for second.

The officers of the day were: Referee, W. A. Shockley; judges, Hon. Sterling B. Toney, Hon. William L. Jackson, E. A. DeBlois, Dr. H. B. Tileston, G. E. Johnson; announcer, W. C. Marion, Jr.;

assistant announcers, Thomas P. Watts, Eli M. Watts; starter, Will Paine; timers, H. E. Jeffries, Edward E. Ledman, P. E. Allison; clerk of the course, Orville W. Lawson.

The Second Night's Races.

The attendance the second night was even larger than that of the first, and the crowd was more enthusiastic. Munger gathered in another piano, winning the five-mile open from Lumsden by five yards. Lumsden made a protest, claiming that the number of laps posted was wrong and thereby misleading, but the protest was not allowed. In the evening the prizes were distributed at the club house of the Louisville C. C., and several hundred guests were royally entertained. The second day's races resulted as follows:

Three-mile, Louisville club championship—J. E. Jeffries, 1; W. A. Rubey, 2; W. P. Boone, 3; time, 9:20.

Half-mile, open—A. E. Lumsden, 1; W. A. Rhodes, 2; time, 1:20. Only two starters; Lumsden led all the way and won by a yard.

One-mile, handicap—A. L. Baker, 50 yds., 1; J. P. Bliss, scratch, 2; H. A. Githens, scratch, 3; time, 2:38. Bliss' time was 2:38 2-5, a new record for the track, and for which Bliss received a \$50 cup. The whole field was within a hundred feet.

One-mile, 3:00-class—T. E. Jeffries, 1; W. A. Rubey, 2; Cliff Creed, 3; time, 3:01. Jeffries was pushed by Rubey at the finish only.

One-mile, invitation—T. E. Jeffries, 1; W. A. Rubey, 2; W. M. Guyol, 3; time, 2:58 3-5. Jeffries finished a yard ahead of Rubey, who was the same distance in front of Guyol at the finish.

One-sixth mile, heats—First heat—J. P. Bliss, 1; L. D. Munger, 2; W. M. Guyol, 3; time, :27 3-5. Second heat—Same result; time, :27 2-5.

Five-mile, open (piano race)—L. D. Munger, 1; A. E. Lumsden, 2; A. L. Baker, 3; time, 14:58, two seconds inside the time limit. Baker began the running and Munger soon took it up, with Lumsden and Bliss close up, and Guyol dropped out at the end of a mile and Githens went to the front. Munger made pace the third mile and pretty much every lap thereafter and then won from Lumsden, Baker beating Githens and Bliss. The miles were made in 2:54, 2:52; 3:01; 3:12 and 2:59, respectively.

* * *

Chicago's Coming Meet.

Unless all signs fail, the meet of the Chicago Cycling Club at Washington Park Oct. 21 and 22 will, the weather permitting, equal Springfield's diamond tournament. If Zimmerman and Tyler keep their word and attend, the club arranges to have Nancy Hanks go for a record at a cost of \$2,500, as the scheme now is, or a match is arranged between Nancy and Jimmy, then it will be the banner meet of 1892. Thousands will be in Chicago on those days, the time of dedicating the world's fair buildings and grounds, and the bicycle races should secure a large attendance. The grounds will easily accommodate 60,000 to 75,000 people, and with the programme as now arranged fully 50,000 people should pass through the gates during the two days. Several committees are actively at work on the meet, and the details are being arranged rapidly.

Besides the Illinois Central road the L road and cable line will reach the grounds, so that transportation facilities will be unsurpassed, and as the distance is but six miles from town by wheel, many can ride and find a safe place to leave their wheels.

Some 10,000 handsome souvenir programmes are being printed, which will be sent out and the city will soon be placarded with new and handsome bills. The track is now in shape to train on, and those who have entered and paid their fees will be given tickets admitting them to the park to practice. On the 15th all horses will be ordered off and then the track will be put in the

THE REFEREE.

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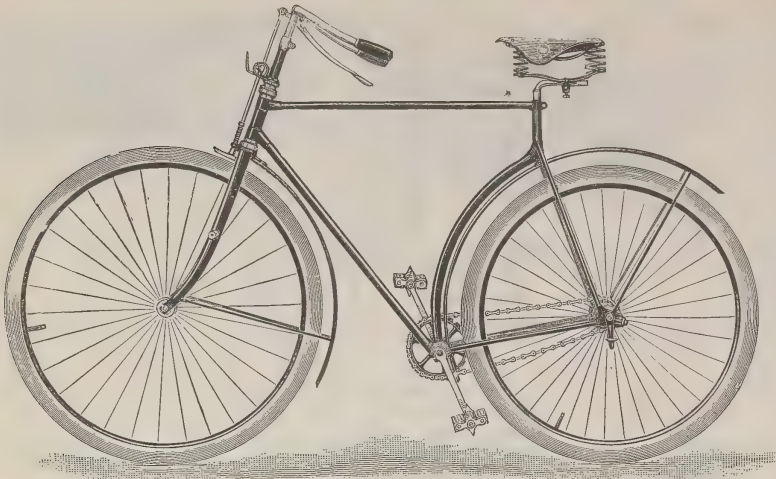
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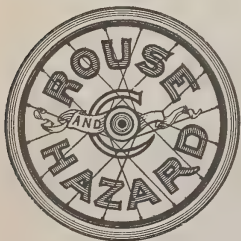
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best possible condition. As the racing board and executive committee both hold meetings in Chicago Oct. 22 it is probable that the officials will be selected from among the members of the two bodies. The prizes will probably equal those of any meet given this year. Entries close next Friday with N. H. Van Sicklen, 57 Plymouth place, or Charles P. Root, 334 Dearborn street. The events will be as follows:

FRIDAY.

- 1. One mile novice.
- 2. One mile, 2:20 class.
- 3. Half-mile, handicap, heats.
- 4. Two mile, handicap.
- 5. Quarter-mile, open.
- 6. Two mile, open.

SATURDAY.

- 7. One-mile, 2:40 class.
- 8. Two-mile, 5:00 class.
- 9. One-mile, handicap, 2:30 record.
- 10. Five-mile, invitation, handicap.
- 11. Half-mile, open.
- 12. One-mile, dedication.
- 13. Half-mile, handicap, final

More Records by Windle.

Windle evidently was not satisfied

thinks he can make better than Johnson's time."

Buffalo Ramblers Beat the Press C. C.

Saturday, although favored with sunshine, clear skies and a medium temperature, was not one of the best days for making time over the Corfu course, as a strong wind was blowing. It was as early as 2 p. m. when the wheelmen began to congregate at the Parade House to witness the start in the Rose team road race. It was expected that all the wheel clubs in the city would be represented and the cycling section of different athletic clubs as well, but entries from the Ramblers B. C., the Press C. C. and the Wanderers B. C. were the only ones received. When the time for the placing of the men arrived but twelve men faced the tape. The clubs were represented as follows: Ramblers B. C., F. E. Klipfel, B. Cleveland, E. E. Weinig, W. F. Buse and F. C. Fuhrmann; Press C. C., C. H. Callahan, J. W. Linnemann, F. W. Runser, G. W. Luce, R. W. Conn and Jesse Kittenger.

The starter, W. C. Mason, got the dozen men away at 2:28:30. The high

lunge the Buffalo Ramblers B. C. to a team race from one to 100 miles for a trophy valued at from \$50 to \$100, teams to consist of three to six men, race to be run Saturday, Oct. 15, the course to be decided upon later.

C. H. CALLAHAN, Captain.
W. H. LAMPMAN, First Lieutenant.

On behalf of C. H. Callahan, I hereby challenge any member of the Buffalo Ramblers B. C. to a race from one to 100 miles for a trophy valued at from \$50 to \$500. Messrs. Weinig, Buse, Banker and Cleveland preferred.

W. H. LAMPMAN, First Lieutenant.

The challenge will not be considered by the Ramblers, as they feel that the one just finished should end the matter for the season, but are willing to take up the question next year. The defi from Charles Callahan will be accepted and a man will be chosen at an early date to meet him.

The Wilmington Races.

The Wilmington Wheel Club joined forces with the Warren Athletic Club in conducting the fourth annual road and track races this year. The date was originally set for Oct. 1, but was changed to Friday, Sept. 30, in order to secure the attendance of Zimmerman, who was due at New York on Saturday. The Boston road race also interfered by keep-

G. L. Huxley, W. A. C., 2; C. Bower, W. W. C., 3 time, 2:55 2-5.

Half-mile, open—A. A. Zimmerman, N. Y. A. C., 1; W. W. Taxis, P. A. W., 2; Carl Hess, M. A. C., 3; time, 1:13 2-5.

Mile, ordinary, handicap—C. L. Logan, W. W. C., 40 yards, 1; J. H. Draper, A. C. S. N., scratch, 2; time, 3:14 1-5.

Mile, handicap—First heat—O. S. Brandt, W. A. C., 150 yards, 1; J. C. Donnelly, O. W., 90 yards, 2; A. Beggs, W. A. C., 120 yards, 3; time, 2:28 2-5. Second heat—G. M. Coats, A. C. S. N., 130 yards, 1; E. Youse, Reading, 120 yards, 2; B. F. McDaniel, W. W. C., 190 yards, 3; time, 2:27 2-5. Final heat—S. H. Bilyeu, P. A. W., 70 yards, 1; G. M. Coats, A. C. S. N., 2; O. S. Brandt, M. A. C., 150 yards, 3; time, 2:35 3-5.

Half-mile, for boys under 16—Harry Sedgwick, Wilmington, 1; H. Martin, Wilmington, 2; A. Ragan, Wilmington, 3; time, 1:31 2-5.

Half-mile, handicap—First heat—J. J. Diver, A. C. S. N., 75 yards, 1; F. Dunkelberger, C. C., 70 yards, 2; O. S. Brandt, 70 yards, 3; time, 1:08. Second heat—B. F. McDaniel, 90 yards, 1; E. Youse, 60 yards, 2; J. M. Wilbur, 95 yards, 3; time, 1:11. Final heat—J. M. Wilbur, 1; B. F. McDaniel, 2; J. J. Diver, 3; time, 1:09 1-5.

One-mile, 2:50 class—First heat—J. J. Diver, 1; Charles P. King, 2; F. Dunkelberger, 3; time, 2:57. Second heat—O. S. Brandt, 1; W. Barker, 2; E. D. Emanuel, E. W., 3; time, 2:52. Final heat—J. J. Diver, 1; O. S. Brandt, 2; W. Barker, 3; time, 2:49 2-5.

Mile, open—A. A. Zimmerman, 1; W. W. Taxis, 2; Carl Hess, 3; time, 2:40 4-5.

One-mile, 2:35 class, time limit 3 min.—S. H.



JACKSONVILLE—GRAND STAND AND TRACK.

with doing five miles in 11:41, for on Friday last he made an attack on Zimmerman's two-mile record of 4:37 2-5, and cut it down to 4:28 3-5, and his flying mile record of 2:06 4-5 to 2:04 4-5. There was a strong wind blowing at the time, and he intends making another attempt to place the figures at 2 min. or under. He was paced by Harry Arnold, E. A. Nelson, E. A. Smith, C. F. Martin and C. T. Nelson, each a half mile, while at the first mile and a half and the last mile, he was paced by Dornitge, Murphy and Campbell on the triplet. A despatch to the New York Times says: "Windle has just received a letter from Independence, Iowa, describing how Johnson made a mile in 1:56 8-5 out there. A screen behind the sulky drawn by the pace-making horse cut the wind the entire distance. If this record is allowed to stand Windle says he will fix up a mile straightaway course between two railroad tracks, secure a locomotive which shall make the pace, drawing a huge screen in front of him. As the obstruction of the body against the air is the principal obstacle in racing, Windle

wind prevented fast riding, but upon making the turn the scramble for positions occurred and the race began in earnest. As soon as the riders felt the wind upon their backs they began making a good hot pace, and in a short time were strong out over the course. At 5 o'clock at the finish, which was in front of the Parade House, the large crowd was augmented by several hundred wheelmen, who spent the time in a discussion as to the merits of the several contestants.

The following is the official time:

Name.	Time.
C. H. Callahan, P. C. C.	3:04 00
J. W. Linnemann, P. C. C.	3:05 15
W. F. Buse, R. B. C.	3:05 45
B. Cleveland, R. B. C.	3:07 10
F. W. Runser, P. C. C.	3:08 40
E. F. Weinig, R. B. C.	3:16 15
F. Klipfel, R. B. C.	3:16 40
G. Buse, R. B. C.	3:23 00
F. C. Fuhrman, R. B. C.	3:24 30
G. W. Luce, P. C. C.	3:24 45
R. W. Conn, P. C. C.	3:46 00
Jesse Kittinger, P. C. C.	3:47 00

The following challenges have since been published in the daily papers and are self explanatory;

On behalf of the Press C. C. we hereby chal

ing away a number of good road riders. Marriott, of the South End Wheelmen, who won third time prize at Irvington-Milburn Decoration day, was on scratch in this event and captured the time prize and also broke the course record of 1:23 made by McDuffee last year. About 1,500 people were in attendance. The summary follows:

TWENTY-FIVE MILE ROAD RACE.

Name.	Handicap.	Time.
M. K. Lancaster, W. W. C.	10	1 27 50
C. B. Jack, W. W. C.	3	1 22 06
F. B. Marriott, S. E. W.	3	1 20 30
A. A. Gracey, P. A. S. C.	4	not taken,
C. A. Elliott, W. A. C.	2	"
C. Krick, Pa.	3	"
J. E. Booth, W. A. C.	5	"
J. W. Davidson, N. Y.	8	"
Robert Wier, W. A. C.	6	"
L. T. Jeffries, Wil.	7	"
H. C. Beebe, W. W. C.	12	"
Jos. M. Ward, W. W. C.	8	"
J. M. Lingo, Wil.	12	"
E. P. McKay, W. A. C.	9	"
W. D. Venn, W. W. C.	5	"
Minor Pierce, W. W. C.	9	"
H. O. Douglass, P. A. W.	10	"
J. A. Gebhart, Wil.	7	"

TRACK EVENTS.

One-mile, novice—F. H. Middleton, P. A. W., 1;

Bilyeu, 1; J. C. Donnelly, 2; E. V. Hartford, O. A. C., 3; time, 3:07 1-5.

Mile tandem, handicap—Zimmerman, Taxis, scratch, 1; Bilyeu and Donnelly, 100 yards, 2; Booth and Pyle, 200 yards, 3; time, 2:30.

* * *

Zimmy Won Easily.

The two events which commanded the most interest Saturday at the National Amateur Athletic Association championship games was the two-mile bicycle and the five-mile foot race. The bicycle race had Zimmerman, Taylor, Hess, Banker and Murphy as starters. George Taylor was very lame from his Canadian fall, so Banker made a pretty finish for his club with the winged-foot man, who won by a yard, looking around; Taylor third, a yard away; time, 6:35. The race was a sort of pace-in-turn affair, and a very friendly feeling seemed to exist between the men. At two laps Zimmy got his position and a perfect roar of applause greeted him as he played with his field home.

* * *

The Boston Road Race.

The Boston Athletic Club's fourth annual twenty-five mile road race was

THE SIMONDS

ROLLING MACHINE

★ COMPANY ★

MAKES THE BEST BALLS IN THE WORLD.



This has been proven by Actual Tests. The letter

below explains itself:

HARTFORD, CONN., July 11, 1892.

G. W. WEYMOUTH, ESQ., Gen. M'g'r Simonds Rolling Machine Co., Fitchburg, Mass.

DEAR SIR:---Replying to your favor of the 9th inst., would say: That we did make a very thorough test of your steel balls in connection with other makes. All the balls we used were purchased in open market, so as to provide against any selection whatever. This was done for the reason that they would show the run, or about as the balls would be delivered from the manufactory. For uniform strength and size yours far exceed any of the other makers, and, therefore, as the result of the above test, we decided to use the balls manufactured by you.

Yours very truly,

COLT'S PATENT FIRE ARMS M'F'G CO.,

(Signed) L. C. GROVER, Supt.

ANGLO-AMERICAN IRON AND METAL CO.,

PLATT AND PEARL STREETS, N. Y.

TO CYCLE MANUFACTURERS:

"Hercules" Chains, 1 inch pitch, Humber pattern, 1-2, 7-16, 3-8, 5-16 widths, hardened and unhardened. We are prepared to deliver 100,000 chains for this season's business. The **most accurate** chain made in the world. Twenty per cent. lighter than block chain, same size.

"Goodstuff" spoke wire and spokes. Unstretchable, unbreakable, costly; but no first-class maker of light wheels can afford to use any other wire.

Rims for all makes pneumatic tires. Made from best quality **spring temper steel**, smooth and bright; not as low-priced as **hoop iron** rims, but are intended for use. All rims should be lighter in gauge this year. We make them **right**.

Hollow Rims, if you want them. All sizes.

Cement—our own **"Goodstuff"** brand. Best in the market. Loudon's also, if you will have it.

Nipples that are nipples. No poor brass or poorer workmanship, such as some are making. Can deliver 50,000 per day.

Forksides, weldless or brazed.

Mudguards, either steel or aluminum.

Pedals. Bown's and several other makes; rat trap or rubber.

Steps, Lamp Brackets, Coasters. Several varieties of each.

Cups, cut from bar steel (not stamped), finished all over and hardened. You may have had trouble with poor cups. Don't be "bit" again. These are right.

Balls. Our balls are simply **perfection**. We will enter into contract to pay all damage arising from any failure of our balls. Don't buy poor balls. They don't pay.

Bar Steel. C. R. strip steel, screw rod, round, square and hexagon, bright or black. Axle steel, tool steel. We know something about the **steel** business and are willing to give you the benefit of our knowledge.

 **MORE FURTHER ON.**

Anglo-American Iron and Metal Company,

Platt and Pearl Streets, New York.

Manufacturers, Importers and Jobbers.

3-BEAUTIES-3

The James Safety.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle-Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
FULL ROADSTER, Weight 35 Pounds,	- - - - -	\$150 00
TRACK RACER, Weight 25 Pounds,	- - - - -	\$155 00
TRACK RACER, Weight 23 Pounds,	- - - - -	\$160 00

We Guarantee These Weights.



A BIG OFFER!

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention of the rules and regulations of the National Cyclists' Union, and a breach of Amateur Law—we do not intend to depart from this principle, but will present

A Prize Value \$500

to the first Amateur rider who succeeds in lowering the One Mile Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

\$500 Hard Cash.

New Buckingham & Adams Cycle Co., Ltd.

Coventry Works, Birmingham, England.

South Road Safety.



FRENCH & SONS, Balham, England.

"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. We guarantee that there is not a single casting throughout. 28 inch wheels, tangent spokes, Warwick hollow rim, round cranks, adjustable handle bar and seat pillar, ball bearing throughout, lamp bracket, geared to 64 or to suit purchaser.

TRACK RACER, Weight 23 Pounds,	- - - - -	\$155 00
ROAD RACER, Weight 29 Pounds,	- - - - -	\$140 00
ROADSTER, Weight 33 Pounds,	- - - - -	\$140 00

Any kind of Pneumatic Tires. We Guarantee Weights.



AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.



L. A. W. MEMBER:—"Yes, it is considerably improved, but it won't be perfect until we move it to Chicago."

held Saturday over the regular course to Wellesley and return. There were ninety-five starters, and the winner turned up in F. B. Emerson of the Press C. C. of Chelsea, an eight-minute man. Fred McDevitt of the Winnimmett C. C. of Chelsea, with nine minutes, was second, and Lonnder of the Malden bicycle club, eight minutes, third. Emerson's time was 1 hr. 22 min. 7 sec. McDuffee from scratch captured the time medal in 1 hr. 18 min. 7 sec., while Monte Scott of Providence started with McDuffee and finished two seconds behind him, thereby securing second time. Van Wagoner of Newport made third best time, 1 hr. 18 min. 18 sec. Thirteen prizes were given, and fifty-six men who finished within twenty minutes of the first man received bronze souvenirs.

Chicagoans Win at Cincinnati.

The racing contingent which was at Louisville Friday night, and which included the Chicago C. C. team, arrived at Cincinnati Saturday morning to take part in the races of the Crescent Wheelmen at the Gentlemen's Driving Park. The crowd numbered about 2,500 people, the track was dusty and slow, there was a strong wind on the backstretch and the races dragged. Eleven out of the dozen events on the programme were run off, the Crescent club's championship being postponed. Jeffries was ruled

out of the three-minute class, and Van Tine, who won it, was disqualified because he had been cautioned not to ride, not being eligible. Rhodes secured one and Lumsden two firsts. The races were as follows:

One-mile, novice—S. Runk, Cincinnati, 1; H. L. Sayers, Hartwell, 2; A. S. Neuch, Cincinnati, 3; time, 2:44 2-5.
One-mile, 2:45 class—Charles Roth, Cincinnati, 1; F. S. Davis, 2; Charles Tudor, 3; time, 2:40.
One-mile, open, flying start—A. E. Lumsden, 1; L. D. Munger, 2; H. A. Githens, 3; time, 2:38 4-5. French set the pace to the three-quarter pole, when Lumsden spurred, barely winning from Munger.
Two-mile, handicap—A. N. French, Cincinnati, 125 yards, 1; L. Munger, scratch, 2; Roy Keator, 90 yards, 3; time, 5:02 4-5. Bliss had 60 yards but forgot to spurt and got only fourth.
One-mile, 3:00 class—C. C. Van Tine, Findlay, 1; L. H. Sayers, 2; C. W. Nisewonger, 3; time, 2:43. Van Tine was disqualified, being ineligible, and Sayers was given the race.
Half-mile, open—J. P. Bliss, 1; W. A. Rhodes, 2; H. A. Githens, 3; time, 1:24; time limit, 1:18. Run over—A. E. Lumsden, 1; J. P. Bliss, 2; H. A. Githens, 3; time, 1:20; limit raised to 1:18.
Cincinnati riders—C. E. Tudor, 1; F. S. Davis, 2; H. Bauers, 3; time, 2:43.
One-mile, handicap—A. N. French, 60 yards, 1; A. L. Baker, 60 yards, 2; A. E. Lumsden, scratch, 3; time, 2:17 3-5. Lumsden's time was 2:19 2-5, the western competition record.
Half-mile, boys—R. Runck, Cincinnati, 1; time, 1:21 2-5.
One-mile, open—W. A. Rhodes, 1; A. L. Baker, 2; L. D. Munger, 3; time, 2:57 1-5. This was a loaf, but a good finish, Munger starting the spurt. Rhodes beat him a foot, however. The time limit was 2:50, but the race was allowed.
Githens attempted to break his own

mile record of 2:22. He was paced by Lumsden, Munger and Bliss on a triplet, but as the pacers could not get around the turns on the long machine and only made the mile in 2:19 3-5, Githens' time was just inside of 2:20.

Gregg Won the Cup.

The Aeolus club's ten-mile road race for the Keats cup was held Saturday on the Humboldt and Douglas park course. Frank Bodach, from scratch, won the time, and was second to Gregg, who won from the 1:30 mark in 32:33. There were fifty entries but few starters. W. E. Bond, E. Mahr and C. E. Croisit were judges, and R. H. Ehlert timed. The first five men in were:

Name.	Handcp.	Time.
P. P. Gregg.....	1:30	32:33
F. Bodach.....	scratch.	31:18
J. Neuman.....	2:00	34:18
B. Wadrich.....	1:30	32:58
L. Bodach.....	2:00	35:00

A Meet at Muscatine, Ia.

The wheelmen of Muscatine, Ia., are arranging a tournament for next Friday, to be held at the fair grounds. There will be three prizes offered in each race. In the open events gold medals will be given for first prizes. All other prizes will be articles of merchandise. The list of events is as follows: One-mile, novice; quarter-mile, open; two-mile, handicap; half-mile, boys under eighteen; half-

mile, open; one-mile, county championship; half-mile, Muscatine city boys under eighteen years; one-mile 3:30 class; one-mile, open; half-mile, consolation.

The Wicker Park's Road Race.

The ten-mile road race of the Wicker Park C. C., held last Sunday, was won by Henry Rathjen in 34 1-2 min. from the five minute mark. The time prize was secured by Leo Karpen, who covered the course in 32:08, starting from scratch and finishing in ninth place. The order of the finish and the times follow:

	H'd'p.	Time.
Henry Rathjen.....	5 min	34.30
W. B. Ryerson.....	6 min	36.05
Otto Hermann.....	2 min	32.09
William Knockenmus.....	4 min	34.28
Oscar Swanson.....	5 min	36.19
William Breyer.....	2 min	33.22
August Knockenmus.....	3 min	34.33
Anton Johnson.....	7 min	38.39
Charles Hamann.....	8 min	39.00
Leo Karpen.....	Scr	32.08
L. Bordewick.....	5 min	38.05
Ed. Olsen.....	5 min	38.28
Harry Evanson.....	8 min	41.36
H. Michelson.....	2 min	36.17
H. Baerenston.....	4 min	38.34
A. J. Henning.....	8 min	38.16
William Rathjen.....	4 min	40.30
Henry Johnson.....	8 min	45.02
William Karpen.....	8 min	49.24

Six Races at Pontiac, Mich.

Six interesting races were run Friday

For Agencies for the Celebrated

EXCELSIOR WHEELS

Address our MR. HADDEN, care "The Referee."

BAYLISS, THOMAS & COMPANY,

EXCELSIOR WORKS, COVENTRY, ENGLAND.

at Pontiac, Mich. J. A. Carpenter was referee and F. Boyd, Jr., was starter. The results were as follows:

One-mile, novice—Charles Lewis, Pontiac, 1; Chester Kelly, Pontiac, 2; Charles Justin, Holly, 3; time, 3:03 1-2.

Two-mile, club handicap—Charles Lewis, 40 yards, 1; E. A. Merritt, scratch, 2; D. C. Backenstose, 100 yards, 3; time, 6:17.

Half-mile, boys—Howard McCotter, 1; Claud Mattison, 2; time, 1:48 2-5.

Half-mile, open—P. E. Phillips, Detroit, 1; T. W. Cooper, Birmingham, 2; H. D. Osborne, Detroit, 3; time, 1:17 3-4.

One-mile, open—P. E. Phillips, 1; T. W. Cooper, 2; H. D. Osborne, 3; time, 2:55 3-4.

One-mile, handicap—P. E. Phillips, 50 yards, 1; E. A. Merritt, 90 yards, 2; H. D. Osborne, scratch, 3; time, 2:49 1-2.

* * *

The Grand Rapids B. C. Meet.

The first annual race meet of the Grand Rapids Bicycle Club was held at Comstock Park last Friday. About 500 wheelmen and their friends witnessed the races. The officers of the day were: Referee, A. B. Richmond; judges, P. S. Hunt, J. H. Taylor and E. A. Crozier; timers, E. E. Peck, F. M. Lee and F. M. Stirley; starter, H. W. Stebbins; clerk of the course, Fred N. Hyman; scorer, Frank H. Escott. The summaries of the day are as follows:

One-mile, novice—Charles Letts, 1; A. I. Saliers, 2; time, 2:55 1-2.

Three-mile, lap—Charles Letts, 1; Chase, 2; Souser, 3; Stadel, 4; time, 9:43.

One-mile, fat men's race—F. U. Garrit, 1; W. B. Folger, 2; W. M. Wells, 3; Dr. C. H. Holt, 4; time, 3:40.

Half-mile, open—F. S. Gilbert, 1; E. J. Curtis, 2; A. I. Saliers, 3; R. B. Hain, 4; John Hazenwinkle, 5; time, 1:26 1-2.

One-mile, Grand Rapids B. C. championship—Troop Richmond, 1; Frank Richmond, 2; time, 2:55 1-4.

Half-mile, heat—three heats—F. S. Gilbert, 1; E. J. Curtis and L. A. Hinman tied for second place; A. I. Saliers, 3; time, 1:23, 1:25 3-4, 1:21.

Quarter-mile, Grand Rapids B. C. championship—Frank Richmond, 1; E. J. Curtis, 2; W. N. Souser, 3; time, 1:42.

Five-mile, handicap—Troop Richmond, scratch,

1; Frank Richmond, scratch, 2; Charles Metts, 300 yds., 3; time, 15:00 2-5.

E. J. Curtis vs. ChSrls Rchmond—Richmond, 1; time, 3:05. Richmond ran a half mile while Curtis rode a mile.

In the evening winners of races and their friends congregated in the club house, at which time the victors were awarded their prizes, after which an oyster supper was enjoyed.

* * *

At Medford, Wis., Two Days.

During the Taylor County fair at Medford, Wis., last Friday and Saturday, several interesting bicycle races were held on the half-mile track, a quart r of which is up-grade. On Saturday the morning's rain made the track heavy and the times slow. A lantern parade in the evening ended the meet. The results:

FIRST DAY.

One-mile, hand cap—F. S. Benedict, Medford, 125 yards, 1; F. R. Zeit, Medford, scratch, 2; L. W. Gibson, Longwood, 75 yards, 3; time, 3:10 1-4.

Quarter-mile, best two in three heats—F. R. Zeit, 1, first and second heats; M. Bach, 2, second in second and first in third; times, 39 1-4, 39 1-4, 43 3-4.

Half-mile, 1:40 class—F. S. Benedict, 1; L. W. Gibson, 2; time, 1:34 1-4.

Half-mile, Taylor County championship—F. R. Zeit, 2; F. S. Benedict, 5; M. Bach, 3; time, 1:28.

Half-mile, flying start—M. Bach, 1; time, 1:45 1-4.

SECOND DAY.

Half-mile, handicap—F. S. Benedict, 60 yards, 1; L. W. Gibson, 35 yards, 2; G. H. Elvis, 60 yards, 3; time, 1:33 1-4.

Half-mile, 2:00 class—William Toonie, 1; P. Danielson, 2; time, 2:07.

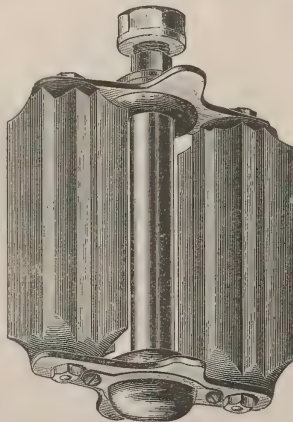
Quarter-mile, open—F. R. Zeit, 1; M. Bach, 2; time, 1:42.

One-mile, handicap—L. W. Gibson, 175 yards, 1; F. R. Zeit, scratch, 2; F. S. Benedict, 175 yards, 3; time, 3:21.

* * *

The Genesee Bicycle Club of Rochester, N. Y., sent in its resignation as a member of the Rochester Wheelmen's League, but it was not accepted.

HERE IT IS!!!



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DUST PROOF
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BETTER PRICES.

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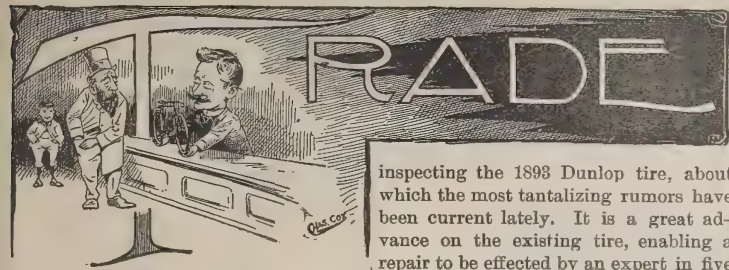
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Rims, Nipples, Crank Keys,
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FRAMES, Premier Cranks,
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Single and Double,
Cement, Brunswick Black,
Harrison Bells, Fork Sides,
Fork Crowns, etc., etc.

HOWARD A. SMITH & CO.,
518 Broad Street, Newark, N. J.



The Trade in England.

LONDON, Sept. 24, 1892.—The forthcoming rival cycle exhibitions continue to engage the attention of the English trade. The manufacturers' display at the Crystal Palace next January is now styled the "National Cycle Show," and the secretarial services of Frank Peach have been secured. Mr. Peach is a member of the well-known firm of Peach & Doggett, 48 Holborn Viaduct, E. C., whose business enables manufacturers and agents alike to dispose of machines on the hire-purchase system without incurring either trouble or risk over their transactions. It is now evident that, as regards the number of exhibitors secured, the National show will rank as a success. The makers of accessories, tires, machinery, etc., are at liberty to patronize both shows, but the exhibitors of cycles at the Stanley show will not be allowed to send their goods to the Crystal Palace. I anticipate that a section of the public, and most of the agents from abroad, will visit the Palace, but the fact of the Stanley show having already taken place, and the absence of the powerful social attractions associated with the parent show, will reduce the gate far below last year's numbers. A meeting of makers will be held in Coventry shortly to endeavor to establish some *modus vivendi* between the Stanley Club and the rival exhibitors, but I fear it is too late now for much good to result. Next year, however, a strong effort will be made to regain the confidence and support of the entire trade so that only one exhibition will be held.

STANLEY SHOW PREPARATIONS.

The Stanley show preparations are proceeding apace. Overwhelming attractions will draw thousands daily to the Royal Agricultural Hall, which is easily accessible from all parts of London. The Rudge Cycle Company, which does the largest export trade of any firm in England, will show here. The surprising number of new and rising firms scattered about the country will all be found at Islington. It is their one annual opportunity of making a big, effective display of their goods, whereas the large viaduct firms maintain on view throughout the year, at their depots, an array of patterns which may be inspected at any time by their patrons.

The Stanley show will be advertised on a scale hitherto unattempted. Striking new posters of a large size, in five colors, designed by George Moore, will blaze from every London hording in a week or two. Each of the nine hundred cycling clubs in the country has been circularized concerning the show. The support of all sections of the press has been secured. During the show there will be held Bohemian concerts, lantern shows, a conference and discussion on new cycling inventions, demonstrations of cycle making and tire repair, lectures by experts on foreign tariffs and new markets for English goods, an exhibition of record machines with photographs of the riders, and a trick-riding championship. Experience, influence and a lavish expenditure combined, are bound to result in the colossal success which is confidently anticipated.

THE 1893 DUNLOP TIRE.

The other day I had the pleasure of

inspecting the 1893 Dunlop tire, about which the most tantalizing rumors have been current lately. It is a great advance on the existing tire, enabling a repair to be effected by an expert in five minutes, or by an ordinary novice well inside a quarter of an hour. In appearance, too, there is a great gain, as in future, in place of the drab mummy-like canvas around the rim, the elegant black enamel will be fully exposed. The security of the new pattern, too, is perfectly satisfactory, its shapeliness cannot be destroyed by clumsy repairs, and the use of solution for repairs is entirely confined to sticking the patch on the air-tube. The present flat rim is abandoned. A grooved U-shaped hollow rim will be substituted. The outer case, which is lined with canvas, is arch-like in section. The edges contain electro-coppered wires which are firmly gripped by the grooves in the rim when the tire is inflated. The air tube is easily got at by deflating the tire, squeezing the case at one point and pressing down its edges into the bed of the rim, when it becomes possible, at a point opposite, to slip the case out of the rim and entirely remove the air-tube. All this is done with the fingers alone, no tool being necessary. The novelty will assuredly prove a powerful rival to any tire at present on the market. The weight of a pair of tires, thirty inches by two inches, is only three and a quarter pounds. There are also some minor improvements of the valve and its mode of attachment to the rim. Altogether the oldest of the air tire making firms may be heartily congratulated on having at last presented the world with an ideal pneumatic tire. The 1893 Dunlop embodies two or three patents which have been bought up by the company.

ANOTHER NEW TIRE.

While on the subject of tires I may mention the Stratton & Nethercott pneumatic, which promises very well, and will be largely in evidence at the Stanley show. The idea is not brand new, but the application of it is highly satisfactory. It resembles an ordinary pneumatic on Boothroyd lines in a crescent rim. The running surface consists of a three-fourths-inch solid tire moulded into the pneumatic proper. The advantages claimed for the pattern—which has been freely tested by many Dunlop users and pronounced favorably upon—are immunity from injury by puncture, greater resiliency, absence of drag in ascending hills, freedom from side slipping, greater cleanliness through mud than with the ordinary pneumatic, and lastly, but by no means least, its moderate price. Roadster tires weigh six and a half pounds per pair and cost \$12.18 per pair. Racer tires weigh three and a half pounds. Of the durability of the tire I have no doubt. As to its comfort and pace, I must try it myself before I speak positively. The tires are being made by Waddington & Company, in special moulds of an improved design. They are claimed to be vastly superior to mandril-made tires. The address of Stratton & Nethercott is Hindon street, Pimlico, S. W. One word more and I am done with tires. The Preston-Davies tire has commanded a very fair share of adoption during the past season, and its reputation stands higher since it has been fully tested. Paul Hardy, who controls the Michelin tire in England, is not a little elated at the circumstance of both the road and the path world's records for

fifty miles standing to the record of his tires. Dubois did the path record on the 17th inst. at the Velodrome Buffalo, Paris, in 2 hrs. 11 min. 10 sec., and Begbie and Arnold, on a tandem, the road records of 2 hrs. 19 min. 9 sec.

TRIED THE FRONT DRIVER.

I pounced upon the new front driver this week at the Viaduct depot of the Rudge Cycle Company. It is an out-and-out safety. The front wheel is thirty inches geared to 62 1-2, and the back wheel twenty-four. The backbone, instead of curving, *a la* ordinary, as in the Crypto pattern, is as nearly as possible horizontal, the saddle being attached to an ordinary adjustable L pin. The driving gear, which has no chain in it, outwardly resembles that on a Marriott & Cooper geared ordinary, being encased in a steel box, but on a second glance is found to be rigidly attached to the left fork end, instead of to the crank. With a full roadster equipment, including effective mudguards to both wheels, the machine weighs thirty-four pounds. It is handsomely turned out, needless to say, and presents a very original appearance, its lines being more suggestive of a safety than those of any front driver safety on the market. The front wheels will be made thirty, thirty-two or thirty-four inches in diameter, to order. The gear consists of four cog-wheels, two large and two small, and on spinning the wheel it seemed to run smoothly and freely enough to satisfy any one. I hope to test one of the Rudge front driver safeties on the road during the coming winter.

A NEW SUNBEAM TRICYCLE.

John Marston, of Sunbeam fame, has placed upon the market a very beautiful pattern of tricycle, suited for a gentleman, or, by the removal of a stay, adapted for ladies' use. Of course it is an ordinary direct steerer in design, and its chief features are its lightness and exquisite finish throughout. It is not a cheap mount, being listed at \$146, but it is well worth its price for its quality. It weighs just over forty pounds with Dunlop tires—the weight of a heavy safety. Its points embrace a very narrow tread, a neat eccentric chain adjustment, long ball head, new fork crown, corrugated spoon brake, four bearings to the axle and the compact Abingdon driving gear, hollow rims, tangent spokes, together with mudguard, foot-rests and lamp bracket. The Carter chain case would add one and a half pounds to the weight quoted. This splendid three-wheeler is a worthy follower of the twenty-two pound Sunbeam safety I described some weeks ago.

I observe, in the issue of the REFEREE just at hand, that you describe a Crypto F. D. safety referred to by me therein as a thirty-inch instead of a thirty-six inch. The Standard pattern, the light roadster and the racer are each made thirty-four, thirty-six or thirty-eight inches in size, and no pattern with a thirty inch wheel is being made at the present time.

STANLEY.

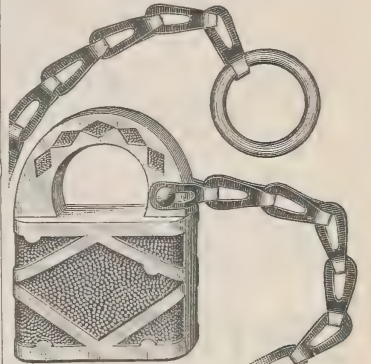
The Airtite Tire.

The Airtite tire, a cut of which is shown in this issue, bids fair to prove one of the best pneumatics on the market, and already the company is making a strong bid for supremacy. The tire is very simple in its construction, having a wire in each edge and running the full length of the tire, which sets into the groove when inflated. The tire is repaired in a very simple manner. According to the company's circular, to open the tire, open the valve and permit the air to escape; pinch the sides of cover together (see left side of cut) and force it into the bottom of the rim. This will

make the cover project beyond the rim at the outer side of the wheel, as shown in right side of cut. The cover can then be brought entirely over the rim by the use of the hook as shown. To close the tire, put the valve stem through the rim and let the tube hang over; slip one edge of the cover over the side of the rim from which the tube is hanging; tuck the tube into the cover, replace the other edge and inflate the tire. It is certainly very simple and the sample shown a REFEREE man by Kirk Brown showed the tire to be made in a very perfect manner and of the best of material.

An Aluminum Lock.

We show this week a cut of an aluminum lock, made expressly for the bicycle trade by Slaymaker, Berry & Company, Lancaster, Pa. It weighs about a



quarter of that of the same size lock made in bronze, and is equally strong. It is self-locking and each lock has two keys. The all aluminum locks list at \$4.80 per dozen.

Peregrines to the Front.

The Peregrine, made by the Leicester Cycle Company of Leicester, Eng., has had some clever performances to its credit. It was on this wheel that J. H. Cocker of the Sheffield Sharrow C. C. rode 346 1-2 miles in the Bath Road Club's twenty-four hour road race, in which he finished second, though having no training. He went through on a single wheel, which never needed touching. It was also on a Peregrine that Tommy Edge made his great Land's End to John O'Groat's record, while Carlisle nipped the London to Liverpool record on the same wheel. Harris, too, has scored his many successes on the Peregrine.

Mr. Cocker was so well pleased with his mount that he sent the makers the following letter:

I desire to express my entire satisfaction with the Peregrine safety which I rode in the recent twenty-four hours' ride promoted by the North Road Club. I started as a novice, having made no arrangements whatever either for food or pacing, which fact placed me at a disadvantage as compared with the other leaders in that ride. My previous best performance on other makes was 150 miles. It is no slight increase from this to 346 1-2 miles. The credit is due to your excellent machines, than which I have never bestraddled a better. It never needed the slightest attention during the whole of the ride, neither was it a machine specially built for this event, but was an ordinary roadster machine weighing thirty-four pounds, and not even fitted with a gear case. Should you think fit to use this you have my hearty permission to do so.

Peoria Trade Items.

PEORIA, Oct. 4.—The bicycle trade in Peoria the past week was what might be termed good. This increase was occasioned by the state fair being held in this city. A large number of high grade machines and a still greater number of medium-priced wheels were sold by the different bicycle houses. This will be about the last boom the retail trade will have here this year.

Basil Riley, managing director of Bon-

TRIUMPHS ARE COMING!

Never came a wheel more quickly to the front in Europe than the
TRIUMPHS.

Speed, Strength, Beauty, Durability, Lightness, are the leading points of
TRIUMPHS.

These Genuine High-Grade Wheels will shortly be introduced to American wheelmen,
 and no doubt will soon become favorites.

TRIUMPHS
 For Speed and Easy Running.

[“Wheeling,” 7th September, 1892.]

The second big Danish road race “round Seeland” was started on the 1st September from Copenhagen. The riders had to pass nearly all towns in Seeland, the whole distance being 66 Danish miles (310 miles). The weather was very unfavorable, a western gale blowing, and showers falling now and then. Twenty-four started, but most of them retired during the night owing to puncturing and the awful weather. The race was not finished when this was written, but Randrup, from Jutland, was leading, and likely to be the winner. The time is very bad, of course. [We have just learned that the race was won on a TRIUMPH, and that the second man arrived nearly three hours after the winner.—Eds. W.]

TRIUMPHS
 For Lightness and Strength.

There is no better judge of a good machine than Mr. R. J. Meccredy, Irish champion and editor of the “Irish Cyclist.” Advising a correspondent he says: “The TRIUMPH is the best of those mentioned. We have had one in use for months, and it is a grand machine—light, strong and easy running.—Irish Cyclist, 31st August, 1892.

TRIUMPH CYCLE CO., L’t’d, Coventry.

LONDON: 48 Holborn Viaduct. † PARIS: Rue Truffant.

Our Leading Patterns for 1893 are: CHICAGO TRIUMPH, ROYAL TRIUMPH, LADY’S TRIUMPH, GEARED ORDINARY.
 Dealers wishing to handle this High-Class Wheel should at once address Mr. L. BETTMAN, care REFEREE, Chicago.

THEY ARE GOING VERY FAST

ALL OVER THE WORLD.



The Sun Never Ceases
 To Shine Upon Them.



These reliable WELDLESS and BRAZED STEEL FORKS are renowned throughout the trade. We also manufacture MUDGUARDS, STEEL CUPS, Footrests, SAFETY FRAMES and PARTS.

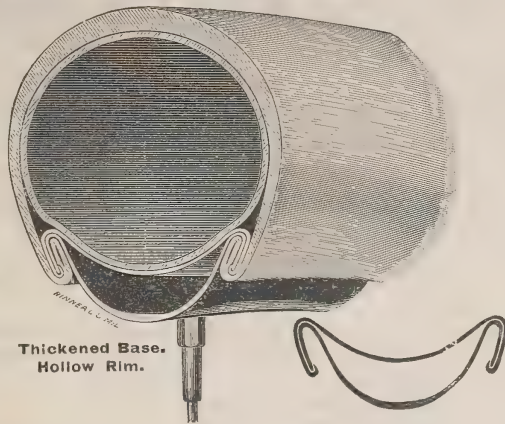
YOU USE THESE GOODS.

Send for our List at Once.

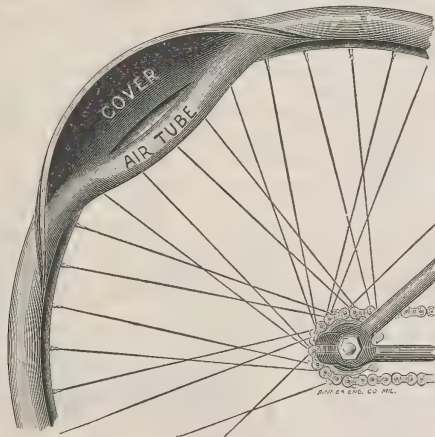
Butler's Cycle Fittings Company, Ltd., Birmingham, Eng.

The Telegram Pneumatic Tire.

We present herewith cuts illustrating the new Telegram pneumatic tire. It is simple in construction, and is being placed on the market by the Sercombe-Bolte Manufacturing Company. The company will apply it to its own machines or will apply it to rims for the trade. As shown in the cut, it will be seen that the edges of the outer cover are simply hardened and hooked in over the edge of the



rim that turns back on itself. After a great deal of experimenting a very light steel rim has been adopted. These tires will be furnished to manufacturers and jobbers at \$25 per pair with hollow rims, and \$20 per pair with solid rims. The solid rims, which are especially well made, will possibly be the favorite, both on account of the price and the lightness and rigidity, as owing to the peculiar shape



of the rim it has the same stiffness as though it were hollow. These tires can easily be deflated, the air tube removed, as shown in cut, replaced and inflated again in only one minute, it is claimed. There is no tire on the market lighter and more resilient, and as it has had a four months' test it can be positively relied upon as practicable and durable.

essential inventions used in the modern
OLD CYCLE CRANK.

Stokes Wants \$60,000.

Charles F. Stokes has brought suit against the Standard Sewing Machine Company for \$60,000. Stokes claims that he spent this amount in developing the Chicago business for the sewing machine company, and that when he had it moving along nicely and a good trade worked up the concern suddenly left him in the lurch. He now seeks to recover what he invested in building up the trade.

Thomas Sues Bidwell.

A despatch from Philadelphia says that Amos W. Thomas, inventor of the Thomas tire, has brought suit in equity against the George R. Bidwell Cycle Company, the Thomas Inflatable Tire Company and H. W. Sheibley, all of New York. The parties secured the right to make the tires on a royalty, and he alleges that no money has ever been paid him. It now amounts to \$40,000. He alleges that the defendants took advantage of him because he is weak-minded.

New Bicycle Concerns.

Within the past week three new houses have been licensed to do business in the bicycle line. The Bradley Chainless Bicycle Company of Albany has been incorporated with a capital of \$125,000,

divided into shares of \$100 each. The directors are James Bradley, Robert W. Shannon, Harrison W. Bullock and Camp Keller. At Denver the Sperry Cycle Company was incorporated by H. T. Sperry, W. L. Sperry and E. A. Sperry, the directors. The capital stock is \$20,000. Thursday last the Roddell Cycle Company was authorized to do business with \$2,000. Samuel J. Sloan, Arthur F. Leslie and Jennie V. Engstrom were the incorporators.

Knowing Thieves.

According to an English paper thieves entered the Wearwell Cycle Works at Wolverhampton and helped themselves to wheels. Finding but one machine ready for use, they gathered the parts and soon assembled another. Then they helped themselves to lamps, bells, etc., and left through the front door. The paper had no idea who the marauders were. Under the circumstances given they might suspect some of the employees.

The 1893 Garford Saddles.

The line of Garford saddles for next year embraces some twenty-two varieties, and is now ready for the cycle manufacturers. In making three-coil saddles they follow closely the lines of the three-coilers made by Brookes and other celebrated English makers. The full roadster Garford saddle for 1893 weighs under two pounds, and one of their scorcher tips the scale at three-

quarters of a pound. The new Garford factory approaches completion and will be under roof within three weeks. It is 40x100 feet, three stories and basement.

The Swift American Factory.

It has been known for some months past that the Coventry Machinists' Company intended erecting an American factory, but just where was a matter that was kept pretty quiet. Since some of the company's directors have been in this country it was a well-known fact that the site question would soon be settled. The following despatch explains itself:

RICHMOND, Ind., Sept. 29.—Alderman Maycock and Mr. Marrett of the Coventry Machinists' Company, England, have been in this city since last Sunday, with the view of locating a factory here, with a capital of \$200,000, one-third to be taken by Richmond capitalists. McHenry, the roller skate man, and George Knollenberg succeeded in getting \$70,000 stock taken by Richmond capitalists, and the contracts are being signed to-day. The factory will be built in the eastern part of the city and will employ 400 men. Richmond will have three directors out of five.

EDITOR REFEREE.—As much has appeared in the cycling press during the past few months bearing in one way or another upon the prospects of our opening a branch factory in America, it seems clear to us that our negotiations to this end have been regarded as a matter of considerable public interest. We therefore, now that affairs have assumed sufficient definite shape to do so, take this opportunity to inform the cycling public through your columns of the exact status of this affair.

It has been growing more and more evident to us, for several seasons past, that our rapid increase of trade in America would sooner or later necessitate such a movement as we are now making, for although we have been possessed of exceptionally good facilities for rapid importing and communication with our factory, we have, nevertheless, felt that we could give our trade better service were our factory nearer.

With this end in view, and with the intention of preparing ourselves to meet the future growth of our trade, and also to enable us to take a most advanced and aggressive position, we have decided to establish an American factory, making it in every way a counterpart of our English factory as to methods employed and goods produced.

The machines we shall put on the American market will be identical with those made in England as to quality of materials, workmanship and general design, and will be worthy to maintain the high reputation which our goods have held for so many years.

We shall confine ourselves entirely to the production of the very highest possible quality of work and most modern designs.

The plant will be located at Richmond, Ind., a city of almost unequaled railway and manufacturing facilities, and from here we expect to be enabled to deliver goods more promptly and more economically than from any other center we could select.

The construction of the buildings will commence as soon as plans can be prepared. Those first put up will embrace a floor space of 80,000 square feet, and will contain the finest, most expensive and modern machinery which can be purchased or built for our special purposes. We shall push everything with the utmost speed, and have our goods on the market in ample time for the season of 1893.

COVENTRY MACHINISTS' COMPANY.

New English Inventions.

These abstracts are prepared immediately after the patents are applied for by G. Douglas Leechman, consulting engineer, Coventry, England:

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from August 24, give notice in the prescribed form of such opposition.]

No. 17912. W. Bown and G. Capewell's "Improvements in inflators or hand air pumps for inflating pneumatic tires and other like purposes." Oct. 19, 1891.—The objects of this invention are to reduce the size of the inflator and at the same time increase the power of the pressure of air; to facilitate the return action of the piston and piston rod, and to provide better means for securing the nozzle of the inflator into the mouthpiece of the article which it is intended to inflate; and lastly to provide means whereby the said inflator may be used for carrying requisites such as are used by cyclists. Figure 1 is a plan view and figure 2 an end view of the inflator, and figure 3 represents a modification. A and B are two cylinders preferably joined together by the double flanges (C and D), and provided with a like number of suitable pistons and piston rods. The said piston rods are preferably joined together at their top ends by the stay (E), but they may be joined

nick & Company, Coventry, Eng., who manufacture Telephone cycles, has returned home after a two weeks' visit to this country. He contracted with Kirkwood, Miller & Company for Telephone cycles for another year. The Telephone during the past season has given very good satisfaction, and as a result Kirkwood, Miller & Company placed a large order for 1893 with Mr. Riley. The importers of the Telephone are now in possession of 1893 samples, and are in a position to talk terms and territory with intending purchasers. The gentlemen's wheel weighs, all on, thirty-four pounds, and the ladies' machine thirty-six pounds.

J. H. Sager of Rich & Sager, Rochester, was in Peoria last week with a sample of Sager Scorchers saddles. He left the western agency in the hands of a well-known dealer in this city. The Sager Scorchers saddle is a very neat and lightly-constructed saddle. It lists at \$5 and weighs two pounds.

H. G. Rouse was in Chicago the latter part of last week looking after wheels for 1893. From that point he went to Jacksonville to attend the races. Mr. Rouse is much sought after now by manufacturers and advertising agents. He generally buys considerable advertising space and any number of bicycles about this season of the year. Hence the demand.

American Ideas in the Majority.

EDITOR REFEREE.—The item in your Sept. 23 issue regarding the few American ideas used in English cycles conveys a wrong impression, one that I cannot permit to pass unquestioned. I had occasion several years since to look up this question, and without taking time to quote dates, numbers of patents, etc., will say that I can prove the following facts: The suspension wheel (radial wire spokes) was first made in the United States, and the tangent spoke was patented here before England made a bicycle. The rubber tire is an American idea, and hollow wheel rims are first described in an American patent. Tubular frame work for bicycles is first shown in an old United States patent, and the plunger brake first appears in another old United States patent.

To get down to more recent times, America gave the world the cushion tire, the hammock saddle, and improved that by adding independent springs at front and rear. We also were first to make butted spokes by drawing instead of upsetting the wire, and were first to make the double butted spoke. America made the first hollow forgings to connect the tubular parts. An American claims to have made the first entire frame of tubing and sheet steel, a claim I believe to be good. All the above-mentioned inventions are used in England, together with others of less importance, such as the square (Victor) and fluted square (Columbia) pedal rubbers.

Finally, America made the first successful ladies' bicycle. England is justly credited with the two most important inventions pertaining to cycling—the Rover type safety and the pneumatic tire; but I know of no other important inventions for which she should receive sole credit. I know that some claim for England the honor of first making adjustable ball bearings, the balance gear for tricycles and the geared ordinary, a claim that must be restricted to first introduction only, as these were all experimentally made and patented in the United States long before they were known in England. Everything considered, I claim that England uses as many American ideas in cycle building as we do of hers, and that America is entitled to credit for at least half of the

A Fair Field, No Favor,

And May the Best Man Win!

The work performed on the MORGAN & WRIGHT Pneumatic Tire proves that it has adequate durability and speed.

AT LIGHTNING SPEED. NEW LAURELS GAINED. BREAKS ALL RECORDS

HALF MILE ON THE BICYCLE GONE AT INDEPENDENCE IN :55 1-2.

J. S. Johnson's Record Time—Hundreds of Spectators Bear Witness to the Feat—Notch for the Mile to Be Soon Attacked.

INDEPENDENCE, Iowa, Sept. 17.—(Special Telegram.)—The Independence kite track has another world's record in the bright constellation of sensational performances which have from time to time sprung from the impress of its glistening surface. It is not a trophy to the prowess of a harness racer this time, but of something infinitely faster than any trotter or pacer may hope to become for a decade.

For the last three days a modest, unassuming young man, giving the name of John S. Johnson, and claiming Minneapolis as his home, has been seen about the track, usually astride a bicycle, and it has been noticed by the more observant of the track habitués that he could ride a little bit. Johnson has been invariably seen in the company of two other individuals and the fact soon became apparent that he was ambitious for championship honors among the cyclists, and that the men with him were his trainers.

Day before yesterday quite a ripple of interest was created by the story that got bruited about that Johnson had covered a quarter of a mile in :27 4 5. Consequently when the announcement was made that he would start against the world's record for the quarter and the half miles under circumstances that would make the performance perfectly legitimate and standing a crowd of several hundred people assembled at the track to-day. The preliminaries were arranged by the selection of the following gentlemen as judges: J. B. Chesbro, of Waterloo, Iowa, and C. A. Rosemond and W. C. Littlejohn, of Independence. F. S. Hillsiger, of Waterloo, acted as referee, and for timers the following consented to act: B. W. Tabor, O. O. Tibbetts, Independence; C. M. LeDue, Luverne, Minn.; J. L. Dougherty, Clinton, Canada, and John Hussey, Independence. All the above men are professional trainers of trotters.

Johnson came out at about 5 o'clock for a preliminary brush of a quarter of a mile, and to keep his pace up, C. W. Williams appeared behind his celebrated old running horse, Ned Gordon, hitched to a bicycle sulky. Johnson started at the third quarter, and pumped his way to the wire in 27 1 2 seconds, lowering his best record, which previously stood at 28 1-5 seconds.

Half an hour later, after he had been rubbed down, he again came out, and starting at the half-mile pole, he followed the runner home in 55 1-2 seconds, lowering the previous world's record for the distance, which was 1:00 1-5.

Not satisfied with the first performance he came out again at 6 o'clock and, starting at the half, rolled down to the third quarter in 26 3-5 seconds, being compelled to slow up because old Ned was not fast enough to get out of his way.

BICYCLIST JOHNSON PUSHES HIS WHEEL A MILE IN 2:04 3-5.

INDEPENDENCE, Iowa, Sept. 20.—(Special Telegram.)—John S. Johnson, the phenomenal young Minneapolis bicyclist, whose remarkable time on the Independence kite track for a quarter and half-mile electrified the riding world last Saturday, made another record look pale to-day in the presence of a good crowd. It had been announced that he would attempt to beat the world's record for a mile from a standing start, and elaborate preparations were made to have the performance correctly timed and rendered eligible to record. The following were chosen as timers: Fred Seacord and Judd Seacord, leading breeders of trotters, of Galesburg, Ill.; F. D. Stout, owner of Nutwood and proprietor of the Highland Farm at Dubuque, Iowa; M. Ladque, Luverne, Minn.; Sam Caton, Dubuque, Iowa, and C. A. Thompson, of Independence. For judges the following well known local bicycle men were chosen: J. W. Evans, C. F. Tucker and W. S. Tidbal.

Johnson came out at 5 o'clock in charge of his trainer, T. W. Eck, and his well-knit, athletic figure evoked many expressions of admiration from the crowd. The track was freshly planed and C. W. Williams appeared behind his running horse, Ned Gordon, to make the clip.

The first performance was a start against the best record for a quarter-mile from a standing start, which was 31 1-5 seconds, and Johnson easily made it in 30 flat. Twenty minutes later Johnson came out again fresh as a rose, ready for the greater spin of a full mile. The regulation bicycle track is one mile eighteen inches from the pole. The kite track here measures a mile three feet from the pole, and in order to have the performance safe and legitimate, Johnson was started ten feet back of the wire.

Dr. A. E. Spalding was chosen as starter, and as he said go, the watches snapped and Johnson launched out on his journey. The runner swung in ahead and the bicyclist trailed along snugly behind. The first quarter was not timed, as Johnson had already beaten it. The half was reached in 1:03 1-5, which was behind the record for that distance from a standing start by about a second. At the three-quarters the watches split at 1:34 1-5, beating the record for that distance, which was 1:35 3-5.

At this point Johnson shouted to Williams to urge the runner faster or get out of the way, and as Old Ned was already at the limit of his speed, Williams turned him out and Johnson passed him by a mighty spurt and came up the stretch alone, reaching the wire twenty lengths ahead of the horse in 2:04 3-5, beating the best previous record of Zimmerman, which was 2:08 4 5 from a standing start. The last quarter had been covered in 30 2-5 seconds.

JOHN S. JOHNSON COVERS A MILE IN 1:56 3-5 AT INDEPENDENCE.

He Takes a Flying Start—Two Running Horses Make the Terrific Pace for Him—No Doubt as to the Accuracy of the Time.

INDEPENDENCE, Iowa, Sept. 22.—(Special Telegram.)—On the kite track in this city to-day, John S. Johnson, the young cycling marvel from Minneapolis, knocked eight and one-fifth seconds off the world's bicycling record at the flying start and achieved the distinction of being the first person who ever wheeled a full mile below the heretofore impregnable two-minute barrier.

The officials selected to judge and time to-day's performance were as follows: Judges—W. C. Littlejohn, J. W. Evans and C. F. Tucker, bicycle men, all of Independence. Timers—S. L. Cates, of Dubuque, Iowa; Judge Seacord, of Galesburg, Ill.; J. L. Doherty, of Clinton, Canada, and C. A. Thompson, J. T. Martindale, and O. O. Tibbetts, of Independence, Iowa.

They Traveled at a Dizzy Speed.

As the flying pair rounded the turn the dust was not so thick, and a more adequate idea of the dizzy speed at which they were going could be noted. The half was reached in 58 3-4 seconds, and without a perceptible slacking of the clip the other runner was brought in and the journey continued. When the third quarter was reached the watches split at 1:28 1-2, showing that the speed so far had been well maintained. Up the stretch to the wire the contest took on the complexion of a hot finish between the horses as the two runners came up abreast, their drivers whipping and shouting to coax out a little more speed, until the very last limit of both animals had been spent. But it required but a glance as they neared the wire to see that Johnson was right behind and the runners couldn't open the gap by a foot at any part of the stretch. Indeed, before the wire was reached it became evident that the man could outfinish the horses were there room to get by.

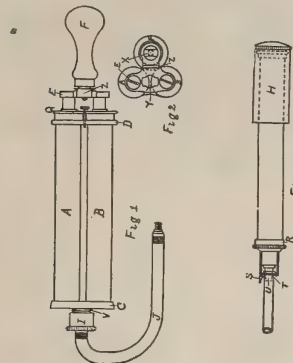
Under the Wire in 1:56 3-5.

The watches stopped at 1:56 3-5 as Johnson rolled under the wire, and the herculean effort had been accomplished.



MORGAN & WRIGHT,
MANUFACTURERS OF RUBBER GOODS,
331-339 W. Lake Street, CHICAGO.

by any other suitable connection. The handle (F) is detachable and is hinged at Z to the stay (E), so that it will fold over and rest upon the cylinders (A and B), thus enabling the inflator to occupy a very small space. In order to fasten the handle (F) to the stay (E) when using the inflator, a slot or opening (Y) is formed in the said stay (E) (see fig. 2), the T-shaped piece (X) or its equivalent, which is fastened to the said handle (F), passes through the slot (Y), and by turning the handle (F) the said T-shaped piece (X) securely fastens the handle to the said stay. As a modification, the handle may be screwed in the stay, and when detached may be screwed into a suitable socket formed on the flange (D). An-



other method is applied to a single cylinder inflator. In this case the handle is screwed into the top end of the piston rod and a chain provided to connect the handle to the inflator when it is detached from the piston rod. Instead of employing a folding or detachable handle a tubular handle, as shown at H in figure 3, may be employed; or instead of the said handle (H) being made tubular, it may be formed so as to slide or take over the cylinder or into the piston rod or rods. These methods are equally applicable to inflators with two or more cylinders. Instead of pumping the air out of the two cylinders (A and B) through one outlet, as shown in figure 1, when desired one cylinder may be formed with an outlet into the other. The air then passes through an ordinary outlet, such as U in figure 3, such outlet being provided with a non-return valve. The outlet (V) of the inflator, as shown in figure 1, has a screw-thread formed thereon, onto which is screwed a cap (I) or its equivalent. Fastened to the said cap is a piece of tubing (J) for connecting the inflator to the article to be inflated. In order to securely hold the nozzle (U) of the inflator to the mouth of the article being inflated or anything connected thereto, a hinged ring (T) (see fig. 3) or other suitably-shaped holdfast held in position by a spring catch (S) or its equivalent, is secured to the said nozzle or any other convenient part of the inflator. Or instead of hinging the ring (T), two or more spring catches or their equivalents may be employed. For the purpose of facilitating the upward stroke of the piston there is connected to any convenient part of the piston rod, but preferably to the top thereof, a suitable valve which allows the piston rod to move more freely when making its upward stroke. If desired, the stay (E), which joins the piston rod, may be dispensed with and each rod actuated separately. The invention also consists in reducing the cost of manufacture by stamping or pressing the parts C, Q, R, U and I out of sheet metal or a combination of sheet metal and tubing or other suitably-formed material.

No. 17914. P. Davies' "Improvements in and to the wheels of cycles and other vehicles. Oct. 20, 1891.—The object of this invention is to provide a means for the absorption of vibration. To an outer rim (A) is fixed any suitable tire (Z). The rim (A) is connected by the spokes (B) to a metal ring (C), which forms the hub. A rim (D), of smaller diameter than the one (A) is carried between the spokes (B) and is connected to the hub (F), which is constructed in the usual way with suitable bearings by the spokes (E). Be-



tween the ring (C) and the hub (F) there is placed a suitably-shaped bag (G), composed of india-rubber or other similar material, and covered so as to prevent undue expansion or bursting. This bag, when inflated, forms a buffer between the inner hub (F) of the wheel of smaller diameter and the one (C) of the wheel of larger diameter. To limit the amount of play between the two hubs, and to prevent one wheel being partially revolved without the other, the two rims (A and B) are attached to one another by means of india-rubber, leather or like bands (H) at intervals around them. The bands may be stretched over and riveted or otherwise suitably secured to the rims, and are preferably 8-shaped in transverse section; that is to say, they go from the right side of one rim to the left side of the other, being crossed between the two.

Will Manufacture in Chicago.

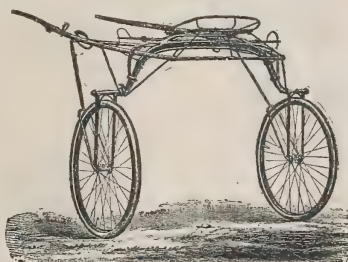
A letter from Samuel Snell, dated Birmingham, Sept. 17, says that he will leave for America very soon and will commence the manufacture of lamps, bells and fittings of all kinds. Tools for the factory are now being got ready. Mr. Snell assures us that he will make some elegant patterns in lamps for 1893. Besides the manufacturing business Mr. Snell will have exclusive control of some of the best known firms of specialties, such as Thomas Warwick & Sons, Hudson's tubing, etc. The location for the lamp factory has not yet been decided on, but in all probability Chicago will be the place.

Two Stolen Wheels.

S. W. Clark, 310 Woodward avenue, Detroit, reports the loss of a King of Scorchers, No. 22,081. Jay A. Hinman of Oshkosh is also a victim, having had an 1891 solid tired Columbia, No. 17,575, stolen by a man giving his name as Henry Haase.

The Imperial Sulky.

In the races at Terre Haute the Imperial carried off all the honors of the day, these wheels being used in the sulkies drawn by Nancy Hanks in her record of 2:04 and Mascot in same time; also by Monbars and Flying Job, the former breaking Axtell's record of two years ago. The Imperial sulky weighs but thirty-six pounds, which is twenty-six pounds less than the pneumatic sulky



previously used by Miss Nancy in all her fast work. The Ames & Frost Company has certainly come to the front in this branch of its business and it will, no doubt hold its own against all competition. Twenty-six pounds gain in weight means a great deal to horsemen, and this in itself creates a large demand for Imperial sulkies.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

- 483,131, tire for vehicle wheels; John H. Bingham, Chicago, Ill.; filed Oct. 6, 1891; serial No. 407,888.
- 483,146, bicycle support; Francis Gleason, Philadelphia, Pa.; filed Oct. 29, 1891; serial No. 410,251.
- 483,238, pedal for velocipedes; Frederick C. Rockwell, Hartford, Conn.; filed Oct. 1, 1891; serial No. 407,431.
- 483,278, bicycle, William O. Wakefield, Lynn, Mass., assignor to F. W. Webster and Edwin W. Rice, Jr., same place; filed March 28, 1889; serial No. 305,152.
- 483,344, pneumatic tire; James H. Bullard, Springfield, Mass.; filed April 16, 1892; serial No. 429,410.
- 483,373, cycle wheel; Charles E. W. Woodward, Chicopee Falls, Mass., assignor to the Overman Wheel Company, same place; filed April 11, 1892; serial No. 438,638.
- 483,422, ice velocipede; Phillip H. Class, Northampton, Mass.; filed Feb. 16, 1892; serial No. 421,666.
- 483,493, pneumatic tire for cycles; Thomas H. Hicks, Detroit, Mich., assignor of one-half to George F. Case, same place; filed April 23, 1892; serial No. 430,299.
- 483,495, tricycle; Andrew Hunter, Chicago, Ill., assignor of one-half to John W. Ward, Postville, Ia.; filed Nov. 23, 1891; serial No. 412,778.

Where to Find "The Referee."

The news stands at the Astor House, Herald office and the stand opposite 21 Park Row, New York, are selling a good

many REFEREES. Copies can also be purchased at the REFEREE eastern office, 21 Park Row. The REFEREE reached New York last Saturday before noon. Western people going east, or REFEREE readers from any part of the country are invited to have their mail sent in care of our eastern office. English trade people coming this way are also reminded to make use of our New York address.

A Sulky Frame of Tubing.

One of the lightest sulkies in the world has just been made in Rochester by George Clark, a well-known local wheelman. It is a wonderful vehicle and was invented by Mr. Clark. Some of the most noted horsemen in the state have examined it, and in their opinion Nancy Hanks, for whom the sulky was made, will be able to reduce her present record of 2:04. It is made exclusively of steel tubing, and more enthusiasm has naturally been centered on the cart on account of the world-wide interest manifested in the alternating records of the wheelman and horse. The frame of the sulky is made of English weldless steel tubing and weighs only eight pounds, and the steel braces will weigh two pounds more. The vehicle is called the "Two Minute Sulky," and attached to it Nancy will again try for her record at Lexington, Ky., next week.

Some Good Results on the James.

W. S. Chestnut, of Mason City, won the ten-mile road race and Roy Donaldson came in second at Springfield, Ill., on Sept. 25. The Springfield *Morning Monitor* says: "This is the first time in the history of the club that both the Klaholt cup and time medal were won by men who live outside the city, Chestnut being from Mason City and Wykoff a New Berlin boy." Chestnut and Donaldson, who won the first and second prizes, both rode James wheels.

The *Cyclist* (England) of Sept. 21 says: "The Midland fifty mile record now stands to the credit of I. H. Reece, of the Speedwell B. C., who accomplished this time in his club's championship race on Saturday. His machine was a James with Dunlop tires.

The *Æolus* Cycling Club's road race last Saturday was won by P. P. Gregg, who rode a James road racer.

Says the Elliptical Wheel Is Old.

An English gentleman, well posted in the cycle trade, says the elliptical sprocket is only new as applied to the bicycle; that for many years it has been used by Shanks, of Glasgow, Scotland, in shaping machines, as a means for obtaining a slow-forward and quick-return motion.

Miscellaneous Trade Jottings.

Palmer, the Canadian crack, uses an elliptical sprocket wheel.

Tom Roe leaves in a few days to travel for the Ariel Cycle Company.

Mr. Hughes, of the Quadrant Company, is still in Philadelphia.

Thorsen & Cassady have concluded to handle the *Æolus* for next year.

The Raleigh Cycle Company has closed a contract with Harry T. Hearsey of Indianapolis.

Charles F. Stokes says the wholesale trade in all kinds of wheels is very good, but the retail is slow.

The McCune Cycle Company has contracted with parties who will take its entire output of wheels.

The Laing Cycle Company, St. Louis, reports the theft of a Century Columbia No. 6042, with red enameled rim.

Walter Keenan, Dayton, O., has made a contract with the James Cycle Company to handle the James, South Road

and B. & A. for that city. Mr. Keenan will form a company.

W. W. Taxis, the Philadelphia racing man, is having a Humber built after his own design. It is to be fitted with Air-tite tires.

Bonnick & Company, Coventry, Eng., through their representative, Mr. Riley, closed a contract last week with Bostwick of Toronto.

The Metropolitan Hardware Company of New York is closing out its bicycle stock, and next year will not be in the cycle business.

A gentleman who has had years of experience in cycle and saddle making is open for an engagement. His address is care of the REFEREE.

Warman & Hazlewood, Chicago, are agents for the celebrated Foley & Webb saddles, and are now carrying a big stock of the latest patterns, some of which are exceptionally fine.

The 1893 Moffat will be greatly improved and samples are almost ready. Mr. Fowler assures us that the new wheel will be one of the most handsome and perfect on the market.

The Union Cycle Company is now puzzled for a name for next year's wheel. Mr. Measure is authority for the statement that June 1 saw the factory cleaned out of wheels.

Warman & Hazlewood have purchased the business of W. N. Paterson and added it to their Manchester depot as a show room for their wheels. Mr. Paterson will manage the depot.

Howard A. Smith is just now swelling with pride over the great athletes his state has produced. He claims Corbett, Zimmerman, Brewer, the champion shot, and Willie Day, the champion runner.

Arthur Barrows, representing the Rudge Cycle Company, Coventry, arrived in Chicago Monday. He is now in Peoria with the purpose of closing with Rouse, Hazard & Company for next year.

L. Fewsmith, for many years a well-known Cleveland dealer, has joined the force of the Eclipse Bicycle Company at Beaver Falls, Pa., and will soon be among the tradespeople in that neighborhood.

The Brown Brothers Manufacturing Company is turning out some very nice models for next year. The Greyhound was a good-selling wheel during the season, and next year's output will be considerably larger.

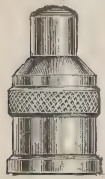
One of the happiest individuals in Peoria is Frank Henning, the able manager of Kirkwood, Miller & Company's bicycle department. He has just returned from his wedding trip, and during the tournament was all smiles and good words for everybody.

The Marriott Cycle Company, of Birmingham, Eng., is open to deal with a few good firms, and from what we know of its goods we are certain they will sell well in America. Recently the No. 15 racer has been scoring splendidly. The office of this company is located at 71 Queen street, London.

The Chicago Bicycle Company is out with an advance '93 circular letter. The Worth Convertible Tandem and the Worth Twin Sociable occupy the principal portion of the letter. We quote the following from it: "We are glad to inform you that we have very satisfactorily proved the practical utility and wearing power of our new balanced gear for the convertible tandem, which enables the back rider to pedal in unison with the front one, and at the same time affords such a simple construction that the whole of the tandem attachments

THE METAL TURNING CO.'S MAGIC BICYCLE OILER.

Patent applied for.



We are now ready to supply these goods to the general trade, and claim for them the following points of superiority over any others on the market.

First: They do not leak, and are as clean to carry in the pocket or tool bag as a knife or wrench.

Second: You can get as much or as little oil from them as you need. When a drop only is required, place the feed wire where the drop is needed and press down. If a larger quantity is required press the bottom of the oiler, and the oil will flow freely from the wire. You do not need to waste oil and daub your machine with this oiler. And you can oil your wheel quicker than with any other.

Full size cut.
Patent applied for.



Manufactured Exclusively for

The Whitten-Godding Cycle Co., - Providence, R. I.

"PERFECT" POCKET OILER.



Full Size.

Best and neatest can in the world. Throws only a small quantity of oil at a stroke; no leakage; handsomely nickel-plated. For sale everywhere. Price, 50c. each.

"PERFECT" POCKET OIL HOLDER

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.

"PERFECT" Pneumatic Pump Holder

Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.

ROBERT BUNTING & SONS

Telegraphic Address—"County" Sheffield.
SPECIALTIES.

TRADE MARK	Special "Despatch" Cast Steel for Turning, Planing and Milling Tools, Bore, Taps, Dies, Drills, Chasers, etc.
DESPATCH	Rim Steel of all sections, Rims, Mudguards, etc. Spokes—Sp. High Tension, Sp. Despatch, and Hard Drawn. Files, Saws, Hammers, Tools, etc.

County Steel Wks., Arundel Lane, SHEFFIELD, Eng.

THE MOST NEWSY CYCLING JOURNAL IN EUROPE.

For really pleasing cycle reading, bright, chaty and light, commend me to the **IRISH CYCLIST**. Although it necessarily devotes much of its space to Hibernian affairs, it always contains matter of general interest, while its little stories and anecdotes are well seasoned with Attic salt. Mr. McCreedy would certainly satisfy Carlin's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—The People, London.

The ablest edited and most newsy cycle journal in Europe.—Sporting Times, New York.

One of the smartest and liveliest of cycling papers.—National Press.

Mr. McCreedy's admirable cycling journal has pushed its way by sheer merit and enterprise into the very front rank of sporting papers.—Freeman's Journal.

Specimen Copy, post free, from **MECREDY & KYLE, 49 Middle Abbey St., Dublin.**
SUBSCRIPTIONS, POST FREE, SIX MONTHS, 6s 6d; ONE YEAR, 10s.

The best paper in its peculiar line published.—Irish Society.

Its literary fare is still as bright and interesting as ever.—Cycling.

Although some of our English cycle journals are reckoned pretty smart, they cannot beat it.—Hull Daily News.

Matter which from beginning to end is thoroughly interesting, not only to Irish riders but also to English wheelmen.—Liverpool Athletic and Dramatic News.

The most interesting of wheel papers.—Cricket and Football Field.

A credit to the country.—Belfast Morning News.

An admirable miscellany of everything interesting to cyclists.—Weekly Irish Times.



I. A. WESTON & CO., JANESVILLE (near Syracuse), N. Y., SAFETY BICYCLE WHEELS.

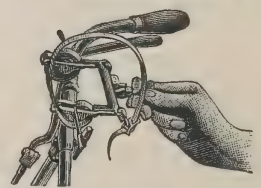
Wheels only. Solid, Cushion and Pneumatic. Everyone using our wheels can tell you about them. Send to us for lists with prices and discounts. To those going to manufacture bicycles later On, we shall be especially glad to hear from. Newmatics of any make wanted.

NEVER MIND THIS! JOHN SHAW & SONS, Coventry, THE OLDEST AND LARGEST Hollow Fork Manufrs. in the World. MAKERS OF ALL KINDS OF TUBE WORK.

LAMSON'S LUGGAGE CARRIER

No. 1. Convenient, durable, noiseless, cheap. \$1. Other popular carriers are our drop front No. 4s, No. 4d for two bundles, and our No. 5 Special Tourists' Carrier, used by the Ellwell tourists. Made by

C. H. LAMSON,
203 Middle Street, PORTLAND, ME.
Originator of the L. A. W. Badge
Send for Carrier and Badge Circulars.



QUAKER CITY LUGGAGE CARRIER.
Put on or taken off in a second. Price \$2.
WALL & BOYER, Manufacturers.
1714 N. Broad Street. PHILADELPHIA, PA.
(Electros Furnished.)

BUTLER & WARD,
Manufacturers of
BICYCLE SADDLE SEATS.
All Sizes and Shapes. Send samples for estimates.
226-228 Halsey St., Newark, N. J. 224

Geo. H. Benedict & Co.,
175-177 So. Clark St., CHICAGO.
Hello!—1700
ELECTROTYPING,
PHOTO, Zinc, Etching, Map and Wood Engraving.
BICYCLE CUTS A SPECIALTY.

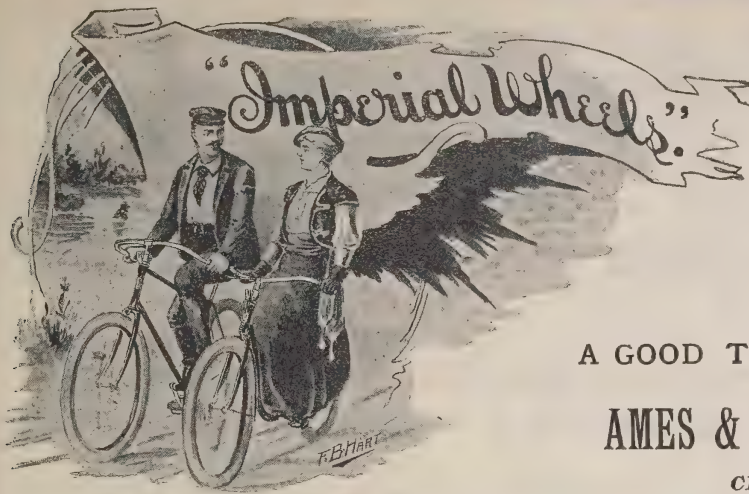
PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, label, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.
W. E. AUGHINBAUGH,
McGill Bldg. 908, 24 "G" Street, Washington, D. C.

The Bicycle Repair Shops.
Remodeling & Repairing
CYCLES BUILT TO ORDER.
W. H. FAUBER, Manufacturer of
The Sentinel Bicycle Bell.

3 Inch,
2 1/2 Inch,
2 1/2 Inch,
35 East Van Buren St., Chicago.

KALAMAZOO
Parcel -:- Carrier!
Price \$2.50.
Light, Strong and Ornamental
Nickelplated frame with strong black linen net attached
FOLDS UP COMPACTLY WHEN NOT IN USE.
Carries either in front or at the rear of the handle bar.
Agents Wanted.
KALAMAZOO CYCLE CO.
Kalamazoo, Mich.

FOR THAT FULL FEELING
ADAMS' PEPsin
TUTTI FRUTTI
GUM
AFTER EATING.
FOR SALE.
A 36 inch Crypto Geared Ordinary, geared to 63 inches, 1 3/4 Boothroyd tires, pump, tools and lamp. Has not been ridden 100 miles. A splendid roadster, fast and safe. Also a Lady's Phoenix, M. & W. tires, bell and lamp. Has not been ridden 50 miles. Also a Lady's Paragon, cushion tires. Ridden one season, and in perfect condition. Every one is a bargain. Owner must sell at once. Will send any machine C. O. D. with privilege of examination, upon receipt of express charges. Address E. H. W., No. 17 Clark Ave., Freeport, Ills.



A GOOD START

Was made early in '92. "IMPERIAL" parts and "IMPERIAL" frames, combined with A1 material did it.

SUCCESS WAS WITH

"IMPERIALS" from the start. It could not have been otherwise under the circumstances.

ALL AGENCIES

Established have been good ones. "IMPERIAL" agents, we call them. They will stick by "IMPERIALS."

WE COVERED THE COUNTRY

As far as our product would permit; quit trying to sell long ago and took care of "IMPERIAL" agents.

WE WILL HAVE FOR '93

Five times as many wheels; all "High Grade," but only need twice as many agents to sell them.

A GOOD TIME TO CONTRACT

Is now. Write us. We will give you all necessary information.

AMES & FROST COMPANY, MAKERS,

302-304 Wabash Ave., CHICAGO.

CHAS. H. SIEG M'F'G CO., Chicago Retail Agents.

can be taken off or put on in less than thirty seconds, when once accustomed to making the change, from a tandem to a single, or vice versa, and so in either instance securing the use of a perfect tandem or single safety as desired."

A rumor is floating about that two eastern manufacturing concerns are about to consolidate and manufacture under the same roof. Our representative is in possession of the names of the concerns, but cannot state the particulars until the deal is completed, as it is only being considered at present.

The Butler Cycle Fittings Company, of Birmingham, Eng., is in a position to supply the American market with parts in any quantity. The reputation of this firm is of the very best, and some of the bicycles made in England contain parts made by the Butler company. Mr. Westwood, manager of the concern, is a practical machinist and an inventive genius.

C. H. Weld, assistant manager of the Royal Cycle Works, Marshall, Mich., rode from that place to Detroit, 114 miles, in ten hours on Saturday. C. E. Gaus also made the trip. Though it was their first century they finished in good shape. They each rode one of the 1893 Royal Scorcher weighing twenty-nine pounds, and no trouble whatever was had with the light wheels.

A San Francisco firm writes the REFEREE as follows: "In a late issue of your paper we notice that you have an item to the effect that dealers on the Pacific coast pay freight on each machine and add \$5 to the cost. We think you have made a slight mistake, as the freight on a machine averages about \$7.50, the rate being \$8.40 per hundred pounds from Boston and New York."

The James Cycle Company reports that sales are being made every day of James, B. & A. and South Roads. Mr. Bridger says that no retail store will be opened on Wabash avenue, as contemplated, but that the present premises will be so altered and improved that room will be had to store nearly two thousand wheels. Mr. Bridger says that the James, B. & A. and South Road will be the lines for next year, besides the Mason saddle.

E. C. Stearns, of E. C. Stearns & Company, Syracuse, called Saturday on his way to Jacksonville to see the races, but more especially to have a talk with Johnson. Mr. Stearns reports that after his year's experimenting his firm is confident that the wheel it is about to place on the market this fall will be second to none. Four styles will be made, weighing twenty, twenty-five, thirty-one and forty-one pounds. E. C. Stearns & Company is one of the established concerns

in that state. For years it had been manufacturing specialties. The new factory for the making of cycles is 150x60, four stories high.

The result of the North Road 24-four hours' ride does great credit to New Howe machines and their riders. J. A. Bennett of the Anfield B. C. rode second, doing 352 1-2 miles, this being the greatest distance ever ridden on any safety bicycle in open road competition, and J. M. James, who rode fourth, did 339 miles.

Rain Spoiled the Milwaukee Century.

For weeks past active preparations have been under way for the second annual century run of the Milwaukee Wheelmen over the Watertown course. A great deal of interest in the affair had been manifested, and a number of outside riders were in the city ready for the start Sunday morning, but all were doomed to disappointment, for at the hour set for the start it was raining a perfect deluge, accompanied by a terrifying electrical display, which lasted until noon.

The road officers decided to postpone the affair until Sunday, Oct. 16, when the run will take place according to the arrangements previously made. But Morrison, undaunted by the rain and muddy roads, started from the club rooms at 7 o'clock. He rode the entire trip alone, taking dinner at Watertown and reaching Milwaukee about 8 o'clock in the evening. He was compelled to walk several miles at a time, as the rain made it impossible to ride through.

Martin Rotier, editor of the *Pneumatic*, has returned from a business trip to St. Paul.

Casper Sanger has about recovered from his recent illness, much to the pleasure of his numerous friends.

Fenton Fox, traveling representative of the Sercombe-Bolte Manufacturing Company, is enjoying a short vacation, having just returned from a trip through Nebraska, Indiana and Ohio.

Arthur Thompson, during the past season in the bicycle business at Janesville, Wis., has returned to Milwaukee and accepted the position of superintendent of the Automatic Timekeeper Company.

A. A. Hathaway, 112 Mason street, had his Rover roadster, No. 15,608, stolen. The wheel was the curved frame pattern, with extra long seat post.

JACK ROYAL.

Club Doings in Buffalo.

BUFFALO, Oct. 4.—The Comrades C. C. is now located in very commodious quarters at the corner of Best and Rich streets. It has now a membership of about sixty and is beginning to feel its strength. New men are entering this club at every meeting, and its fast men

are distinguishing themselves and adding honor to their club, so there is no doubt that by next season the Comrades C. C. will be equal to any of the older organizations in Buffalo. Much of the success and advancement of this club is due to the untiring efforts of the club's president, John Roedel, who by his energy and ambition has developed the material at his command in an astonishing and able manner.

Charles Callahan, captain of the Press club, deserves great credit for conducting the recent century, as it was the largest of any yet attempted in this town.

Saturday when Frank Klipfel finished the road race, he at once put on extra clothing and started off to make a century by going over the same course again, i. e., to Corfu and return, which he did, making the entire hundred miles in 8 hrs. and 10 min. On Sunday morning at 7 o'clock, in company with P. J. Knapp, he left Buffalo for another century over the Dunkirk route. He arrived at his destination at 11:45 a. m., giving him twenty-three centuries thus far for the season and putting him on a tie with Foell, of the P. C. C. Centuries were made over the different routes yesterday by a party of wheelmen from Akron and Tonawanda, also by members of the Ramblers and Press.

WILLIE DUNN.

Peorians to Make a Century.

PEORIA, Oct. 4.—The Peoria Bicycle Club gives its second annual century run next Sunday. About forty members have signified their intention of making the run. A souvenir is always given to every member that completes the century, and nearly all who start will try and make the hundred miles before giving up. The start will be made from the club house at 3:30 a. m., and the "push" expects to get back in time for dinner. The average rider, however, will not reach the club house until evening. All members are cordially invited to make this run.

Mortimer Redman, formerly a resident of this city and secretary of the Peoria Bicycle Club, has taken up his residence in Washington, D. C., where he will engage in the life insurance business.

Decidedly Against a Change.

ROCHESTER, Oct. 3.—Professional racing, it seems, has been many times experimented with, with suicidal results, yet the Spalding scheme is endorsed by Zimmerman, Taylor and other crack racing men, who pledge themselves to sell their amateur status to the syndicate which Spalding represents. If the project should materialize and the fastest men of the United States enter the professional arena, there will be plenty of

men to step forward and take their places in the amateur ranks and vacated by them in their bright anticipation to get the gold that will, perhaps, be put up by the syndicate.

In speaking to the local representative of the REFEREE, C. J. Iven, an old and well-known wheelman said:

I do not believe it will go through, and furthermore I do not favor cash prizes. I think, if introduced, they will tend to lower the present high standard of bicycle racing by making it a gambling game. Cash prizes were tried a few years ago, and what was the result? Bicycling racing degenerated, and it took a long time to recover from the effects. What do Spalding and his crowd care for bicycling as a sport? Once let them get control of it and wheeling contests would sink as low in public estimation as has base ball under their management. I do not believe Zimmerman will sacrifice his membership in the L. A. W. and the benefit he enjoys therefrom and the comparatively small amount he might receive from Spalding's crowd. Why, Zimmerman has won not far from \$10,000 worth of prizes this year, including the \$1,000 team of horses and carriage he captured at Springfield a few days ago. Could he do as well racing for money? You ask of what good are his prizes if he cannot convert them into cash or something substantial? Well, if he can keep up his present gait he will win as much more next year and then he can snap his fingers at the L. A. W. and sell his prizes. Nevertheless, I would not mind Zimmerman, Windle and the other fast men going in with the syndicate. It would bring other amateurs to the front, speedy men who are now loath to compete in big events because Zimmerman and his contemporaries enter and carry off all the prizes worth having. They are just laying for what they can get. I want bicycling kept up to its present high standard, not degenerated into a money-making scheme.

The second annual lantern parade given under the auspices of the Yonkers Bicycle Club took place Thursday night, two hundred wheelmen, including the Kingsbridge club, Mount Vernon club and guests from other organizations and members from various sections took part.

The
Standard Cap
Company,

56 W. Houston St., New York.

Originators of the Long
Visor Eton Cap.

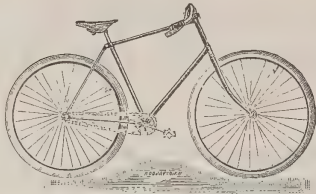
Eton and Bicycle Caps of
all grades.

Trade only supplied.

The "Marriott" Racer, No. 15,

WINNER OF THE

Paris to
Race,



Ostend
July 3, 1892.

Weight, Racer, about 27 lbs. Light Roadster about 32 lbs. Dunlop Tyred.

We are now open to treat with a few reliable dealers for Next Season's Supplies. Write for Illustrated Catalogues and Terms.

Every Machine bears our Registered Trade Mark.

THE MARRIOTT CYCLE CO., LIMITED,

SAMPSON ROAD NORTH, BIRMINGHAM, ENGLAND.

And 71 QUEEN ST., LONDON, E. C.



EVERY Cycle Dealer should get our quotations on Bicycle Sundries before buying elsewhere. We carry over \$10,000 worth of Cycle Accessories in stock, and can quote prices that will bring your orders. We are especially well situated on the following goods: Three Spring English Saddles, T. & L. Wrenches (equal to B. & S., but much lower in price; we sell over 1,000 a month), Special Tool Bags, Sheet Steel Wrenches, Trouser Guards, Birch Automatic Cycle Locks, Tire Tape, Cement, Pocket Oilers, New Departure Bells, Spoke Grips, Caps, Sweaters, Lamps, Cycle Horns, and last but not least, Repairers' Pumps.

HUMBER-ROVER CYCLE CO.,

285 WABASH AVE., CHICAGO.



PALACE SLEEPING AND DINING CAR LINE TO EASTERN AND CANADIAN POINTS

In Connection with the GREAT WESTERN DIVISION of the GRAND TRUNK RAILWAY, it is the FAVORITE ROUTE to

Niagara Falls, Thousand Islands,

and Rapids of the St. Lawrence, and to the Seaside and Mountain Resorts in the East.

SUMMER TOURISTS Should send their address to E. H. HUGHES, General Western Passenger Agent, Chicago & Grand Trunk Railway, 103 South Clark Street, Chicago, Ill., and ask for particulars regarding Summer Tours, Chicago to Niagara Falls, the Thousand Islands, the Adirondacks, the White Mountains, and the summer resorts of the coast of Maine, which will be sent to all applicants free of charge. **SALE OF SUMMER TOURIST TICKETS COMMENCES JUNE 1.**

Magnificent New Pullman Sleepers

DAILY
BETWEEN

{ Chicago and Detroit,
Chicago and Saginaw Valley,
Chicago and All Canadian Points,
Chicago and Boston.

CANADIAN BAGGAGE. Passengers for Canada can now have their Baggage examined and passed customs and checked to destination at our depot in Chicago, thereby avoiding annoyance and delay at the Canadian frontier.

For Tickets at Lowest Rates, apply at ticket offices in the west, or to

E. H. HUGHES,

General Western Passenger Agent,

103 SOUTH CLARK ST., CHICAGO.

W. J. SPICER, General Manager,
GEO. B. REEVE, Traffic Manager,
W. E. DAVIS, Gen. Pass. & Tkt. Agt.
CHICAGO & GRAND TRUNK RY.

L. J. SEARGEANT, Gen. Manager,
WM. EDGAR, Gen. Pass. Agent,
GRAND TRUNK RAILWAY.

This is an illustration of the

Strongest and Lightest Rim Made.

THEREFORE

IT IS THE

BEST.



CAN BE
MADE TO
SUIT ANY
TYRE.

MANUFACTURED BY

BARTON & LOUDON,
ST. GEORGE'S WORKS, COVENTRY, ENG.

We make all kinds of Cycle Rims, and are undoubtedly the largest manufacturers of Mud Guards in the world.

WILD WITH DESPAIR

On his old hard saddle the cyclist soon becomes.

WILD WITH DELIGHT

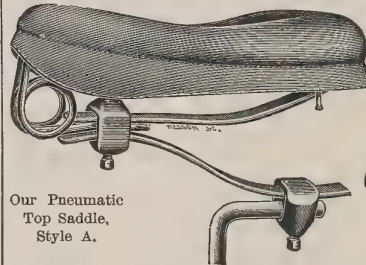
After riding one of Hunt's Pneumatic Saddles.

Are You the Former?

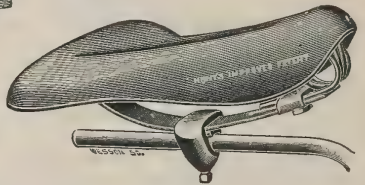
Become the Latter.

Write for prices of
Saddles,
Toe-clips,
Dust-proof Pedals,
Tool-bags, etc.

J. A. HUNT & CO., Westboro, Mass.



Our Pneumatic
Top Saddle,
Style A.



Our Improved Regular Leather Top Saddle
Style B, or Scorchers. Very easy and light
weight.

Solid Comfort.

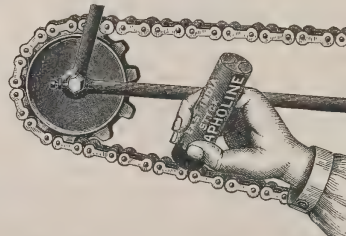
THE AMERICAN ORMONDE COMPANY
New York, are our Special Agents.

These Goods Sell Every Time.

EAST INDIA

Stick Grapholine

FOR BICYCLE CHAINS.



The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks 3 inches long. It protects the chain from rust, dust and wear. Price 25 cents, by mail.

PRINCE WELLS.

Kentucky Bicycle Agency.

626 4th Avenue, LOUISVILLE, KY.

THE WESTON BRAKE ATTACHMENT.

(Patent applied for.)

For COLUMBIA PNEUMATICS. A removable rubber-covered shoe, attached and detached in one minute without removing the brake. Saves the tire and holds the wheel under perfect control on the steepest grades. Riders of Columbia Pneumatics, you can't afford to miss this. Sent post paid on receipt of price, \$1.00. FRANK C. WESTON, Bangor, Me.

N. B.—Columbia agents should write for discounts at once; it is a seller.

"According to Hoyle"

Have your Bicycle Repaired and Thoroughly Overhauled by the Veteran Repairer.

Over twenty years factory and repair shop experience with makers of Rudge, Rover, Rival, Rapid, Rambler, Premier, Humber, Singer, Swift, &c., &c. Highest testimonials from American and English flyers of the path.

NICKEL-PLATING, PAINTING,

ENAMELLING, ETC.

Be sure you see HOYLE, 5-7 Madison-st. E.,
Bet. Michigan and Wabash-aves., Chicago.

6,000 MILES

is the distance traveled by Mr. A. G. Powell with a

Hilliard Cyclometer,

and it is as good as the day he bought it.

The Hilliard Cyclometer

is the lightest, neatest, cheapest and most accurate. Can be seen from saddle. Every one is guaranteed. Will send a cyclometer to any address upon receipt of price, \$8.50. Send for one of our mileage books. Free. Agents wanted.

HILLIARD CYCLOMETER CO.,

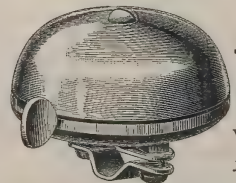
1230 Filbert St.

PHILADELPHIA, PA.

"Sweet Chiming Bells of Long Ago"
were not so sweet as the

Scorer

Bell.



Weight but 8 oz.

Price, \$1.50

Endorsed by members of the L. A. W. Ask your dealer or send for one. You will be more than satisfied.

STANDARD SUPPLY CO.,

2 Park Square, BOSTON, MASS., U. S. A.

CYCLE TRANSFERS.

CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. **W. G. A. Y., City Transfer Works,** Washington st., and Gough st., Birmingham, England.
Dec. 14-92



The following people called at our New York office, 21 Park Row, last week: J. K. Starley, William Starley, Sr. and Jr., of Rover and Psycho cycle manufacturing fame, Coventry, Eng.; Stephen Golder, New Howe representative; Herbert Hadden, of Bayliss, Thomas & Company, Coventry; Percy Stevens, Coventry Cycle Manufacturing Company, makers of Secure cycles; C. Vernon Pugh, Whitworth Cycle Company; B. Riley, Bonnick & Company, Coventry; Edwin Oliver, Cleveland; W. Perrett, Philadelphia; E. J. Howell, Boston; Joseph Ketchum, Brooklyn; W. Fish, Newark, N. J.; L. Orandel, Newark, N. J.; W. J. Corcoran, Boston; H. Crowther, *Bicycling World*, Boston; H. Henning, Philadelphia; W. B. Troy, *Sporting Life*, Philadelphia; James Sullivan, *Sporting Times*; E. J. Willis, Ormonde company; G. Minturn Worden, Remington Arms Company; Walter Mastersen, New York *Sun*; L. C. Boardman, New York *Recorder*; Roland Hennesy, editor *Sport, Music and Drama*; W. H. Hicks, St. Louis *Post Dispatch* and New York *World*; M. Quinlan and Alexander Schwalbach, Gendron Wheel Company; George S. Atwater, Stover Manufacturing Company; George Weymouth, manager Simonds Rolling Machine Company, Fitchburg, Mass.; T. Mallinson, Standard Cycle Company, New York; R. G. Betts and A. T. Merrick of the *Wheel* and G. L. Bosworth and James Murphy, Keating Wheel Company, Holyoke, Mass.

The Chief Sinners.

While the racing board has been chasing the festive salaried amateur artist aimlessly around, did it ever occur to the members that to stop a disease it is necessary to commence doctoring at the root of the trouble? Therefore, would it not be well to deal in a heroic manner with the fountain-head of all the trouble—the manufacturers and agents. The man who accepts the stolen goods is punished, but the man who steals the goods is allowed to go scott free! The man who gives or sells the Indian whiskey out in Oregon is severely punished with imprisonment, and the Indian goes free—not because he don't know any better, for some of those "noble red men" are cute to a degree. So the L. A. W. racing board adopts an entirely opposite course; it meets the wealthy manufacturer at lunch, cracks a bottle and sympathetically asks the wealthy one if he ever paid Johnnie Jones anything for that mile record, or for winning that team of mules and that graveyard lot. The wealthy one (if smart) will dodge the question, through previous arrangements, and will compliment the L. A. W. and its racing board on the purity of the amateur race path; the good work the league is doing in chasing the innocents, etc. Then Johnnie Jones is pronounced pure and free from financial germs. If the racing board and the L. A. W. wish to stop what they would have us believe they do, they would go to the root of the trouble; they would first investigate the manufacturer, the fountain-head of the disease; suspend him a little or make it sufficient cause to bar his wheel from the path unless he could show a clean bill of health. That

would settle that part of the business. But would the L. A. W. have the moral courage to do that? I trow not; the league and the manufacturer are too closely connected in some instances to allow such an impertinent proposition. A circular asking for information does the work better, and the board can afford to be severe and stern with Johnnie Jones; he is a financial and social nonentity. Farcial, hypocritical racing board.

Charles P. Sisley on Amateurism.

I am in receipt of a letter from C. P. Sisley, editor of *Cycling*, London, which in my mind would prove the greatest endorsement the cash prize advocates in this country could wish for, if the editor had not marked "private" that part which should be made public. Mr. Sisley says his editorial, published

facturing Company in Boston, whose agent he was. Pit was staggered when he was told that Worcester made bicycles and that the firm was Hill & Tollman; that one Green, who had recently come from England full of the manufacturing spirit, had persuaded Hill & Tollman to back the enterprise. The first wheel made weighed about sixty pounds and was made of gas tubing—had very thick spokes—and on this all the members of the firm learned to ride in a quiet spot. Pitman was soon in pursuit of the illicit factory and advised the firm to go and see the colonel before becoming wealthy. So Tollman took the advice, and instead of manufacturing, Hill & Tollman became Columbia agents in Worcester. That's a bit more history in which the "old vet" figures. At the Philadelphia cycle show "Pit" made a speech having for his seconds and "bottle holder" Kennedy Child and Frank Egan. In that speech the old vet said, speaking of the pure period:

"Those were the days of the pure amateur, truly. We raced and paid our own expenses, and thought a \$10 prize a satisfactory reward for winning. Why,

and sent same to the genial Columbia bicycle president, deploring the fact that he should be used in such a manner. Here is what the colonel said in reply, in his well-known handwriting:

MY DEAR SIR:—Thank you very much for your polite letter of the 5th inst., calling my attention to the error of the "Recorder" in publishing my picture for that of Minister Egan. We are doing great deeds with pneumatic tired bicycles, and revolutionizing the sports of the turf by the use of Columbia pneumatic tires on sulkies; we are "riding on air and racing with the winds." As the affairs of Chili have been rather windy of late, possibly the editor got the idea of diplomatic wind mixed up with pneumatic tires and thus fell into the error. At any rate, your kind note is appreciated.

With best wishes,

ALBERT A. POPE.

It is no secret that Colonel Pope is the most popular and appreciated man in cycling in America to-day, and many a time at tournaments I have watched the enthusiasm his presence created. The most lowly can always expect and receive a genial hand-shake from the president of the Columbia company, be they riders of blue rims or not. The man is enshrined in the affections of the American cycling public as no other is, and it will be a sorry day when we lose him. I used to roast the Columbia monopoly, and have written pages antagonistic to what I thought was a monopoly in those days, but I did not know the man, and not having received one cent from the Pope Manufacturing Company outside of what I earned from it, I am under no obligations to the company. But I can find room for admiration for such a sport-helper as Albert A. Pope.

Editor R. J. McCreedy.

It is not often that you find an editor of unusual ability a crack racing man, and the path does not afford many instances where the wielder of pen and shears attains championship honors on the path; but in the case of the Dublin editor, R. J. McCreedy of the *Irish Cyclist*, we find a busy editor right up in the front racing ranks. I know his methods—or rather lack of methods—in training, having seen him try to get fit in Dublin in 1887, and it was hard work all day and a few stolen moments in the evening for training purposes. N. H. Van Sicklen is as near like the spectacled Irish editor as can well be in his training methods, and has been quite as successful. Many an evening the writer has plugged around a track with "Van," after his hard day's work was done. I think such men should be given more credit for their performances than the man who makes a specialty of the game and lives on the track the best part of the day. I have often wondered if the bespectacled pair, Van Sicklen and McCreedy, would ever retire from the path, and by a letter just received from the gay Dubliner it looks as if he will be at it again next year. McCreedy writes as follows:

I enjoy reading your contributions to the American papers very much, and I am glad that you appreciate the "Irish Cyclist." I show no signs of failing yet on the race path, and I fancy I will continue as long as I am able to hold my own. This year I would have done well but for a series of misfortunes. I ran stale before the N. C. U. championships; then just as I was getting right and had beaten Adams and Schofield, etc., I got blood-poisoning in my arm. When I was recovering from that I started racing again and beat Arthur du Cross and others. I then went to Scotland, but caught cold going over, and got very bad neuralgia, which kept me awake every night while I was there. Notwithstanding this I beat Harris, Schofield, MacLaren and Vogt, but got a bad fall at one meeting, which compelled me to stop. Cycling circles have changed greatly since you were here, and very many of the old faces are gone. Yours very truly,

R. J. McCREEDY.

There is something pathetic in "very many of the old faces are gone." I was looking at a group of pictures of about sixty of us, the other day, taken at Pow-



W. C. Sanger, mounted on the Sanger racer, made to measure only.—This cut of W. C. Sanger shows the popular Milwaukee flyer in a racing position and going at the top of his speed. It was taken from an instantaneous photograph and is the first picture of the kind ever taken.

in the REFEREE, on "Humbug—no More" is applicable to both path and road racing in England. The English editor is hot under the collar over the apathy shown by the English amateur governing body, and we can look out for a merry war led by *Wheeling's* and *Cycling's* heavy fighting guns. I can not see, however, why Editor Sisley's letter should be marked private, and for the true interests of the sport it should be made public. But all I can do is to ask the author the privilege of giving to American cyclists what is known already by all, and that is that amateurism is not amateurism any longer. Humbug? Yes, just a little!"

The Old "Vet," Pit.

The recent discussion about Pitman reminds me that while in Worcester last spring I was told that Pitman was the first man ever seen in Worcester on a bicycle, about 1878. Pitman startled the city by riding along the streets, and announced that the only bicycles manufactured were made by the Pope Manu-

I remember the first race I rode in New York. It was in the American Institute. I rode a Columbia and the colonel paid my expenses."

Kennedy Child called time on the old vet and Egan threw up the sponge; their man was hopelessly drifting to the bad, and the colonel present, too. But Pit is a good boy and was as pure as any of them.

The Colonel and Minister Egan.

The friends of Colonel Pope were justly indignant last week on seeing the well-known picture of the "Father of American Cycling" used by the *Recorder* to represent Minister Pat Egan of Chili. Now, I never knew there was anything Irish about the colonel, and as a scheming diplomat he would be much out of place. The colonel hits too straight from the shoulder to be minister to a one-horse country like Chili; he could whip the Chilians single-handed. So when New York read Minister Egan and saw Colonel Pope a loud protest arose. The writer clipped the article and picture



THE WHITE ELEPHANT OF THE L. A. W.
THE PRESIDENT: "Wonderful; wonderful. But, my goodness, how it does grow!"

erscourt Falls, outside of Dublin, and four out of that happy throng will not answer the roll-call again. The bright (rightly named "energetic") brother of the editor of the *Irish Cyclist* was one; Woodside, senior and junior, and Ross, the agent, are three more. Possibly others of that group are no longer with us.

Respects to Frank Egan.

In the last issue of his pneumatic sheet Frank Egan deals the writer one of his favorite below-the-belt blows, while in two other places printing eulogistic notices of him. The cause of Egan's wrath was my article on Crowther's treatment by the Philadelphia paper, and while writing the same in the spirit of fair play, I was prepared to have Egan hurl that old chestnut roast at me. One of the grave charges preferred against me by Frank is that I was once an undertaker and buried people for a living, and in truth I have planted people before breakfast just as smart as "Aranza." But then, that is a dead issue—so are women cyclists in racing. We must deal with the present and live issues. Regarding women, if my idea of woman was not more exalted than that held by Egan, I would and could preach a little sermonette on that, entitled "Learn the Truth." But that is not cycling. Mr. Egan's sympathy with my desire "to live down former mistakes" is touching, and I appreciate its true worth, after reading the introductory remarks to the "roast." Mr. Egan does not attempt to controvert my

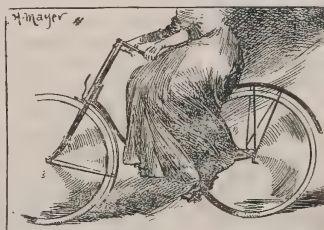
article on the paper's roast of Crowther, but in a letter Egan tells me that "if I knew all I would not be so positive," and that he is "awfully near right at times, and this is one of the times." With due respect to the roastologist, I do not think Frank Egan was within a mile of the right road when he published "Learn the Truth." Frank Egan is proving himself to be a regular Hermann in scientific journalistic slight of hand juggling, but if my future success is to be carved out through the forbearance and mercy of Frank Egan holding anything back of more discredit than the "crimes" I am charged with, I beg of the "commentator" to enlighten the world with another "learn the truth" article. It has been generally supposed that Frank Egan and myself had formed a mutual admiration and roastology society for advertising purposes, but I can assure an anxious public that such a thing does not exist, for I believe in consistency. Egan doesn't. On the cash prize and amateur question we agree, and on one or two other things, but I do not believe in unwarranted abuse as practiced by the lively Egan.

Pneumatic Scheme No. 2.

The cash prize scheme, which is said will be fathered by the *Sporting Life*, may be a go the coming year, but I am willing to risk a prediction that it won't. But the scheme has proved valuable from an advertising point of view for Professor Egan and the *Life*. Now we are treated to scheme number two in the shape of a special car tendered the

"kings of cycling" for a trip west. This is a trifle inconsistent, too. The *Sporting Life* has roasted amateurism all summer; now it proposes to send the amateurs to a warmer climate this winter because they will furnish a first rate advertisement for the *Sporting Life* scheme. The enterprise, though, is very praiseworthy and is easier than the professional league scheme, but the rule of inconsistency crops out very forcibly. Egan writes me regarding the plans and makes the startling announcement that he has "more shots of the same kind in the locker," and to keep an eye on the professor so we can expect a lot of sensationalism from Quakertown this winter. *Vive le roi!* Well, let's hope they will, if consistent with Egan's teachings.

MORGAN.



The Belle Lap.

Bliss' Baltimore Trouble.

Bliss, the Chicago man who made his appearance in Baltimore at the Maryland Club's meet, and who scored such excellent records in the 34-class quarter and 2:25 class races, winning both, will

not be awarded the prizes he was supposed to have won. Chairman Raymond of the national racing board handed down the decision last week.

Bliss, it has been discovered, was not eligible to either of these two races, as he on previous occasions had made better records than the class limit specified. Handicappers Gideon of Pennsylvania and Goodman of Connecticut both wrote in testimony of this fact to the national racing board. This little incident will serve as a warning to would-be record-jumpers in the future who seek to take advantage of handicappers by making their real records and running in classes where they have no business.

Without these class races the cycle track would soon lose its attraction for the great body of people who now patronize the races. To have one or two men crowd into each event and win time after time, as would be the case without the class limit, which freezes them out, the contests would grow tiresome to the spectators and discouraging to less experienced or less expert riders. If such men as Zimmerman, Taylor, Tyler and others of their class could go in all races put upon the meet programme, where would the rising talent be? The incentive which urges the men to contest would be gone, the races would be flat and the patronage soon dwindle away. Bliss had no business in those races, and the decision against him is but just to the other riders.—*Baltimore Herald*.

Horace Bell was in New York during the week.



CHEAP

Only one thing CHEAP about the
CLEVELANDS.

It does not cost much to sell them. After a man rides the "Thread Tire" he talks about it to his friends. It's different, you know. **CLEVELANDS** are fitted with the Cleveland Pneumatic only.

H. A. LOZIER & CO., —340—
Superior St.
CLEVELAND, OHIO.



PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

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Telephone Number—4798.

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TO ADVERTISERS:

Copy for advertisements *must reach us not later than Monday* to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - - Editor.
CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

GOOD ROADS DEPARTMENT.

"What are all those magazines with the wrappers around them?"

"Copies of *Good Roads*."

"But why thus neglected?"

"Because there is nothing in them of interest to us."

Brief but very suggestive was this conversation, which occurred recently in a cycle store. There is nothing new about it. Every one knows that by forwarding a copy of each issue of this work to every member the league throws away so much money each month. The management has shown a lamentable lack of the methods usually employed in placing a new publication before the public. It has relied on the enthusiasm of individual members, clubs and divisions to swell the subscription list. It has made comparatively few efforts to place the journal where it belongs—before those classes which would be benefited by improvements, but as yet can not see it in that light—men who think only of the taxes and give no thought to the benefits to accrue.

The paper started out with great prospects, made greater in the eyes of league members by hiding some of the conditions attached to munificent donations. The great expectations have not been realized and unless a change takes place the magazine will shortly have become as great an elephant on the league's hands as it is at present a failure so far as the objects for which it was founded are concerned.

Thirty thousand copies, roughly, are sent to league members. Two-thirds of these are of no use—money thrown away, seed sown on stony ground and producing literally no return. The management of *Good Roads* and the executive committee of the league know this—are bound to know it. If they do not they can easily test the truth of the assertion by inquiry. It will be remembered that the league *guaranteed* at the outset of the journal's career the sum of \$6,000.

Where is that \$6,000?

Far, far away.

And "twill never come back."

The amount guaranteed was used up in next-door-to-no-time and soon a second like sum will have gone the same way.

Where, meantime, are the thousands alleged to have been given by manufacturers of bicycles—on whom, by-the-way, the management had no more right to call than on makers of buggies and steam rollers, owners of gravel pits and contractors? It now appears that one

"guaranteed" so much, on condition that it was "necessary," while another contributed only on condition that somebody else gave so much, and so it goes. As to the support the journal is receiving from other sources, if every advertiser paid at the same rate as the bicycle makers, money would be plentiful. But they do not.

Three people only seem to be benefited by the publication of *Good Roads*. They are, first, the printer, which gentleman, be sure, is in clover; second, Mr. King, the advertising man, who draws a liberal percentage on all business, regardless of gains or losses of the management; third, Mr. Potter, editor, to whom is paid \$5,000 a year, same conditions as Mr. King, except that should enough business be done Mr. Potter shares in the proceeds until his salary reaches \$6,000. On this basis Mr. Potter holds a contract for either three or five years, we are not sure which.

This contract was made, we understand, on condition that Mr. Potter gave the work his entire time and attention. He may have done so, but it is hardly likely, inasmuch as the law firm in New York and the real estate firm in Brooklyn, of both of which he is—or was—a member, still carry on business under the same name, and with no apparent change.

The work so far displayed has hardly been creditable. Mr. Potter is a lawyer,—probably fair to good; he is a statistician—good; but he is not an editor except in name. It has been said that the successful editor is the man who knows what to leave out, rather than he who knows what to put in. If Mr. Potter had exercised better judgment in that respect his rating would be higher.

Taken altogether, we submit that Mr. Potter is on a very advantageous footing; that a great mistake has been made in the conduct of the roads department; and that the money so far used could have been far more judiciously expended than in supplying 20,000 copies monthly of arguments in favor of good roads to men who are as earnest advocates of the same as is the editor himself.

THE CASH PRIZE LEAGUE.

Assurances reach us to the effect that the proposed cash prize league is sure to be one of the institutions of 1893. It is further asserted that it will not be antagonistic to the league. So far, good. The L. A. W. does not cater to professionals—for as such, no matter what the new association may call them, will the league class all members of the new body. The league has been urged, at one time and another, to assume the control of professionals, the advocates of that idea believing that races for money could be run honestly if they were taken in hand by some body able to punish offenders. It has paid no attention, however, and cannot now complain if some other association comes into the field.

A league for the government of professionals, properly conducted, will, we think, prove beneficial. It will at least enable the L. A. W. to enforce its amateur rule, and bar from its races those men who, by reason of "expense" abuses, are better able to fit themselves for competition than the man who earns his daily bread by labor in other fields.

It is fair to presume that the founders of the new league are not working in the dark, and have assurances of some sort from some of the riders that they will be on hand to compete when the proper time arrives. In that event we may have the pleasure of saying goodbye, before 1893 closes, to many men who have been allowed to compete as amateurs though possessing no real claim to that title—good, hard-working fellows

in their way, but masquerading, through no fault of their own, in wrong guise. In their proper sphere they will get more racing, be beyond the reach of critics, and, if they conduct themselves properly, will retain every bit of respect which the public now has for them.

Does the vocabulary of some American cycling journalists contain such a word as "rot"? Read this: "What a lucky thing for English pride it is that Zimmerman has turned out a world-beater. It enables Englishmen to say that if he had not been one he never could have ridden away from their fastest men as easily as he did."—Scottish Cyclist.

Yes, Jimmy is a world-beater—he has beaten all the cracks on this side and the other side of the water. We might add that there are a full half-dozen men in America who can get away with the fastest of the English riders, not barring F. J. O., either.

NOTES AND COMMENTS.

The Hartford Y. M. C. A. secretary says that "the great enemy of a proper observance of the Sabbath is not the saloon, great as that is. It is the bicycle. It is our opinion that the bicycle causes more young men to neglect church and Sunday school than almost anything else."

What rot! It is absolutely amazing what curious things one does meet with when he does not have his gun handy. Someone should labor with the backwoods secretary of the Hartford Y. M. C. A. The good that this mighty organization has done for humanity is as unquestioned as is that which has been performed by the church at large, but it has not been done in either case by men bearing the stamp of such hereditary dogmatism such as is evinced by the Hartford man. The good that both organizations have performed has been in a great measure forced upon them, particularly during the past twenty-five years. Had it not been for the college, the district school and the newspaper, the Y. M. C. A. could not have existed, and the church would still have held the power that made the old world (and America likewise) a place well exemplified by a literal hell a hundred years ago.

The Y. M. C. A. is composed of young men—supposedly bright, pushing, reasoning young men—and an emanation from a prominent secretary of the society will no doubt set them thinking. I am well assured that the one at the head of this article will not redound to the credit of either its author or the order he represents. Religion is a great and grand thing, but the religion of the last half of the nineteenth century is not one of books, gowns or dogmatisms. It is one that teaches the right of all men to be free and equal, to worship according to his conscience and in the manner which he finds the most fit. If the contribution baskets of the church and Y. M. C. A. suffer in consequence, let them look further than the seductive "rig" and the still more seductive bicycle. Stop the wail that innocent recreation is employing the sanctuaries, for all nature is as glad, as sorrowful and as busy on the seventh day as upon any other. Brighten the churches, feed men on the meat of intellectual discourses, good music and a joyful life-loving, pleasure-giving faith in mankind, and a future full of joy and gladness, and not on the milk of woe and fear made more impressive by sombre, silent houses of worship, superannuated preachers and ghostly music. Don't peach hell here and hereafter and don't pass the basket too often. Life here below is not too full of joy; neither is there too much comfort. Attend to the soul's welfare in a clean and healthful manner, and don't demand too much of frail humanity. It seems to me that the comparison made by the no doubt zealous secretary between

whiskey—the greatest of body and soul destroyers—and the bicycle—the greatest of all *body* (at least) improvers—is rather overdrawn. In the words of the immortal poet, I am strongly inclined to think that the secretary "don't know what he is talking about."

* * *

DIFFICULTIES IN THE TRADE.

I am credibly informed that Pope has formed a partnership with the makers of the elliptical sprocket. I am surprised to learn that one so astute as the redoubtable colonel should still believe in the "lifting himself by the boot strap theory." Natlless, I doubt not that the small makers will suffer as usual. It is amazing what little hard, common sense is evinced in the bicycle trade. Apropos of this I have just heard of another cycle concern that has given it up. Cause, big discounts and big credit to unworthy patrons; and so it goes. How long will this thing last?

It would seem that no amount of warning or experience can teach the trade the folly of doing business in the slack and unworkman-like way which has been so long the curse (like Democles' sword) hanging over the heads of maker and dealer. Failure after failure, loss after loss, have signalized the bicycle business during the last three years, as being about the most unsafe thing that one could invest his money in—and still no change. It is time that bicycling as a money-producing business be placed on a solid basis, and the cycling press should use its influence to that end.

LA COTE MAL TAILE.

A Division Fight in California.

There is a lively fight now on in the California division, and beginning tomorrow the election of officers will continue one month. Everything has not been pleasant among the members of this division. The present officials, or their side, have had control of league affairs for a half-dozen years and a strong effort is being made to oust them. As stated in last week's REFEREE, a new ticket was nominated at a meeting held at the San Francisco Bicycle Club's house. At this meeting a platform was also adopted, in which the work of the national body in road improvement was recognized as of paramount importance to all classes of persons, the newly organized California Associated Cycling Clubs was welcomed as a valuable auxiliary to the division, a separate division for Southern California was favored, and "we consider it essential to the welfare of this division that the administration of affairs be taken out of the hands of those who, with reckless disregard of public opinion, have so long prostituted the division to their own selfish purposes, and, refusing to heed the popular demand for their retirement, are now desperately struggling against the wave of unpopularity about to engulf them, and, by a pretended surrender of the principal office, are seeking to support in the remote sections of the state, where their misdeeds are not known and undisturbed."

"Pop" Worden Leads.

In the Recorder piano prize contest race for the most popular cyclist in New York, G. Minturn ("Pop") Worden leads the dozen cyclists voted for with 4,000 votes. Some of the contestants, Albert, the professional for instance, are evidently buying heavily of *Recorders* for the sake of the coupons which are used for ballots, as many of the competitors are known but little by metropolitan riders. And still their votes run up in the thousands.

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the cycling events created the greater enthusiasm and was no doubt the magnet of attraction for the large crowd in attendance. The whole affair was managed by the boys, who took every precaution to have each event pass off in the smoothest possible manner, and their efforts were more than successful.

The programme opened with a one-mile novice race, which was captured by a dark horse, Edward Vogel, with William Murphy second, and Charles Ide third; time, 2:55. This race gave a fine exhibition of pretty riding, with an exciting finish.

In the quarter-mile dash six starters faced the flag at the quarter pole. Frattenger won in 37 2-5 sec., Howie second, and Vogel third. Edward Vogel was victorious for the second time in placing the half-mile handicap to his credit, with Frattenger second, and Anderson third; time, 1:12 1-5. Kuensel, who finished second in the Waukesha road race, was the only scratch man.

The day's sport closed with a three-mile handicap, which was won by L. Klug (175 yards), Frattenger second, and Kuensel third; time, 8:42 1-2. The exercises also included exhibitions in all kinds of athletic sports, in all of which the students showed great skill. The track was in excellent condition and in all prize contests medals were given.

* * *

Rochester Race Matters.

ROCHESTER, Oct. 10.—Perhaps no two cities in the union have been at odds over races as much as Buffalo and Rochester.

As is almost universally known, the Flower and Queen cities are the greatest wheeling centers on this side of the Atlantic. With fine streets and astonishing privileges it is a veritable mecca for bicyclists in the two places, and in view



—Bicycling News.

of this and the intense rivalry between these two bergs in Uncle Sam's baliwick, widespread interest is shown in the matter of a race between the cracks of the two cities.

It's a case of "one's afraid and the other dar'n't," as has been demonstrated in the tilts through the newspapers of both towns. Ultimately all the talk and bluster may result in a contest over the road. The Buffalo Courier, in speaking of the affair, says:

"It is a possibility that a club team road race for the championship of western New York will be arranged to take

place Oct. 22 on the Buffalo-Rochester course. The race will be open to all clubs in this part of New York, and is especially intended to bring about a meeting between Buffalo and Rochester riders.

"Six men will be allowed in each team, and every club represented will be assessed a certain sum, the total to be used in purchasing a trophy that will go to the winning team. All this season there has been talk of a road contest between Buffalo and Rochester, and each city has been looking for a challenge from the other.

"As Rochester issued the challenge in 1889, and also won the race, it is now Buffalo's turn to send out the defi and make an endeavor to regain the lost honors. The Press C. C. is considering the idea of challenging, and may do so in a few days.

"As the Rochester riders would be the challenged ones, they would have something to say about the course, and would undoubtedly select Buffalo as the starting and their own city as the finishing point."

With the elasticity of rubber the Genesee Club of Rochester will accept the challenge just as soon as it is out, and will proceed on the day of battle to exterminate the Bisons completely. The Geneseees are prepared to put in the following team: William Le Messurier, Fred H. Smith, George McTaggart, C. J. Iven, George Montgomery and Frank Schantz.

M'TAGGART WON EASILY.

When the Genesee Club held its sixth and last handicap race Tuesday evening a strong wind caught the riders in the face on the backstretch of the Rochester Driving Park, and made the pace slower than it would have otherwise been. George McTaggart had pacemakers, a decided advantage in the face of the wind. He had a handicap of 1 min. 30 sec., and naturally enough he finished first. George E. Montgomery, with 5 min. 40 sec. start, was second; Charles Penny, 9 min. 45 sec., third; C. J. Iven, scratch, fourth, and William Le Messurier, scratch, fifth. An eighth of a mile away from home Iven drew away from Le Messurier and finished strong, with his opponent well up. Iven's time from scratch was 36 min. 30 sec. Penny finished only a few yards ahead of the scratch men.

McTaggart wins the wheel, but only

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by a close shave. His total score for the series is 47, with George Montgomery and C. J. Iven tied at 46 each.

* * *

Leonhardt Won from Scratch.

The Calumet C. C.'s last ten mile handicap road race of the season was held Saturday over the Lake View course. Leonhardt, from scratch, won the race and time, the latter being 32:05. H. C. Jacob met with an accident but got another wheel and finished. Pauli punctured his tire at five miles and Ambos finished by running in. The result was as follows:

Name.	Handicap.	Time.
A. Leonhardt.....	Scratch	32 05
Hermann.....	2 30	34 00
W. J. Jacob.....	2 00	34 45
Ambos.....	3 30	36 12
Finkel.....	4 00	37 18
Tanka.....	4 00	38 00
Witt.....	4 00	38 19
H. C. Jacob.....	1 30	34 02
Pauli.....	3 30	39 20
Pearson.....	4 00	39 23

* * *

The Bidwell Pneumatic Sulky.

The George R. Bidwell Cycle Company has finished the bicycle sulkies for Robert Bonner, with forty-eight, thirty-six and fifty six-inch wheels, which the millionaire publisher and horse fancier will test to find, if possible, the advantages and merits of the different sized wheels for speeding. Maud S. will draw the large wheel sulky first in a trial. Bidwell will possibly build a few pairs of wheels for exhibition purposes at the shows.

* * *

Evansville's Big Meet.

The Evansville races last Thursday and Friday closed the western circuit until next week's Chicago tournament. At this meet there were some surprises, Johnson winning the piano race against a big field, and Lumsden breaking the five-mile competition record. He rode



the distace in 12:36 3-5, lowering Taylor's record of 13:39, made at Buffalo. Rhodes defeated Johnson, Munger and others in the quarter, flying start, and Bliss won his favorite race, the two-mile handicap. The track was in good shape, though somewhat dusty. The grand stand contained 5,000 people the first day. The officers of the day were: F. P. Prial, New York, referee; judges, H. T. Hearsey, Indianapolis; J. C. Combs, Nashville, and Dr. H. B. Tileston, Louisville; timers, Fred Patee, Peoria; E. A. DeBlois, Hartford, and Joseph Goodman, Hartford; clerk of the course, Fred P. Straub; announcer, W. C. Marion, Hartford; starter, W. A. Shockley, Boston.

The piano race brought out E. V. Minor, Indianapolis; A. E. Lumsden, J. P. Bliss, W. A. Rhodes, L. D. Munger, Roy Keator, and John S. Johnson. A time limit of 2:35 was placed on the race. Rhodes was first in the stretch, with Lumsden and Munger close up. Rhodes

sprinted, Lumsden got the lead and won, Munger losing by six inches. Johnson followed Munger and beat Rhodes by six inches. Minor of Indianapolis was fifth, Bliss and Keator dropping out. Ballard and Keator went in to pace on the run-over. Keator got so far ahead in the last half that he could have won, but actually backpedaled and waited for the others. They were in a bunch at the three quarters, when Rhodes went out and Johnson after him. Johnson went by Rhodes and was never again headed, winning the race from Rhodes, Munger third and Lumsden fourth. The first quarter was run in :36 1-5, the half in 1:11 1-5, the three-quarters in 1:48 3-5, and the race in 2:23 3-5. Munger had the race won, but pulled his handle bars out at the quarter pole, and after shoving them back rode the race with practically no bars.

The last race was the five-mile handicap. Twelve men started, Lumsden and

Munger on scratch, Bliss 225 yards, Ballard 300, Minor 475, Keator and Guyol 600, Stringer, 650, and Hay 950. Bliss made up Ballard's 75 yards in the first mile, and Keator and Stringer were riding with the limit man, Lumsden and Munger making pace alternately. Keator went for a lead on the fourth mile, when Lumsden and Munger had overhauled Bliss and Ballard, the latter soon dropping out. Guyol quit at the beginning of the fifth mile. Keator, Stringer and Hay were 100 yards ahead of Bliss, Lumsden and Munger, the six then in the race. The latter overhauled the bunch, and Lumsden and Bliss came down the homestretch, Lumsden winning by a length, with Stringer third and Munger fourth. The summaries follow:

One-mile, novice—E. R. Lozier, Cleveland, 1; C. H. Filbeck, Terre Haute, 2; F. Wilson, Fairfield, 3; time, 2:52 4-5.

Half-mile, handicap—J. P. Bliss, C. C. C., 20 yards, 1; E. V. Minor, 45, 2; Roy Keator, 60, 3; time, 1:05; Lumsden's time, 1:06 3-5 from scratch—fourth place.

One-mile, 2:45 class—H. N. Stringer, Elgin, 1; Thomas Hay, Indianapolis, and W. H. Irish, Cleveland, tied for second; time, 2:37 4-5.

One-mile, open, "piano race"—A. E. Lumsden, C. C. C., 1; L. D. Munger, C. C. C., 2; J. S. Johnson, C. C. C., 3; time, 2:43 2-5. No race; time limit, 2:35. Run over—J. S. Johnson, 1; W. A. Rhodes, C. C. C., 2; A. E. Lumsden, 3; time, 2:23 3-5.

Two-mile, Evansville C. C.—W. T. Bonfield, 1; W. M. Dunham, 2; J. B. Green, 3; time, 6:08 4-5.

Quarter-mile, flying start—W. A. Rhodes, 1; J. S. Johnson, 2; L. D. Munger, 3; time, :31 1-5.

Half-mile, Evansville C. C.—W. C. Paine, 1; W. T. Bonfield, 2; W. M. Dunham, 3; time, 1:18 3-5.

Five-mile, handicap—A. E. Lumsden, scratch, 1; J. P. Bliss, 225 yards, 2; H. N. Stringer, 650, 3; L. D. Munger, scratch, 4; time, 12:36 3-5, world's record.

SECOND DAY'S DOINGS.

The second day of the meet was even more of a success than the first, though the racing was hardly as spirited. Johnson was put out because he was given a start and would not ride. He said he had a cold and could not be induced to



Commends the "Referee's" Stand.

MINNEAPOLIS, Minn., Oct. 10.—Editor REFEREE.—I received the Oct. 7 issue of the REFEREE, and in addition to saying that I have not seen a cycling paper which excels the REFEREE, and scarcely one that equals it. I want to thank you for the fair treatment you have given our friend, John S. Johnson, the pride of Minneapolis cyclists. Your editorial is unanswerable, and the contemptible insinuations and boyish, ungenerous criticisms made by some writers appear more foolish than ever after reading your editorial. A comment in the *Bearings* of Oct. 7, under the head of "Be Fair," explains the discrepancies between his Independence record and those made since. It must be remembered that Johnson has not had much experience in competition races.

Another thing that pleased me exceedingly was your cartoon about the organ. *Puck* or *Judge* never made a better cartoon. It reminds me of a recent law suit I tried about a pipe organ, in which I learned that the best mechanical facilities in world are insufficient to build a good pipe organ without the aid of an experienced musician to act in the capacity of a "voicer." Harmony and finish in tone can be attained only by the co-operation of the voicer and the mechanic. When the organ seems to be mechanically perfect, the voicer, at the key-board, tests the organ from a musician's standpoint and gives the mechanic instructions to bring out effects no other way obtainable. Mr. Bassett in your cartoon seems to be acting as a voicer, but I am disposed to believe that your cartoon is not true to the facts in that regard. If Mr. Bassett could be the voicer (editor) in fact, the mechanical faculties seem to be sufficient to give us a good organ. Whether the proper combination can be secured east of Chicago or not remains to be proven. A. B. CHOATE.

Buffalo Cyclers Busy.

BUFFALO, Oct. 10.—Of course centurion F. A. Foell made another 100-mile run yesterday. The condition of the roads was nothing to be proud of, but an extra effort enabled him to complete his run. W. F. Runser accompanied him from the club house, which they left at at 10 a. m. to Dunkirk and returning to their starting point at 8 o'clock in the afternoon. This makes twenty-six centuries from Foell, and up to date he stands at the head of all our centurians, Klipfel ranking second.

The events of the past week have been confined to club-room talk, renewed challenges and arrangements for the winter months. We are able to wheel into the country all the fall and during a part of the winter season, so long as the weather is dry, for the roads in this neighborhood remain in fairly good condition when not cut up and made rutty through the rainy weather. This enables the clubs to have fox chases, paper races and other sports a wheel, and gives fresh life to the club's history and ruddy cheeks and improved appetites to its members.

The topic of importance which is being discussed in club circles, is the acceptance of the various challenges be-

tween the Ramblers B. C. and the Pressites. Charles Callahan says that up to date he has not heard from the Ramblers, and the latter declare they have not heard from Foell in answer to the 200-mile challenge from Klipfel, but things can not go on in this way much longer, and doubtless by the end of the week both their defies will both have been answered. That some of these challenges will go begging seems possible, and it will be quite unlikely that the weather will be of such a favorable condition that the dates will fall upon pleasant days.

TOO MUCH FOR THE GLORY.

These team races of fifty miles seem to be quite large undertakings for very little glory (a trophy of which goes to the club). If each man in the winning team were to receive a suitable prize, he would have something besides glory to work for. Glory is all right enough once in a while, but it does not indemnify a man for lost time, impaired health and injured wheels. Did any body ever make a good dinner from glory and quit the board perfectly satisfied?

The Press C. C. is determined that some notice will be taken of the following challenge:

To the Bicycle Clubs of Buffalo:—The Press Cycling Club hereby challenges any and all clubs in the city to a fifty-mile team (three to six men) road race for the city championship and a suitable trophy; time, course and value of trophy to be decided by joint committee appointed from competing clubs. CHARLES H. CALLAHAN, Captain.

The Press C. C. will give a grand entertainment at the Music Hall on Thursday, Dec. 8. Its ability to cater to the pleasure of its friends was amply demonstrated last season by the well managed ball given at the same place. A committee has the arrangements well under way and promises that it shall eclipse any of their previous efforts. This club has a fine programme of winter sports, including pool tournaments and bowling parties, besides several whist and other card parties. Taken all-in-all, the Pressites are determined to have a good time this winter.

DOINGS AMONG THE CLUBS.

Freitag and Saenger of the Comrades Cycle Club are the star centurians, the former having nine to his credit and the latter seven.

The Wanderers B. C. will this week hold a Columbian entertainment, and the committee promises great things. The boys will have quite a lay-out, as a menu has been arranged complete enough to satisfy the most exacting gourmand. This club has not been able to find suitable rooms up street, but are still on the lookout.

The Iriquois Wheelmen are fast coming to the front, and at present their section is making more of a disturbance and excitement than the Athletic. A grand ball to be given on the 17th of next month is a pleasing feature on their programme, and already many tickets have been sold.

The wheelmen in this vicinity are very skeptical about receiving the records made by J. S. Johnson, and we do not see the reason, if they will understand that that this man Williams is a gentleman who has never permitted fake racing or records, or allowed even the appearance of faking upon his track, for his reputation, standing second to none for honesty, uprightness and probity in the section of the country in which he

lives. Besides, the manner in which these records were made has been most fully illustrated, explained and described at various times in the REFEREE. What under the sun more is required to make the question clear?

WILLIE DUNN.

Milwaukee Club Matters.

MILWAUKEE, Oct. 10.—The North Side Wheelmen, at their regular meeting Tuesday evening, elected the following officers for the ensuing year: President, G. Aussen; vice-president, E. E. Miller; secretary, L. Perrin; treasurer, E. A. Reddy; captain, W. M. Breckenridge; board of directors, J. E. Rider, Peter Knock, A. Burke, A. C. Runkee.

The club has a membership of seventy-three and is in good financial condition. It will give a time race on the White Fish Bay road Thanksgiving-day afternoon.

The century riding fever has given Milwaukee a wide berth this season, and centurians are at a premium. The annual century run of the Milwaukee Wheelmen has been indefinitely postponed. On last Sunday Morrison, Paine and Sercomb rode over the Watertown course, for which each will be decorated with another bar.

A number of Milwaukee riders will attend the Beloit-Janesville road race the middle of the month. A large crowd is also expected from Madison and Appleton. The event promises to be a great affair. JACK ROYAL.

Question for the Racing Board.

SAN FRANCISCO, Sept. 30.—Editor REFEREE.—I am in trouble and hereby appeal to you. I am an amateur—not "choor". I want to remain an amateur, but am confronted by the following temptation:

Here is the (hypothetical) case: A \$1,000 team and a suckling white elephant are offered at a coming race meet. I am liable to win them. If I win, is it not the business of the league (in the interest of amateurism) to provide me with labor whereby I can support said prizes, or can they not compel the club offering such prizes in the future meets to have as prizes provender of some infant food for the maintenance of said prizes? Please do not regard this as an attempted joke. It is serious, and I lay awake at night and think of it.

PANVRETTE.

Philadelphia's Social Season Opens.

PHILADELPHIA, Oct. 10.—While the riding season here is by no means over, and, in fact, there is as much activity displayed as at any time of the year, the various clubs are beginning to think of the social season and to make arrangements for the same. Entertainment committees are being appointed in almost every club, which will have sole charge of the entire season's programme, and if present signs fail not, the winter of 1892-'93 will far surpass all former records—and this is saying a good deal, as the local clubs are noted for the magnificent way in which they have entertained their members and friends in years gone by. One popular feature of past seasons, which has also proved a remunerative one, is likely to fall into disuse, and that is the theatre party. It has always been possible heretofore to secure a profit of fifty per cent on all tickets sold by the club members for affairs of this kind, which amounted to quite a handsome sum generally and was either put directly into the club's treasury or used to defray a part of the expenses of the remaining entertainments of the season, but now the theatrical managers have formed a "combine," a

sort of trust, as it were, and will give only twenty-five per cent hereafter.

SURPRISED THE PRESIDENT.

Some forty members of the Park Avenue Wheelmen prepared a pleasant surprise for their worthy president last week in the form of a testimonial banquet. Mr. Bunnell was beguiled into paying a visit to one of the club's members who intended to have a little birthday party or something of that kind at his residence, and the boys who informed him that owing to the number of guests invited to this shine it had suddenly been determined to hold it in a well-known up-town restaurant. So well was the secret kept that Mr. Bunnell, shrewd as he is, did not discover the scheme or suspect anything at all, and was consequently taken completely by surprise when as he entered the banquet room he discovered from the lay of things there that he was the guest of the evening. The evening was passed merrily with the discussion of a pleasant menu and many good after-dinner speeches, Vice-President E. C. Taulane being delegated to relate the cause of the gathering and the appreciation of the club's members of their chief executive's work in the interests of the organization.

NOT A BIG SUCCESS.

The third annual lantern parade was not the glittering, dazzling success which that of last season was, owing, probably, to the reason that Philadelphians, like many other wheelmen, have grown tired of the show business and of parades in general. The committee in charge, headed by Captain Hirschler, certainly did all in their power to make the matter a success, and while they were successful in securing a fairly good-sized parade as to number, there was comparatively little in the way of decorations as compared with last year, when hundreds of dollars were spent on the display. It was decided some time since to make the parade a testimonial to Mayor Stuart, that gentleman being asked to review the display, and this fact undoubtedly caused a good many wheelmen to turn out from pure patriotism, who otherwise would not have taken part. The route was confined to Broad street, which is now a magnificent asphalt paved thoroughfare, thanks to the efforts of the mayor, and an immense crowd lined the streets the entire distance, but the police arrangements were perfect. There were numerous decorations all along the route as well as displays of fireworks from club houses and cycle stores. The Park Avenue Wheelmen erected a reviewing stand in front of their club house, from which the mayor, several members of his staff, Chief Consul Boyle, President Tucker of the A. C. C. and other invited guests reviewed the parade and afterwards, together with representatives of the press, were entertained at supper by the club.

Fred Garrigues, formerly a well-known local racing light and a general all-around hustler in the Century Wheelmen, was married on Thursday evening last to Miss Annie Mole.

On Saturday evening the Columbia Cyclers celebrated their fourth anniversary at their club house, 1610 Diamond street. An interesting programme was presented composed both of club talent and visitors. President Harry Lawser also made an interesting address and Dr. Hill presented the prizes won at the road race in the afternoon.

PAUL BERWYN.

Busy Asbury Park Wheelmen.

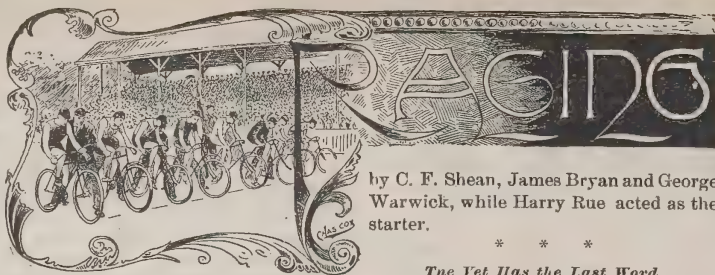
ASBURY, Park, Oct. 10.—This prosperous bicycle club is enjoying a season of unusual popularity. At the last meeting

the membership was increased by thirteen, and applications are in which if favorably acted upon will bring the membership of the club to over a hundred. One-half of all the business men in the place own and ride wheels, and the number is increasing every week.

The club will have a ten-mile road race on Oct. 15. The route will be from Asbury Park to Spring Lake and return. Prizes will be given to the persons making the fastest time and the winner of the event.

When a committee composed of leading knights of the wheel chartered a steamboat and went down the bay to meet Champion Zimmerman last July, the A. P. W. went down into its exchequer and contributed a tidy sum. Now they have repeated the thing and have contributed \$50 more. The committee was short \$150, and asked for contributions. Surely the local club must have a warm spot in its heart for "Zimmy."

Zimmerman, whose home is only six miles from Asbury Park, drove through town this week behind his \$1,000 team of horses which he won at Springfield. He had just returned from Philadelphia and made his way to the athletic grounds, where he indulged in a five-mile spin in order that he might be all right for the races in which he was entered the day following. A REFEREE reporter asked him what he thought of Johnson's remarkable time. "Oh, I hardly know what to say on the subject. I saw it in the newspapers and that's all I know



WINDLE'S GREAT RECORDS.

Flying Mile, 2:02 3-5—Standing, 2:05 3-5—Half-Mile in 57 4-5 Seconds.

All eyes and ears are turned Springfield-way these days, to catch Windle's contest, for it seems a slow week if one or two records are not broken. There is no doubt that Windle is in great form just now for trials, and there should be no great surprise if Windle rode a mile in two minutes dead. Just before noon on Friday of last week Windle made his appearance on the Hampden Park track to go for the flying start mile record, notwithstanding the fact that a strong wind prevailed. He was after Nancy Hanks' 2:04 record. Two triplets were used for pacemaking. Campbell, Murphy and Wheeler took the record-breaker the first half-mile in 59 4-5 seconds, as three watches registered. Saving Johnson's half, this is world's record. Dornitge, Smith and Arnold, on a triplet, took him the last half. The pacing stallion, Nelson, also helped him down the stretch.

The time by quarters was: First quarter, 29 2-5; half, 59 4-5; three-quarters, 1:30 4-5; mile, 2:02 3-5. The officials were: Referee, A. O. Sinclair; timers, C. T. Shean, J. A. Bryan and W. H. Jordan; judges, G. E. Stacey, H. G. Peet and John W. Drown; starter, Harry Rue. The fact must not be forgotten that this record was made with the assistance of a horse as pacemaker as was Johnson's.

Saturday Windle again went for record, the standing start this time. He cut Tyler's mile record, standing start, of 2:08 4-5 to 2:06 2-5, and in the afternoon he set the mark at 2:05 3-5. In the first attempt he had quite a little wind to contend against, but after dinner the circumstances were more favorable. He made the middle half-mile in 57 4-5 and the three-quarters in 1:34 flat. The pacing in the afternoon was better than that of the morning, and it was warmer, too. In the forenoon's trial two triplets were used for pacing and there was trouble in getting under way, but in the second attempt Harry Arnold took him the first quarter in :33 4-5, while the triplet, with Wheeler, Nelson and Campbell up, took him to the half in 1:08 3-5, and the three-quarters in 1:34. Then George Smith brought him to the tape in 2:05 3-5, or :31 3-5 for the last quarter.

In the first attempt Arnold, Smith and Dornitge were to take him the first half. Windle thought the men were going too fast and shouted to them to slow. As a result he had to pass them and cut wind for himself to the first part of the backstretch. There they caught up and passed him, but only got him to the half in 1:06 3-5. The second triplet picked him up in good shape at the half and took him to the three-quarters in 1:36 2-5 and the mile in 2:06 2-5. This made the last half-mile in :59 4-5, with :29 4-5 for the first quarter and :30 for the last.

A little later the Milbury lad put the flying half record at :57 2-5. He announced his intention of again trying for the mile record. The trials were refereed by George S. Atwater, ex-chairman of the racing board; judged by D. E. Miller, H. C. Tyler and J. E. Sanborn, and timed

by C. F. Shean, James Bryan and George Warwick, while Harry Rue acted as the starter.

* * *

The Vet Has the Last Word.

NEW YORK, Oct. 8.—Editor REFEREE:—If you will pardon me I would say that I feel that you, knowing my tendencies on the subject of professionalism, should have written and asked if I had any feeling in the matter before publishing me in the list of professionals. You know as well as any one that the race you refer to was a straight out amateur race and not one of all the riders had a thought of money. I fail to recall whether Harrison rode at Lynn against me. My impression is he did. As for the afternoon, of course everything shows he was a contestant against me; for the riding for money, I was not aware of it at the time I rode him, and must qualify by saying that I don't recall whether it was after the races were over that I found out or between that time and the date of the letter which I hold from Charles Howard of Brockton, who secured the riders and made the arrangements for the race. The date of his letter is July 15. There is some memoranda which I have lost which would place me right on this. At any rate, for winning each race I received a prize, at Lynn a pitcher, at Brockton a cup. I quote a line or two from Mr. Howard's letter: "I need not go into particulars that both of you entered for prizes, but not enough appearing to fill the race, you offered to ride on any terms that would satisfy the committee. Mr. Harrison offered to ride for \$15, but finally left it with the committee to give him what they thought best. After the race he said he would be satisfied with \$10, which was paid him. The committee then presented you with the cup, as you would not accept money." The closing sentence of the letter is, "I would further say that if in any way I can assist you, except through the newspapers, consistent with actual facts, I will cheerfully do so. I neglected to say that we were disappointed in some who were entered not putting in an appearance: you very generously offered to ride without any compensation, which was appreciated by the committee."

As you see, he used the word "compensation," but I have quoted you what he says, which proves to you what he means by saying "prize." Now you know mighty well that I never proposed to be a professional in the past and certainly do not in the future, and I think it is illbecoming in any one to in any way put me down in the professional list. It is not right and it is not correct, and it was some time after '79 before they had races on the Boston Common.

Yours truly, W. R. PITMAN.

* * *

Nashville's Big Meet.

The Capital City Cycle Club is to have its big meet on the 26th and 27th of this month. These races we intend to make the best ever held in the south, and, in fact, they will be the largest ever known south of the Ohio. We are at work getting up a \$8,000 prize list which we think has never been equalled in any city in the south, and as the rates are unusually low from Chicago here there is no reason why we should not have a large delegation from your city. The race list is made up of twelve races, eight of which are open, so it would pay any

northern rider to enter, as he will have any amount of show to win. The race list is as follows: One-mile, novice; one-mile, handicap; one-mile, scratch; quarter-mile, open, flying start; half-mile, scratch, Capital City Cycle Club; five-mile, handicap, open; one-mile, scratch, open; half-mile, handicap, open; one-mile, handicap, open; two-mile, handicap, open; half-mile, open; one-mile, handicap, Capital City Cycle Club. The tournament on the 26th and 27th is under the sole auspices of the four C's. Everybody attending will be guaranteed a jolly good time, and all wheelmen, especially those who are troubled with blues are invited to attend. J. OF J.

* * *

A New Club's First Race.

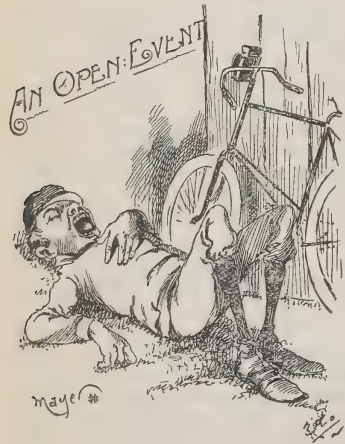
The first annual five-mile road race of the new Building Cycling Club was held Saturday over the west side course. E. Kozelski won a large Turkish rug for first prize, while Mershback secured the time medal in 18:04. The finishers with their times were:

	Time.		Time.
Kozelski,	18.10	Mershback,	18.04
Lindgre,	18.12	Pieronnet, scr.,	18.13
Ambeer,	18.14	Solum, scratch,	18.25
Clarke,	18.08		

* * *

Lincoln C. C. Races.

The Lincoln Cycling Club's races at Parkside Saturday attracted fully a hundred people, but the day was cold and disagreeable and people were not blamed for staying at home. The races were good however, though in the club events Haywood had his own way and won all but the novice, while the Green brothers of the Chicago Cycling Club captured



about it." He then mounted his wheel and spun around the track at a three-minute gait.

Rochester Gossip.

ROCHESTER, Oct. 10.—"What wheel will you ride next year?" seems to be the all-absorbing topic in this city now-a-days.

E. C. Bickford, treasurer of the Crescents, has gone to Buffalo to live. He will prove a worthy member of any Buffalo club.

As a proof that bicycling is unusually popular, it may be cited that there are many Catholic priests in this city, usually the most conservative men in the world, who are not ashamed to be seen on their wheels, and among the number are one or two speedy riders. In the west, where priests have large and widely scattered parishes, nearly all the younger priests ride wheels.

A correspondent of the New York Morning Advertiser says there are no handsome lady bicyclists in New York. He should pay a visit to Rochester and he would see hundreds.

PANHANDLE.

A. C. Banker is now representing the Columbia Rubber Company, Chicago.



the three open events. The results were as follows:

One-mile—Charles Heile, 1; F. H. White, 2; A. P. Peck, 3; time, 2:59 1-5.

One-mile, club championship—A. T. Haywood, 1; A. H. Radell, 2; time, 2:59 1-5.

Quarter mile, open—O. C. Green, C. C. C., 1; Gus Steele, 2; H. M. Taylor, 3; time, :38 1-5.

Half-mile, handicap—A. T. Heywood, 1; A. H. Radell, 2; A. P. Peck, 3; time, 1:17 1-5.

Two-mile, handicap—A. T. Heywood, 40 yards, 1; D. B. Southern, 30 yards, 2; A. H. Radell, 60 yards, 3; time, 6:19 1-5.

Half-mile—A. T. Heywood, 1; A. H. Radell, 2; time, 1:23.

One-mile, handicap—Bert Green, 40 yards, 1; Gus Steele, 30 yards, 2; H. M. Myers, 50 yards, 3; time, 2:49 1-5.

Quarter-mile—A. T. Heywood, 1; A. H. Radell, 2; J. W. Adams, 3; time, :40.

Two-mile, handicap—Bert Green, C. C. C., 75 yards, 1; E. Ulbrecht, scratch, 2; D. B. Southern, 30 yards, 3; time, 5:29 2-5.

* * *

A Milwaukee Field Day.

The Milwaukee High School field day at National Park Saturday last was a great success, both in point of attendance and the enthusiastic manner in which all the events were received. Nothing augurs so well for the future popularity of cycling as the fact that the young people are interested in the sport. The high school boys are all infatuated with the healthy sport, and although the programme was of a mixed character

compete, though he wanted to try for the quarter-mile flying start. Bliss rode a good race in the two-mile handicap. He was caught by the scratch men before he had gone half a mile, but stayed with them until the spurt, fifty yards from the tape. The day's summaries follow:

One-mile, Indiana riders—E. V. Minor, Indianapolis, 1; W. T. Bonfield, Evansville, 2; E. P. Roll, Indianapolis, 3; time, 2:39 4-5.

Two-mile, lap race—First lap, L. D. Munger, C. W. Davis, W. A. Rhodes. Second lap, L. D. Munger, C. W. Davis, Roy Keator. Time, first mile, 2:49; two miles, 5:43 4-5. Munger scored seven points, Davis four, Keator one.

Half-mile, boys—Warren Guyol, Louisville, 1; Charles Dexter, Evansville, 2; time, 1:35 2-5.

One-mile, handicap—E. W. Ballard, Chicago, 90 yards, 1; W. S. Irish, Cleveland, 135, 2; J. H. Gardner, Nashville, 140, 3; time, 2:18 3-5.

Half-mile, open—A. E. Lumsden, 1; L. D. Munger, 2; W. A. Rhodes, 3; time, 1:17 1-5.

Two-mile, handicap—J. P. Bliss, 70 yards, 1; L. D. Munger, scratch, 2; C. W. Davis, 100 yards, 3; time, 4:59 1-5; scratch man's time, 5:00 1-5.

One-mile, handicap, Evansville riders—W. T. Bonfield, scratch, 1; W. C. Paine, scratch, 2; G. Alf, 50 yards, 3; time, 2:43 3-5.

Five-mile, relay, club race—Chicago Cycling Club, 1; Evansville Cycling Club, 2; time, 13:41 2-5.

Saturday Johnson rode a mile in 2:13, which showed that he has speed.

Racing at Fort Scott, Kas.

The first annual race meet of the Solid City Wheelmen on Thursday of last week was a complete success. Over 2,000 people were present. Some of the close finishes made them very enthusiastic. An old attendant of race meets might have complained of the rather slow times, but these are accounted for by the extremely strong wind blowing up the finishing straight. To sprint against such a wind was a cruel punishment to the men. The new track upon which the races were run was in good condition, considering the fact that it is so new. Two months ago the spot where it now lies was covered with prairie grass. To-day a splendid quarter-mile track, which when it has passed the winter and been finally put in condition next year will prove as fast as any in the country, invites the racing man to try his speed. Best of all, it is paid for and the company owning it has a twenty-years lease on the ground and on a grand stand which will accommodate 3,000 people. Of the twenty-eight men entered, H. C. Wheeler, of the Manhattan Athletic Club, New York, was the only one who failed to show up. The accommodations for the racing men were excellent. Large tents were placed on a slight elevation east of the track and furnished with plenty of cots, blankets, etc., and ample facilities for bathing. From these the men could view the races while being attended. Without exception they left the city pleased, and promised to come again next year.

James Joyce, Jr., of Hartford, Conn., was referee, and Austin Harvley, of Girard, clerk of the course. Prominent wheelmen judged and timed. To show how excellent was the work done by them it is only necessary to state that the seventeen heats were run off in three hours and there was not an accident of any character. Summary:

Half-mile, novice—Sam Patterson, Plattsmouth, Neb., 1; G. P. Moore, Kansas City, 2; Lawrence R. Harris, Fort Scott, 3; time, 1:33 1-5.

Half-mile, open—Three heats and a final—First heat—C. Kindervatter, 1; Kansas City, 1; R. M. Tidd, St. Louis, 3; time, 1:38.

Second heat—T. M. Patterson, 1; B. Hinchcliffe, Parsons, 2; time, 1:32 3-5.

Third heat—E. E. Mockett, Lincoln, 1; Bert Harding, St. Louis, 2; time, 1:25 3-5.

Final heat—R. M. Tidd, 1; E. E. Mockett, 2; time, 1:24.

One-mile, open—Three heats and a final—First heat—Kindervatter, 1; Tidd, 2; time, 3:22.

Second heat—F. F. Rough, South Bend, Ind., 1; Hinchcliffe, 2; time, 3:24 4-5.

Third heat—Harding, 1; W. R. Millison, Wichita, 2; time, 3:29 3-5.

Final heat—Harding, 1; Rough, 2; time, 3:19 3-5.

Quarter-mile, boys under sixteen—Herb. A. Bodecker, 1; Andrew Logan, 2; time, :51 2-5.

Half-mile, handicap—Fifteen starters; E. E. Mockett, 60 yards, 1; T. M. Patterson, 80 yards, 2; W. R. Millison, 50 yards, 3; time, 1:14.

One-mile, club championship, Solid City Wheelmen—Laurenz R. Harris, 1; W. C. Hahn, 2; time, 3:14 1-5.

Trick and fancy riding contest—George Fowell, Lamar, Mo., 1; R. M. Rodecker, Mansfield, Ark., 2. One-mile, handicap—Fifteen starters; Bert Harding, 130 yards, 1; E. E. Mockett, 175 yards, 2; W. R. Millison, 160 yards, 3; time, 2:23 3-5.

Quarter-mile, open. Run in two heats—Final heat—F. F. Rough, 1; Bert Harding, 2; R. M. Tidd, 3; time, :38.

Windle's Scheme Outdone.

Not to be outdone by Johnson, with his running-horse pacer and wind screen, or by Windle, with his proposed locomotive pacer and screen attachment, a Toronto racing man has solved a tremendous scheme to aid him in lowering Nasmith's new 100 miles record, says the Toronto Mail. He proposes to engage a trolley car on the belt line to act as pace-maker, attached to which will be a three-sided screen, with a cover, which

will keep the air cool and moist, whilst foot-warmers will be attached to the rear platform of the car. A sweeper will be fixed to the front of the car to keep the pavement clear of tacks and other obstacles. The timekeepers and other officials of the ride will have elegantly fitted up apartments in the interior of the car, and a brass band will go along to cheer the rider and officials. As nearly every C. W. A. member of note and affluence will be invited to act in some official capacity it is not improbable that a supper and smoking concert will form part of the entertainment aboard.

Three Days of Racing.

Three days of racing were enjoyed by the several hundred people who attended the tenth annual reunion of the Soldiers' and Sailors' Association at Belleville, Ill., on Wednesday, Thursday and Friday of last week. The track, which is a half-mile, was in good condition, and large and enthusiastic crowds at-

Winnebago Wheelmen at Fond du Lac last Saturday afternoon. The races were postponed on account of rain, and fear was expressed that it might injure the attendance. Such was not the case, however. All the visitors were loud in their praise of the hospitality extended them. Fond du Lac holds the world's record for pretty girls, and the wheelmen are to be congratulated on having such a valuable auxiliary. The races were run in a prompt, business-like way, which added great success and pleasure to the effort. The track was rough in places. The results were as follows:

One-mile, Fond du Lac championship—Louis Vennie, 1; Liu Lusk, 2; time, 3:09.

Half-mile, open, heats—Louis Reed, Ripon, first and second heats, 1; Roy Reed, Ripon, 2; time, 1:17.

Five-mile, handicap—Louis Reed, scratch, 1; John Schmitbauer, 2; L. Beyer, Sr., 3. Andrae and Martin also started from scratch.

Douglas Finished First.

The ten-mile race of the First National Bank Cycling Club took place Saturday afternoon on the Douglas and Garfield Park course. The first man to finish was C. G. Douglas, who had a handicap of nine minutes. A. Briggs, scratch, won the time medal, covering the course in 36:48. The order of finish and the times follow:

Name	Time
C. G. Douglas	38 15
G. H. Kittoe	40 15
R. J. Cody	43 23
Frank Pearson, Jr.	37 03
A. Lattmann	43 40
F. H. Stanwood	37 41
B. J. O'Neill	39 23
W. A. Binnie	41 30
W. F. O'Leary	40 25
H. W. Harris	43 30
W. D. Keats	42 23
A. Briggs	36 48
H. Dengel	39 53
E. A. Herrman	36 55
C. R. McKay	40 30
W. E. Pond	49 45
W. Austin	48 15
T. H. Morris	45 55
J. C. Hansen	60 25

At Wauseon, Ohio.

A number of Toledo men swooped down on the Wauseon, Ohio, meet last Friday and captured a goodly share of the prizes. After the races a reception was held at the opera house, where the prizes were given out. The results follow:

Half-mile, novice, Fulton County—A. M. Wilkins, 1; H. D. Meister, 2; Ham, 3; time, 1:32.

Half-mile, open—A. L. Baker, 1; J. G. Perrin, 2; C. Baker, 3; time, 1:21 1-4.

One-mile, 3:00 class—Orra Brailey, 1; Bert Gamble, 2; Lew Colton, 3; time, 3:02 3-4.

One-mile, open—A. L. Baker, 1; C. Baker, 2; C. Van Time, 3; time, 3:14.

Half-mile, 1:30 class—J. G. Swindeman, 1; Orra Brailey, 2; Bert Gamble, 3; time, 1:24 1-2.

One-mile, Fulton County—C. C. Handy, 1; Orra Brailey, 2; A. M. Wilkins, 3; time, 3:02 1-2.

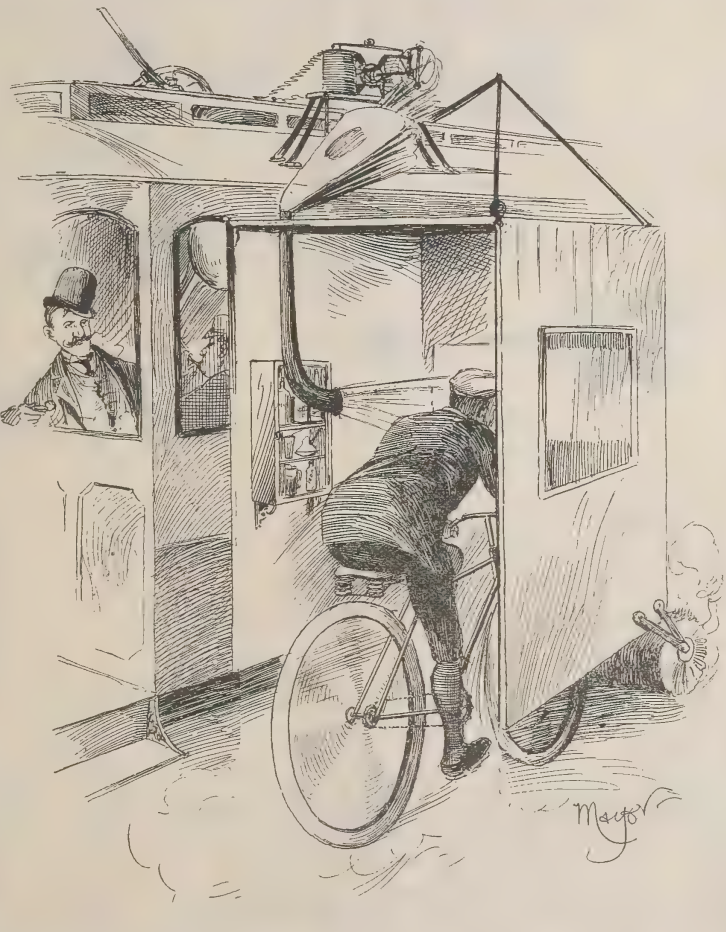
three-mile lap race A. L. Baker, 15 points, 1; C. Baker, 11 points, 2; C. C. Van Time, 10 points, 3; time, 9:19 3-4.

One-mile, Fulton, Henry, Williams and Defiance Counties—C. C. Handy, 1; Orra Brailey, 2; Bollmeyer, 3; time, 3:36.

Two-mile, sealed handicap—A. M. Wilkins, 30 sec., 1; J. G. Perrin, 20 sec., 2; J. S. Brailey, 20 sec., 3.

Good Racing at Denver.

The Colorado Wheelmen's races at Denver Athletic Park last Saturday were attended by several hundred people, who saw some excellent sport and manifested much interest in the events. Notwithstanding the prevalence of a high wind good times were made and several state records were nearly equalled. The following were the officers of the day: C. C. Candy, referee; N. U. Carpenter, clerk of course; Robert Gerwing, starter; C. A. Hackney, W. W. Hoag, C. C. Harvey, judges; G. E. Hannan, F. T. Collins, H. G. Kennedy, timers; W. L. Sperry, P. O. Dolson, C.



will completely box him in and protect him from any possible draughts during his transit. The trip will commence at midnight to enable the car to attain a pace of forty miles or more per hour. The rider's box stall will be brilliantly illuminated, and the rear platform of the car will be converted into a refreshment booth, from which by a mere stretch of the arm he may obtain whatever article of food or drink he may desire. The stall will be comfortably upholstered, and at each side of the wheel will be stretched capacious hammocks, so that in the event of a fall the rider will not be seriously injured.

A bellows fixed up in his rear and operated by electricity will relieve him of that tired feeling and keep him blown up near the counter. An electric roller to the bottom of the stall will keep his rear wheel tipped up in such a manner that he will have that pleasant sense of going continually down hill. A refrigerator attachment in the roof of the box

tended the races each day. The slow time in the two-mile 6:00 class was caused by the fact that the contestants were very much afraid of each other, and it was a "loaf" for a mile and three-quarters, with a quarter-mile spurt. The results were as follows:

One-mile, novice—Al Baker, Belleville, 1; Eli Silverburg, St. Louis C. C., 2; time, 3:20.

One-mile, St. Clair County championship—L. J. Winkler, Belleville, 1; Al Baker, 2; time, 3:10.

Half-mile, 1:37 class—Gus Loeffel, St. Louis C. C., 1; George Tivy, St. Louis, 2; L. J. Winkler, 3; time, 1:23.

One-mile, 3:00 class—Gus Loeffel, 1; W. Wicke, St. Louis C. C., 2; W. P. Laing, St. Louis C. C., 3; time, 3:18.

Two-mile, handicap—L. J. Winkler, 120 yards, 1; W. Wicke, 40 yards, 2; W. P. Laing, 120 yards, 3; time, 6:18.

One-mile, handicap—W. P. Laing, 60 yards, 1; L. J. Winkler, 80, 2; Gus Loeffel, 85, 3; time, 2:40.

Two mile, 6:00 class—W. P. Laing, 1; L. J. Winkler, 2; Gus Loeffel, 3; time, 7:45.

Fond du Lac's Postponed Meet.

Fully a thousand spectators witnessed the first annual race meet given by the

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GRANT ANTI-FRICTION BALL CO.

—FITCHBURG, MASS.



The Chicago Cyclists at the Non-Day Meal—Siegel & Cooper's Restaurant, Familiarly Known as the "Rag Shop."

H. Hilton, scorers, and Joe Hutchinson, announcer. In the quarter-mile open Boles fell and everybody went over him. Black, Boles, Rutherford and Taylor being badly cut. Rutherford managed to get out and on his wheel, however, and won the race. The results follow:

One-mile, novice—H. A. Pippin, D. W. C., 1; J. A. Perkins, 2; Knox, 3; time, 2:50.
Half-mile, open—O. E. Boles, 1, Louis Block, 2; time, 1:17 2-5.

One-mile, 3:00 class—first heat—Harry Croll, 1; J. L. Frazier, 2; time, 2:47 3-5.

Second heat—John A. McGuire, 1; E. Hencles, 2; time, 2:55.

Final heat—Croll, 1; Frazier, 2; time, 2:51 2-5.
Quarter-mile, open—George Rutherford, 1; L. Block, 2; no time.

One-mile, D. A. C. championship—Sperry, 1; Whitney 2; Graham, 3; time, 2:53 1-5.

One-mile, Rambler championship—J. A. McGuire, 1; Lyons, 2; Perkins, 3; time, 2:47 4-5.

One-mile, D. W. C. championship—J. L. Sutton, 1; Bert Cassidy, 2; B. J. Sylvester, 3; time, 3:06 1-5.

One-mile, C. W. championship—Louis Block, 1; Rutherford, 2; Croll, 3; time, 2:52 3-5.

Two-mile, handicap—Pippin, 300 yards, 1; McGuire, scratch, 2; time, 5:16—McGuire's time, 5:21, eight seconds better than state record.

One-mile, 2:50 class—J. L. Sutton, 1; B. J. Sylvester, 2; time, 2:44 4-5.

Five-mile, handicap—O. E. Boles, scratch, 1; N. B. Taylor, scratch, 2; R. B. Wilson, 400 yards, 3; time, 15:08.

One-mile, club competition—J. A. McGuire, Ramblers, 1; Louis Block, Colorado Wheelmen, 2; John Sutton, Denver W. C., 3; time, 2:40.

Will Be a Big Success.

If the World's Fair dedication tournament of the Chicago Cycling Club, at Washington Park next Friday and Saturday, is not a huge success, then the whole blame will be laid at the door of the weather-clerk's office. Every committee and each club member is on the hustle, and with good weather the meet will be the greatest cycling event ever held in the west, if not in this country. The city and suburbs have been literally plastered with lithographs and pictures of the most prominent racing men. The prize committee is working with a will and so far has succeeded beyond expectations.

The cracks will all be here. Captain Van Sicklen went east to bring the flyers back and this is what he says in a message:

SPRINGFIELD, Mass., Oct. 11.—W. F. Tuttle, president Chicago Cycling Club:—Have Tyler, Campbell, Wheeler, George Smith, Arnold, Billy Murphy, Rich, Dorntge and Zimmerman promised. Winkle doubtful; will know to-morrow sure.

VAN SICKLEN.

Johnson, Sanger, Munger, Lumsden, Ballard, Davis, Keator, Rhodes, Bliss and a dozen other good men have all entered and many are in practice at the track now. The entries close Saturday night (Oct. 15) at midnight with Charles P. Root, 334 Dearborn street.

Arrangements at the track are now complete. The dressing-rooms are splendidly arranged and cots will be put in. The track, after to-morrow, will be put in the best shape possible and no horses will be permitted on it until after the meet closes.

General Race Gossip.

Charles Grant won the eleven-mile road race at Logansport, Ind., in 34 min. 48 sec. Wash Roach was second in 36 min. 6 sec. The race was promoted by the *Journal* of that place.

The Waukesha Bicycle Club gave a five-mile race for members only on Friday last. The route was over the Pewaukee road. S. D. James, Jr., finished first in 21 min., F. A. Evans second, E. A. Morley third.

Philadelphia is to have one more cycling tournament this year—that of the Tioga Athletic Association, on Columbus day, Oct. 21. The present prospects are that this meet will be as successful as any of the others which have been held this season.

The Adrian (Mich.) Wheelmen hold a meet Monday next at the Lenawee fair grounds, beginning at 2 o'clock. The programme is as follows: Half-mile, Adrian County riders; one-mile, open; half-mile, novice; one-mile, Adrian

County; one-mile, ordinary; five-mile, lap, Adrian County.

The Leavenworth County Wheelmen of Leavenworth, Kas., will hold their first tournament next Friday. The programme is as follows: One-mile, novice; one-mile, open; half-mile, boys'; one-mile, club championship; half-mile, open; half-mile, hands off, open; fancy and trick riding contest, open; half-mile, consolation.

The Columbia Cyclists of Philadelphia held their annual five-mile road race Saturday over the Park avenue course. Twenty-three men started, Biddle, three minutes, winning in 16:23. Gracey, the scratch man, rode in 18:48 2-5, thus breaking the best previous record. Donnelly and Bilyeu also made an attempt on the five-mile tandem record, successfully covering the distance in 13:12.

Johnson, Bliss, Keator, Davis and several other good men will attend the Aurora C. C.'s third annual tournament Saturday. The events will be: One-mile, A. C. C. championship; one-mile, open; one-mile, 3:10 class; half-mile, boys'; half-mile, handicap; quarter-mile, open; two-mile, handicap; five-mile, handicap; one-mile, A. C. C., sealed handicap. The prizes include bicycles, watches, medals, etc.

The Columbus day race meet of the Tioga Athletic Association will wind up the racing season in Philadelphia. A programme of eight events was prepared which has been equally divided between races for fast men and for the slower riders. The prizes will be good—not grand pianos, bicycles and such articles, but at the same time well worth riding for. As the majority of the cracks will be at Chicago and there is absolutely nothing else of the same character in or near Philadelphia, the meet should attract a good attendance of riders.

Corbett on the Bicycle.

While an admirer of boxing, I am not partial to prize fighting; I would rather see men disable themselves with gloves than with pistols or swords; it seems to me to be a more manly way of disabling. My experience with the prize ring and Queensberry has been such that I no longer want to join those with a quiet tip in an excursion to the woods at night, and a little incident in Utah three years ago did not help to enthrone me with fighting. Frank Glover, who died recently, was in Denver and joined several cyclists, who were headed for 'Frisco and the antipodes, myself being among them. While in Salt Lake a proposition from an Ogden bruiser to fight came to our camp and was accepted. The affair was managed as far as preliminaries went in regal style, special trains from Salt Lake and Ogden being run to the battle field, which was on the dancing platform at Lake Park, right on the shores of the Great Salt Lake. The train arrived in due time, and another special train, not on the programme, met our train on the return trip, having on board Governor Thomas and a beautiful lot of uniformed deputy sheriffs, who did not arrive in time to see Glover "do" his man. But they had the right-of-way of the line, and as the track was a single one we could not jump over their engine and coaches, so all hands gave their names—except those who took to the car roofs and prairies. Glover took to the fields, Knapp hid the gloves in the coal box of the engine and was busy polishing brass with a dusty piece of cotton when a deputy interviewed him. What tall lying was done! Nobody on that train would recognize now the names they bore that night.

THE CYCLIST'S ESCAPED.

The next day Glover was enjoying a drive with the writer in Ogden as far as Chase's Corners in order to take a train for 'Frisco, but an unfeeling constable

THE REFEREE is well worth the price, isn't it?

who met our carriage gave chase, and possessing the faster team would have overhauled us if Glover had not jumped and took to a corn field, while the other two occupants went in other directions. Glover was overhauled finally, and after deploring Governor Thomas' unappreciation of the "manly art," the cyclists were glad to leave such a territory. This and one or two other experiences spoiled my appreciation of the sport which is undoubtedly degrading and demoralizing, so I have sworn off on professional "finish" fights, but still admire the so-many-round affair which the law allows and is oftentimes as exciting and real as the finish one. Therefore when I saw that James J. Corbett had matched himself to fight Sullivan, I felt sorry that the manly professor of boxing of the San Francisco Olympic Amateur

neglect in not replying to your last to my training quarters at Asbury Park, but you can appreciate the work I was doing for my match with Sullivan. I used the bicycle considerably in my training, and find it was of great use in leg development besides having lots of sport with it. The exercise is entirely different to anything else and don't seem to tire one half so much as the other work I did, such as running, walking, wrestling and throwing the ball. The safety is superior to the ordinary you and Knapp taught me to ride. I will ride as much as possible in the future, and have a number of letters from clubs inviting me to take a ride with them while on my tour, and I will try and do so if my engagements permit. I am much interested in the sport and find cyclists a good class of young men. Many thanks for the REFEREE you send me. Will be pleased to have you call on me at the Coleman House at any time between now and Friday, when I leave with my company on a tour. Be sure and see the show when an opportunity permits.

Yours truly,

JAS. J. CORBETT,

Champion of the world.

The signature is pardonable in the

World's Fair

DEDICATION TOURNAMENT!

Washington
Park Club,
Chicago . . .

Friday  Saturday
October 21 and 22.

10 RACES 10

At 2:30 P. M.
Each Day. . .

Entries close October 15, with C. P.
Root, 334 Dearborn street, Chicago.

the battle. I don't believe one or two cigars hurt a man, but I never touch cigarettes; they are worse by far than cigars. I simply trained on the common sense plan—ate plenty and had plenty of sleep—and the most pleasing part of my exercise was bicycle riding. It made me forget that I was actually working hard."

Peoria Thugs at Work.

Charles F. Vail, well known in the cycle trade and a prominent member of the Peoria Bicycle Club, was severely dealt with by three toughs last week. When on Main street, directly opposite the court house, he accidentally ran into a man who was standing on the sidewalk talking to two other parties. The street was crowded with people at the time, and this caused the collision. Mr. Vail immediately apologized, though he very quickly found he was not addressing a gentleman, but a hoodlum, who at once pounced on him without giving warning. His two pals joined in the fight, and in less than a minute Mr. Vail was lying in an unconscious condition on the sidewalk. The toughs, after seeing what they had done, made quick tracks for the river, closely followed by a number of men who pursued them for a half-dozen blocks. It being late in the evening and dark they made good their escape. The hospital ambulance was called and Mr. Vail was conveyed to his

home on Seventh street, where a physician was called and dressed his wounds.

Miscellaneous Trade Gossip.

Hereafter the Secure will be handled by more than one agency.

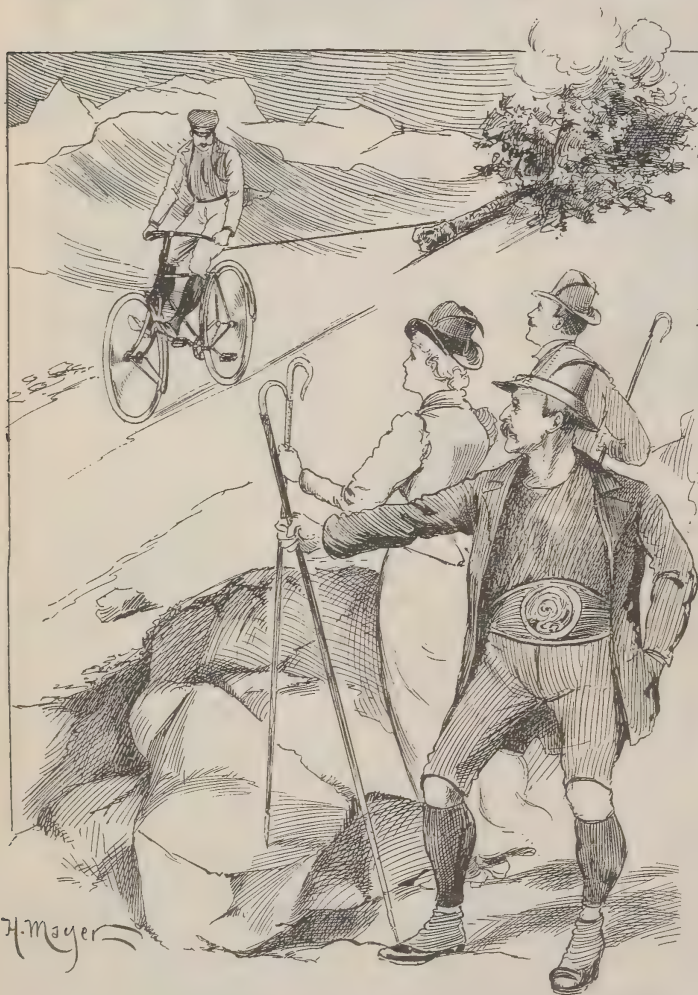
Kirkwood, Miller & Company want a Chicago house to handle the Telephone and Kite. These wheels have had a successful season and have earned a good reputation throughout America.

Ned Oliver has closed with the Raleigh people and hereafter Garford's saddles will be fitted to Raleighs. The three-coil saddles were the ones which impressed Mr. Angois most favorably.

The manufacturers of the Parade, Pullinger & Company, are now in a position to appoint agencies for the United States. The Parade is an A 1 wheel and extremely popular on the continent.

Vandergrift & Company, of William street, New York, propose to make a bid for the handling of cycles and other goods between England and America, in a way that will command the attention of the trade.

The Illinois division has published an alphabetical list of towns in Illinois, giving the name of each local consul, the league and the best hotel and the number on the road-book map. This would lead one to believe that the best hostelry is not always the league "joint."



An Improved Brake.

A Chicago man, traveling with his wife in Switzerland, accompanied by a guide, was astonished to see the original of this scene in the Tete Noir Pass on the road from Martigny to Chamounix. The cyclist was coasting down a road some fifteen miles in length which was a very steep grade, and the only safe way to make the descent a wheel was to hitch a good-sized tree to the wheel to act as a drag. The last issue of Sporting Life contained a paragraph which describes the method of coasting in Switzerland exactly as shown herewith. The Chicago man actually saw it.

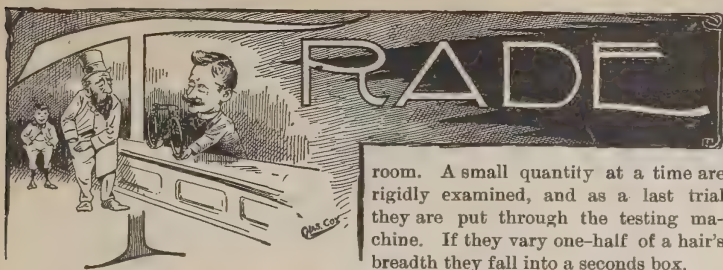
Athletic Club had decided to go into the finish business once again. Corbett gave some exhibitions for me at Portland, Oregon, and his popularity filled the largest building in the city, as his fame as instructor of the Olympic club had preceded him. While in Portland the "nimble professor" (a title Knapp gave him and by which many Portland people address him) became interested in bicycle riding, and soon mastered the ordinary. He tackled the safety later and used the wheel a good deal in his training, and here cycling comes in for praise. The noted athlete called at the REFEREE office recently after sending the following letter:

THE WHEEL FOR TRAINING PURPOSES.

COLEMAN HOUSE, NEW YORK, Sept. 20, 1892.—
Friend Morgan:—Please pardon my seeming

young Olympic professor, for he well earned the title. Calling at the Coleman House Friday morning I had a chat with the handsome and stalwart "Pompadour Jim," as the papers call him. I also had the pleasure of renewing my acquaintance with his handsome wife, who was a schoolmate of her husband at San Francisco. My visit was for information as to how he trained for the battle which meant so much for him, his family and friends.

"Well," said Corbett, as he munched toast and devoured lamb chops, "I trained just like I did in Portland; I did plenty of hard work and got anything I wished to eat of a nourishing kind, and I drank moderately of any drink I fancied. I smoked one or two cigars a day, but stopped them a few days before



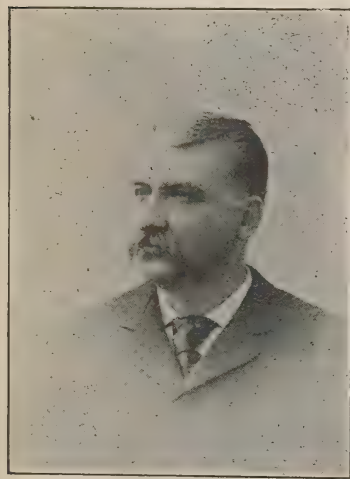
THE SIMONDS ROLLING MACHINE CO.

A New England Concern Which Supplies Cycle Makers With Millions of Balls Annually.

(Fitchburg Daily Sentinel.)

Not only does this rolling-machine company add greatly to the prosperity of the city, but it gives Fitchburg the distinction of possessing the only mill of its character in the world. It was started in 1886, for the purpose of manufacturing, on a large scale, bicycle balls, pedal pins, crank axles, pins for the Westinghouse and other car brakes, and articles which have to be perfectly accurate in order to be of use.

One hundred skilled workmen, on an average, are given employment, and the expensive machinery used is all made in



GEORGE W. WEYMOUTH,
Manager Simonds Rolling Machine Company.

the works. The rolling-machine, from which the company takes its name, is one of the wonders of this advanced age, and was invented by Mr. George F. Simonds, the president of the company.

Since the introduction of the bicycle, the old-fashioned anvil has not been able to meet the demand for balls, pedals and other small parts of this machine. The balls, especially, need to be perfectly accurate. At the works of the Simonds Rolling-Machine Company balls are turned out by the million. Not only that, but they are tested and tried, so that if they vary the thousandth part of an inch they are thrown out as seconds, thirds, etc.

The reputation of this mill is such that they supply and deal with every bicycle manufacturer of any account in the United States. The customers of this company for brake pins comprise between fifty and sixty railroad corporations, while the products of the busy works are shipped to every state and territory in the Union and the Canadas.

The fact that the business of this now universally-known concern has quadrupled within the past two years speaks volumes for the skillful management and the demand for perfect work.

The grinding machine, like the rest of the machinery, is made in the works and has been proved the best in the world. The steel balls, after they are ground and tempered, are sent to the inspecting

room. A small quantity at a time are rigidly examined, and as a last trial they are put through the testing machine. If they vary one-half of a hair's breadth they fall into a seconds box.

While the writer was permitted to stay and examine the wonders of this testing machine, it may be said that few were other than O. K.

This manufacturing industry, like any new business, was hard to start. Several managers failed to bring it to a paying basis. The company owes a greater part of its success to able management the past two years. The officers of the company are as follows: George F. Simonds, president; Chauncey Smith, vice-president; Edward Sawyer, treasurer; G. W. Weymouth, general manager. The directors of the company, like its executive officers, comprise men of high financial standing. They are as follows: William H. Forbes of the American Bell Telephone Company; John E. Hudson, president of the same; Colonel Livermore, president of the Calumet & Hecla Mining Company, and Alfred Bowditch, all of Boston, and Fred W. Taylor of Philadelphia. The executive committee are Messrs. Chauncey Smith, Edward Sawyer and G. W. Weymouth. Mr. G. W. Weymouth, the efficient general manager, who has been a stockholder since the start, is a young man possessed of more than the average business capacity.

Mr. Weymouth was born in West Amesbury (now Merrimac), and was brought up in the carriage-making business. He came to this city in 1882 and started a carriage repository at 453, 455 and 457 Main street, which business he still carries on with marked success, in addition to the management of this rolling mill, which he has by personal application brought to a thriving standpoint. Since he became a Fitchburg man he has ever interested himself in its development, and it is the energy of men of his calibre that has made the city assume its recent rapid strides to the front. He was one of the four of the members of the Board of Trade who induced the Iver Johnson Company to manufacture bicycles in Fitchburg, with the well-known gratifying results. He has also served one year in the city government as member of the council from ward two, and after having received the nomination to the upper board he declined the honor.

Mr. Weymouth is a member of the Merchants' Association, the Park Club and the Fitchburg Athletic Association. He is also a director in the Fitchburg National Bank, and was one of the promoters of the Fitchburg and Leominster street railroad, of which he is a director. He was also one of the founders of the Orswell mills, and has been on its board of directors since its start. He is, as well, a director in the Worcester Society of the Aetna Life Insurance Company, the Fitchburg Board of Trade, a member of the board of trustees of the Fitchburg Savings Bank, a stockholder in the Wachusett National Bank and the Fitchburg Gas Company, and vice-president of the Rifle and Gun Club.

Few business men, on the whole, are more active than is the general manager of the Simonds Rolling-Mill Company. He is naturally fitted to successfully control an enterprise of such magnitude and recognized benefit to the modern manufacturing world.

The Eagle Is Flying.

The Eagle Bicycle Manufacturing Company, of Torrington, Conn., has

been for some time past exhibiting to the trade throughout the country a model of a beautifully designed thirty-pound wheel, which will be its leader for 1893. The wheel at this weight will be thoroughly guaranteed for all ordinary road use. It has been received very favorably by experts in the trade, and the Eagle company can be considered "the early bird." In competition with feather-weight racing wheels, the Eagle won several firsts at the Baltimore tournament, Sept. 21; also showing up well at Philadelphia. It all but secured the first time prize at the Boston A. A. twenty-five-mile road race, which had ninety-five starters. Mont. Scott rode the Eagle from scratch, securing second time prize—one second slower than the time winner.

A. Kennedy Child.

Some time ago we presented a picture of Kennedy Child as one of the "Men we all know," and spoke of that side of his career which one is liable to see only on occasions like league meets and such. Kennedy in business life, however, is a different man. Behold him. His career in the cycle trade dates back some years,



but for the past three or four years his energies have been devoted to the interests of the Warwick Cycle Manufacturing company. He holds the position of superintendent of agencies, and is a visitor at times to all parts of the country as far west as Chicago. When on business bent he attends strictly to it, hence he is known, and well known, to every prominent dealer in America.

Faults of the Trade.

"There is a tide in the affairs of men
Which, taken at the flood, leads on to fortune."

Yet, when we look over our memoranda of the ebb and flow of the cycle trade in general for several years back, we cannot help but say that there have been many concerns which raised their handle bars too high, and through mismanagement and the aspirations for sudden avarice, were compelled to lower them. The cycle trade, generally speaking, has for many years traversed a course far from the orthodox maxims of successful business careers. This is perfectly obvious to a practical business man of the old school, and it is strange that the founders of cycle enterprises have followed too much the old saw "live today and die to-morrow." I am not going to preach a sermon on this text, for to preach to cycle makers and merchants of the present day would be, with few exceptions, like trying to show a know-it-all novice how to repair a tire; but a few glittering generalities might be received by the benighted cycle manu-

facturer or merchant who will doubtless make his advent into cyceldom shortly.

THREE CLASSES OF TRADE.

I might prefix my remarks by dividing the trade into the three classes which have existed: (1) The manufacturer or merchant who handles cycles and accessories solely; (2) the manufacturer or merchant who handles cycles, etc., in conjunction with another or different class of goods; (3) the manufacturer or merchant who grasps at everything in the way of merchandise, both staple and otherwise. One thing done well is better than many things undertaken and half done. If one embarks in a venture to manufacture, produce or market coal, it does not necessarily follow that because we use coal mostly in winter we must plunge into our enterprise to manufacture ice in the summer; or, if we are marketing furs, it is not necessary to market electric fans in the summer in order to raise the business profits a hundred pegs in a fiscal year. A department retail establishment is one thing and is not a diverging of energy; but to generally mix up grindstones, bicycles, carpets and ship chandlers' goods is chaos that leads not to marked success in any one direction. True, a concern might think one class of commodity would help to sell another, but when energy and tact are so unconcentrated, so centrifrically diversified, how could it be possible? It reminds one of the shoe fable—of the boy who said the water came in a hole on the side of his shoe, and was told to cut a hole in the other side and let the water out.

WHEELS SOLD TOO EARLY.

There have been many new makers in the states, and some of the older ones in the last decade, who have somewhat upset the stability of the trade by getting up samples and hawking them all over the country and making deals seven months ahead for many more machines than the prompt output of their plant would justify. A policy of this description could only be adopted by a concern which loses confidence in its ability to find a market for the product it can promptly guarantee after considering the delays attendant upon the receipt of raw materials, etc., or which has directors who think that in large, black orders (long before they start the factory engine) is where the profits lie. The manufacturer who faithfully supplies five distributors early, each with one-fifth of his fanciful monthly output, will be more successful in the long run than he who, with capacity of only two hundred machines a month, attempts to supply thirty distributors whose requirements are over this proportion monthly. Thus few jobbers or merchants, unless manufacturers sing another tune, can yet push the interests of one or two makes solely. I am of course referring to prime, first quality goods, or what is termed by the United States custom appraisers as quality A. The result of this loss of confidence is evident to many who have oft heard the chant—

Samples in January,
So many in February,
So many in March.

The ultimatum of this plan has been that the trade is left as early as September each year in an apparently overstocked condition, because the makers seem to believe that throughout the best seasons of the cycle trade, to attempt to partially supply thirty is better than to fully supply five. The merchants will stand by the manufacturers if the manufacturers will stand by the merchants.

MANUFACTURERS AT FAULT.

When, some time ago, I came across a cycle merchant with twenty-three agen-

THE SIMONDS

ROLLING MACHINE

★ COMPANY ★

FITCHBURG, MASS.,

MAKES THE BEST BALLS IN THE WORLD.

This has been proven by Actual Tests. The letter

below explains itself:

HARTFORD, CONN., July 11, 1892.

G. W. WEYMOUTH, ESQ., Gen. M'g'r Simonds Rolling Machine Co., Fitchburg, Mass.

DEAR SIR:---Replying to your favor of the 9th inst., would say: That we did make a very thorough test of your steel balls in connection with other makes. All the balls we used were purchased in open market, so as to provide against any selection whatever. This was done for the reason that they would show the run, or about as the balls would be delivered from the manufactory. For uniform strength and size yours far exceed any of the other makers, and, therefore, as the result of the above test, we decided to use the balls manufactured by you.

Yours very truly,

COLT'S PATENT FIRE ARMS M'FG CO.,

(Signed) L. C. GROVER, Supt.

THEY ARE GOING VERY FAST

ALL OVER THE WORLD.



The Sun Never Ceases
To Shine Upon Them.



These reliable WELDLESS and BRAZED STEEL FORKS are renowned throughout the trade. We also manufacture MUDGUARDS, STEEL CUPS, Footrests, SAFETY FRAMES and PARTS.

YOU USE THESE GOODS.

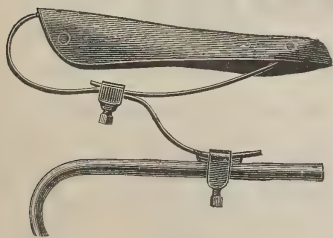
Send for our List at Once.

Butler's Cycle Fittings Company, Ltd., Birmingham, Eng.

BERGFEL'S SADDLES! NO MORE CHAFING!

—ASK YOUR DEALER FOR THEM.—

The Light Roadster



LIGHTEST, EASIEST,
CHEAPEST, BEST.

For Lightness, Ease, Comfort and Strength

They have no equal. They are adjustable to suit taste of rider without altering their relative position to the pedals. Write to us for prices and fuller description.

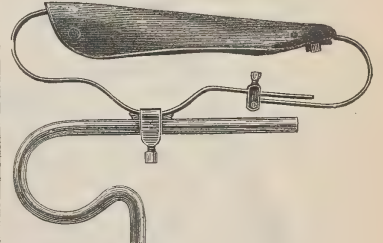
Our New Scorchers weighs only 21 ozs.

MANUFACTURED BY

NEWARK NICKEL PLATING COMPANY,

44 to 52 Lawrence Street, Newark, N. J.

Hinge Saddle.



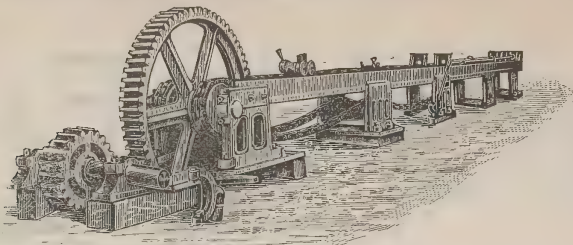
DO YOU CATCH ON

TO THE HINGE?

ELLIPTICAL ★ SPROCKETS FITTED TO OLD WHEELS.

Send us, prepaid, Ten Dollars, with your old cranks, axle and sprockets.

The E. C. STEARNS CO., Syracuse, N. Y.



Machinery of most
Modern practice for

**SEAMLESS COLD-DRAWN
STEEL TUBE-MAKING,**

Seamless and Brazen Brass
And Copper Tube-Making

SUGAR CANE MILLS--TRIPLE EFFECTS.

Vacuum Pans, Centrifugals, Engines, Boilers, Etc.

GALVANIZING PLANT, CORRUGATING MACHINERY.

Wire Drawing and Rolling Mills.

SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

cow

BIRMINGHAM, ENG.

HOWARD A. SMITH & CO.,

518 Broad St., Newark, N. J.

Attention Manufacturers!

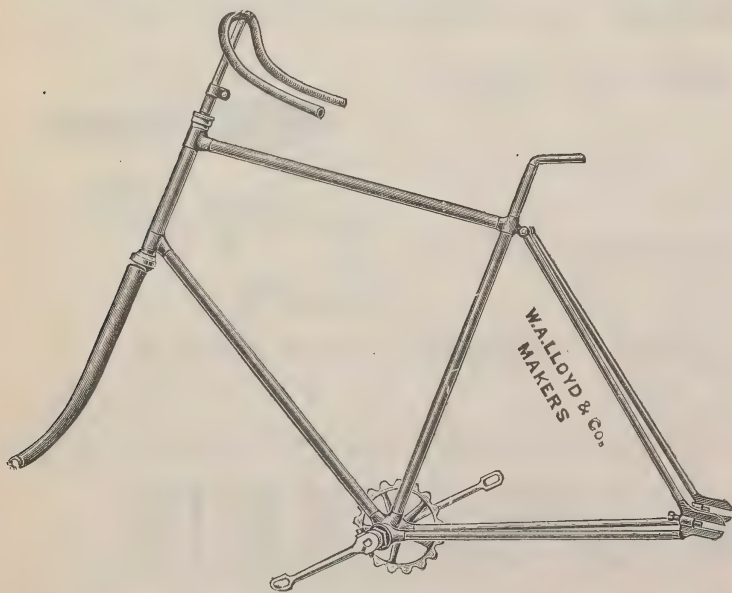
=RIMS! RIMS!! RIMS!!!=

In any Quantity, and Guarantee Quick Delivery.

Manufacturers of the Famous Cork Handles.

AGENTS FOR

LLOYD'S FRAMES.



—LIGHT FRAME—

ACTUAL WEIGHT 11 3-4 Lbs.

FITTED WITH OUR

PATENT CRANKS.

Correspondence invited from Jobbers.

W. A. LLOYD & CO.,

CLYDE WORKS, BIRMINGHAM, ENG.

cow

"FISH"

New Scorch

Price, \$5.00

1893.



WEIGHT, 28 OUNCES,

And guaranteed to sustain any rider over all roads. Adjustable to very high rear extension or low depression, without changing in the least the relation of Saddle with the pedals (a feature unknown to any other Scorch Saddle).

*The most comfortable and social little
Saddle ever seen on a Cycle. . .*

Both Ladies and Gentlemen
are Delighted with them.

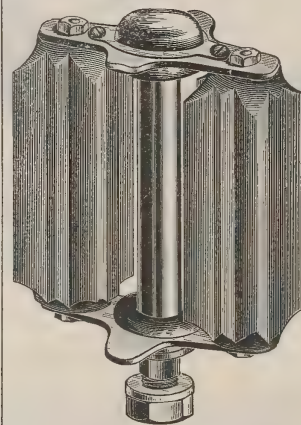
Special Prices to Manufacturers and Dealers.

W. L. FISH,

67 and 69 Roseville Ave.,

— NEWARK, N. J. —

HERE IT IS!!!



The NIAGARA '93

DUST PROOF

P-E-D-A-L!

**BETTER GOODS,
BETTER PRICES.**

Send for our New Price List.

Balls, Bearing - Cases, Pedals.

Niagara Machine Co

BUFFALO, N. Y.

OUR GOODS ARE IN USE FROM SAN FRANCISCO TO ST. PETERSBURG.



I. A. WESTON & CO.,

JANESVILLE (near Syracuse), N. Y.,

**SAFETY BICYCLE
WHEELS.**

Wheels only. Solid, Cushion and Pneumatic.

Everyone using our wheels can tell you about them.

Send to us for lists with prices and discounts.

To those going to manufacture bicycles later

On, we shall be especially glad to hear from.

Newmatics of any make wanted.

25 CENTS

For the "Perfect" Pocket Oiler, the best and neatest oil can in the world. Superior to all others in neatness, appearance, general utility and durability. A necessity to all riders who wish the best of everything.



CUSHMAN & DENISON,

172 9th Ave., N. Y.

**"PERFECT"
POCKET OIL HOLDER**

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.



**"PERFECT"
Pneumatic Pump Holder**

Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.

NEVER MIND THIS!

JOHN SHAW & SONS, Coventry,

THE OLDEST AND LARGEST

Hollow Fork Manufrs. in the World.

MAKERS OF ALL KINDS OF TUBE WORK.

cies for different makes, I said to myself, "Here is a vivid example of the lack of confidence brought about by the promises, as per the old chart, which many cycle merchants can call to mind. The trouble is that with so many agencies the chance of a dealer securing as many of the particular make or style that strikes the popular vein in the right season, has been certainly no better for a number of years, and the question of supply, demand, success and the consumption of the output in cycles looks as if the manufacturers were the only ones at fault. If they will not restore confidence among the trade, they must surely lose large amount of prestige their goods may obtain. The success in business known in almost every line, and which has brought many a concern of the present day to a top notch of fame, has been due to the mapping out of a programme, and carrying that programme through; but many cycle manufacturers and merchants spring up like mushrooms and without some programme sell 3,000 machines, when they know they cannot supply, between January and September, a quarter of that number. The slightly debilitated condition of the market at present in the states is due largely to the makers not figuring to supply the trade early, and it remains for confidence to be restored before early spring rolls around, or a competition for the most shop-worn safety of fall delivery, '92 crop, would be *appropo* at the fair.

OUTLOOK FOR 1893.

The prospects of a good trade throughout the states in 1893 are decidedly bright, although at present, in England, second qualities find a market with difficulty and the better grades are moving with more or less fatigue, owing to the large supply awaiting consumption. There is absolutely no prospect that any decided universal reformation in tire, pattern or mechanism will disturb the equilibrium of trade for next year on either side of the pond. A few late productions in the line of novelties, such as gears, may find a few spasmodic buyers. In the central states the fair will have no serious effect on the cycle trade, as many anticipate, and the current price of standard goods will meet with no material change until the house and senate together are less favorable to a high protective tariff.

In the matter of material, the cycle standard has reached in the better grades a higher mark. The quality of tubes and rims, the tensile strength of spokes, the ingredients of tires, the brackets and bearings and the luxurious ease of saddles are all going through an age of comparison. In examining some quarter-inch bearing balls, taken from a first-class machine, I found them to vary between one and three-tenths of an inch, which somewhat strengthens my opinion that we will see the day when the finest productions in safety bicycles will sell at \$250. I have seen shotguns made in 1890 that cost \$1,000, though to the uninitiated eye one appeared at a short distance like an ordinary \$100-gun.

AN OLD ONE.

Something of the Ideal Pneumatic.

You take the Pennsylvania road, foot of Courtlandt street, New York, and in less than an hour you are landed in the little town of Passaic, N. J. When you leave the little depot a walk of a hundred yards will bring you to the large rubber factory of the New York Belting and Packing Company, and the polite young manager, A. F. Townsend, will show you around, if you are a press representative or a customer. He will show you rubber in the state when extracted

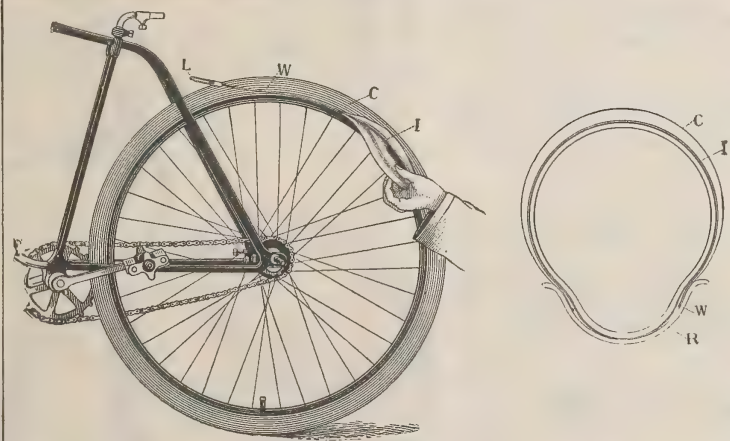
from the tree and cooked by the South American, and then show it in tires of all kinds, incidentally telling you that Manager Strause, the tire representative, is a hustler and a great man. You will then take a ride to the suburbs, where tall, graceful trees and the real estate man's signs abound. You will see a two story and basement red brick factory, with the names of Phelps & Dingle thereon. Walking up the steps, the writer entered the factory, and a glance in the office and at the machinery on the first floor was sufficient to show that, it being lunch time, all hands were feeding. The REFEREE man, however, proceeded on a little tour of the factory alone, interviewing the inanimate machinery and heaps of pneumatic tires and rims that were scattered around. Just as he was examining the brazing of a rim a man said "Hello!" He introduced himself as one of the Phelps & Dingle staff of machinists—J. S. Hooper, who says a steady job with a moderate salary is ahead of the prospective millions of the hopeful inventor. He had given up experimenting with a rim-roller machine and other devices, and accepted a position with Phelps & Dingle.

Seeing a lot of new lathes, the REFEREE man suggested that it looked as if business outside of tires and rims was possibly in view. Mr. Hooper replied that the firm had not made him a confidant of its intentions regarding the new

decide the question in a few weeks. Our tire is simplicity itself."

HOW THE FACTORY IS ARRANGED.

A walk through the works shows that the basement has been used and will be in the future for the heavier work. The first floor is used for machinery space, the manufacture of valves and air pumps, and the company's office is situated here also. The second floor is used for tire making and rim rolling. Mr. Phelps said that they could turn out 50,000 pairs of rims and tires next season if needed. The firm is now experimenting with a self-closing rubber valve on which is the principal of the self-healing pneumatic tire, and which bids fair to do away with the automatic brass valve now in use. Mr. Phelps has applied for a patent, and has used the new valve on his own wheel this summer. He is satisfied with the merits of the scheme to do away with the brass valve. He did not wish full particulars of the invention to be made public until his patents are granted. To illustrate the rapidity with which his tire can be taken off and the inner tube exposed for repair in case of puncture, Mr. Phelps asked the REFEREE man to hold the watch on him, and from the word "go" until he had the inner tube exposed was just forty-eight seconds. Mr. Phelps is a broad-minded man, gives his brother inventors in the tire business great credit, and generously



machinery, but it looked as if something was up. Mr. Hooper further said that I would find Mr. Phelps, the mechanical and practical man of the firm, on Gregory avenue, next to the Methodist church, and as the Methodists of Passaic boast a taller steeple than the Baptists or any other denomination in town, I was soon ringing the door-bell of the mechanical portion of the Phelps & Dingle firm. Being ushered into a pretty parlor by Mrs. Dingle, the object of my solicitude was found stretched out on a lounge chair, and his thoughtful expression would lead one to suppose he was wrestling with some new mechanical problem. He told me, after a little probing, how he became interested in pneumatic tires and rims. "I bought a Columbia and fitted Dunlop tires thereon," said Mr. Phelps, "but soon saw that some scheme more simple to fasten the tires on and to take them off was needed, so I invented my present tire and exhibited it at the Philadelphia show last February. We were then making gas engines, but the tire business promised to take up too much of our space and time, so we have stopped all other work and go in for tire and rim making exclusively. From the present outlook and with a meritorious article we hope to do well. We have already received an offer from a large manufacturer to make tires exclusively for him, or to allow him to put capital into our business. We will

spoke a word for all, especially Morgan & Wright.

CONSTRUCTION OF THE IDEAL.

In speaking of the firm's tire Mr. Phelps said: "We call it 'the Ideal pneumatic tire' because it comes the nearest to the much talked of 'tire of the future' of anything that has heretofore been offered on the market of the world. It is light, strong, durable and resilient. It is shapely and ornamental in appearance and possesses in a remarkable degree all those qualities which constitute what is commonly called a 'fast tire.' It is regularly fitted to an ordinary concave rim, such as is used for cushion and Boothroyd tires, and can be stripped from the rim entirely and replaced again in a few minutes time by anyone. It is easily, quickly and permanently repaired. Six inches of the inflation tube can be exposed for repair, as shown in the cut, and replaced again ready for inflation in less than one minute. We use the very best rubber. The linen used in its construction is the very best that money will buy, and not a particle of cotton or cheap ducking is used. The wires which secure the cover to the rim are Bessemer steel. The loops at their ends are carefully brazed and each wire is tested with a strain of three hundred pounds before it is trusted to take a place in the construction of a tire, and then coated with varnish to prevent rust."

DETAILS OF THE WORK.

The tire is built in two separate parts. The inflation tube (I) consists of a single flexible rubber tube, its ends joined together to make a continuous air-tight ring in which the valve is securely fixed. These rings, after being completed, with their valves, are tested with an air pressure for several days before they go into tires. The cover (C) consists of a rubber tread with a linen lining to give it strength. This lining is constructed with hems on its two edges to carry the wires, and a flap which passes under the air-tube protecting it from contact with the rim. Wires are threaded into the hems, passing around the entire circumference of the cover, the ends passing each other and protruding from the hem about a foot. These protruding ends are provided with loops at their extremities which hook upon studs in the rim. There are four studs in each rim to receive the ends of the two wires, and one of these studs is provided with a screw to hold the loop down when in place. This screw stud is the last one to be secured when putting on the tire, and the first one to disengage when removing the tire or any portion of it for repairs. In securing the wires they are not drawn tightly, but lie loosely in the center of the rim before the tire is inflated. Inflating the tire forces them up the inclined sides of the rim, and the harder the inflation the tighter the wires. They are just short enough so that they cannot jump over the edges.

The weight of a 30x1 3-4 inch full road tire is two and one-half pounds; a racing tire of the same dimensions weighs one and one-quarter pounds. These tires have been repeatedly and severely tested during the season of 1892 by heavy riding for several thousand miles. These tests have proved beyond question the following points:

1. That the improved method of fastening the tire with wires is simple, practical and positive, forming a firm contact between the tire and rim that is absolutely proof against water, gravel or dust; and the tire cannot become loosened by use or disuse, heat or cold, wet or dry weather, or any other condition.
2. That the heavy pressure against the rim prevents any possibility of creeping, not a single tire having at any time shown the least tendency to creep.
3. The construction of the tire is such that there is practically no internal wear, which, it was well known, is the most frequent cause of failure in the original crude form of pneumatic tire.
4. That repairing a puncture by the roadside is not alone the work of an over-active imagination, but a matter of fact. Punctures in Ideal pneumatic tires have been repaired by the roadside on several occasions in less than fifteen minutes.

Trade Booming in Peoria.

PEORIA, Oct. 11.—A. Featherstone, of pneumatic tire fame, stopped off in Peoria one day last week while on his way to St. Louis. The fact of his winning the tire suit against Bidwell placed him in a very easy state of mind. While here he talked wheels for 1893 with a well-known jobbing house. From St. Louis he travels direct to New York and Boston, where he intends spending a few days looking after his tire factory, expects to be in Chicago again by 20th of the month.

J. Willard Parker, president of the Niagara Machine Company of Buffalo, was in Peoria last week with a sample of the Niagara pedal for 1893. This concern is indeed putting out a very neat pedal, being entirely dust proof and weighing exactly two pounds to the pair. This was Mr. Parker's first visit

3-BEAUTIES-3

The James Safety.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle-Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
FULL ROADSTER, Weight 35 Pounds,	- - - - -	\$150 00
TRACK RACER, Weight 25 Pounds,	- - - - -	\$155 00
TRACK RACER, Weight 23 Pounds,	- - - - -	\$160 00

We Guarantee These Weights.



A BIG OFFER!

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention of the rules and regulations of the National Cyclists' Union, and a breach of Amateur Law—we do not intend to depart from this principle, but will present

A Prize Value \$500

to the first Amateur rider who succeeds in lowering the One Mile Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

\$500 Hard Cash.

New Buckingham & Adams Cycle Co., Ltd.

Coventry Works, Birmingham, England.

B. & A. Champion Racer.

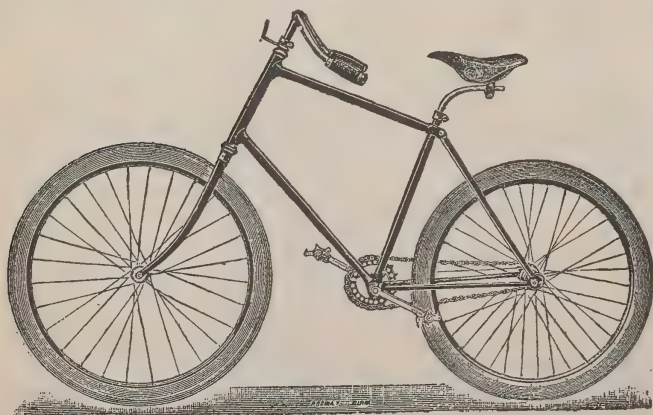


"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. We guarantee that there is not a single casting throughout. 28 inch wheels, tangent spokes, Warwick hollow rim, round cranks, adjustable handle bar and seat pillar, ball bearing throughout, lamp bracket, geared to 64 or to suit purchaser.

TRACK RACER, Weight 23 Pounds,	- - - - -	\$155 00
ROAD RACER, Weight 29 Pounds,	- - - - -	\$140 00
ROADSTER, Weight 33 Pounds,	- - - - -	\$140 00

Any kind of Pneumatic Tires. We Guarantee Weights.



FRENCH & SONS, Balham, England.

AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

to Peoria, and he was certainly very much pleased with the city. He took occasion to remark that he thought there was more bicycle business done, in proportion to the size of the city, in Peoria, than any other city in America. He had no difficulty whatever in securing two or three good orders.

A. A. Barrows, representing the Rudge Cycle Company of Coventry, Eng., was in Peoria this week settling up last year's business with Rouse, Hazard & Company, and making a deal with them to handle Ridges next year. The Rudge has given very good satisfaction, and Rouse, Hazard & Company will in all probability place a good order with him for 1893.

H. Kirkwood, senior member of Kirkwood, Miller & Company, has ordered a specially-built Telephone cycle for next season to weigh twenty-six pounds. "Kirk," as he is familiarly known, is fifty-five years old and a very enthusiastic wheelman. It is safe to say that when he gets his new twenty-six pound machine he will brush the dust off of some of the boys on their club runs.

C. F. Bostwick, who looks after the sundry department of Rouse, Hazard & Company, is off on a two weeks' vacation.

LAUREL.

Sercombe-Bolte's Trade Novelties.

This popular firm is out with two new novelties, and if practical utility stands for anything they are destined to be more than appreciated by wheelmen the length and breadth of the land. The first is a new device for regulating the handle bar to suit the taste and convenience of the rider, who can raise the bar while riding in the city or lower it for a scorching position. The post that supports the handle bar is made with a groove in it, which permits a cam to catch the post and hold it firmly. It is regulated by a thumb lever. The same principle is brought into use in regulating the seat post, both of which work to perfection. F. H. Bolte is the inventor.

What the Starleys Say.

Learning that J. K. and W. Starley, the pioneer makers of Coventry, were expected to arrive at the Astor House, New York, from Liverpool, a REFEREE representative looked out for them and had the pleasure of renewing an acquaintance made four years ago at Coventry. The two gentlemen looked well and said the trip across was a good one. Arthur A. Taylor of the Taylor Cycle Company, Chicago, returned home with them. Knowing that the views of the Starleys on the future of the cycle trade would command as much attention from American manufacturers as they would in England, the REFEREE asked J. K. Starley to give his views, and was first met with the query, "What do Americans think of the geared ordinary?" Mr. Starley then proceeded as follows: "I have little faith in the future of the geared ordinary, and do not believe it will have a successful future, as the gearing of the front wheel practically makes the machine a unicycle, and places all the strain on the front wheel. Further, when you gear the ordinary you take away the only charm the old ordinary possesses. There may be a few who will go in for the mixture of safety and ordinary, but I do not think they will become a rage in their present form, and will not compete successfully with the Rover type of wheel. The geared ordinary cannot be compared with the safety for grace, speed or simplicity, as those three points count for a good deal in the estimation of the rider. We will not make any radical change in the Rover next year. The only improve-

ment will be in details connected with the fittings. We are perfectly satisfied with the Rover as it is at present. When we invented and made the first Rover safety we knew we had hit on a good thing, but hardly expected it would become world famous and taken as the standard type for the world. No, there will be no radical change next year in patterns by English manufacturers, and the only change will be in details. Of course the tire question is still in an experimental stage. In regard to the two shows in England, I am inclined to the opinion that the National show by the manufacturers' association will be the best by far, as all the principal manufacturers will not exhibit at the Stanley show, because dissatisfaction has existed the past four years over the way it has been conducted. Two shows are not needed, but the principal manufacturers object to being dictated to regarding their business by a club or by individuals, and the National cycle show will undoubtedly be the show of the future."

WILLIAM STARLEY'S OPINION.

William—better known to the English trade as "Bill"—Starley, spoke as follows: "Yes, the report that the Starley Brothers will spring something new in the way of a frame is correct, and until my patents are passed at Washington I would rather not say anything regarding the form and merits of our invention, but you can say that it will be something very good. We expect great things from it. Our Psycho safety will be away up in merit next season, and I am now here for the purpose of pushing my patents through and arranging for a big supply of our wheels for American trade. I do not believe in two shows for England, and will exhibit at the only authorized one by the leading manufacturers—the National—in January. This is my sixth visit to America, and I brought my son with me this time for company. J. K. Starley, of J. K. Starley & Company, is my cousin and business rival, but we travel together on this trip and exchange views and assist each other in a business way all we can." This is J. K. Starley's first trip to America, and after a short walk around the business portions of New York, down town, he spoke in the highest terms of the greatness and activity of the panorama of American business as it can be seen any day in the metropolis. Taking an elevated train with W. Starley, Sr. and Jr. (the latter splendidly built lad of fifteen, standing five feet ten, whom the father says "works at a lathe, and can move a bit on a safety"), a visit to Bidwell's was made, where the palatial store was duly inspected and admired by the Coventry visitors.

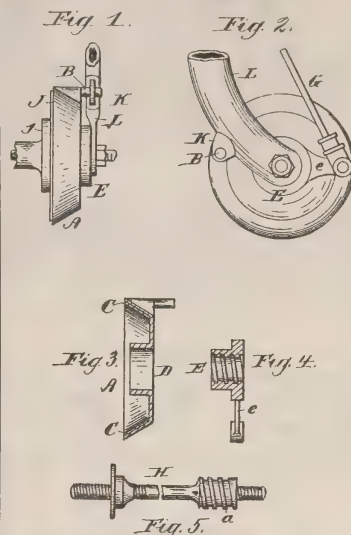
The views on the English trade were similarly commented on by C. Vernon Pugh of the Whitworth Cycle Company, H. Hadten, Bayliss, Thomas & Company, and Percy Stevens, the Coventry Manufacturing Company.

New American Devices.

A NEW BAND BRAKE.

The invention of James L. Reaney of Bradford, Eng., provides for a hub brake, particularly applicable to pneumatic tired wheels. On the axle (H) is mounted a screw collar (E) which has an arm (A). A female cone (A) is mounted upon the collar (E) by the central hole (D) through its boss and riveted in that position so that the collar is free to turn with it, but is prevented from end motion in regard to it. The arm (E) is connected to the brake rod (G) which is operated in the usual manner, so as to partly turn the collar in the proper direction to move it upon the screw toward the

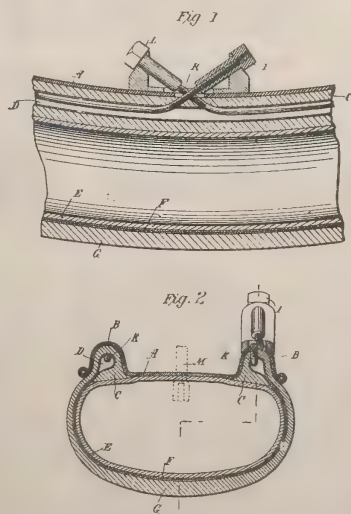
wheel. The pin (B) keeps the cone (A) from rotating, being firmly fixed to the periphery, loosely fitting the eye (K), secured to the fork (L). The male cone (J in figure 1) is rigidly secured to or forms part of the hub (J), and its periphery fits the interior of cone A, which is provided with a leather liner (C). The two cones may be renewed—that is, the



female cone may be secured to the hub and the male cone mounted upon the screw-collar. The claim is that in a hub-brake, the combination, with the wheel-spindle and the hub, said spindle having a threaded portion, as described, of a cone secured to said hub internally, an threaded collar revolubly mounted on the threaded portion of the spindle, a second cone mounted upon said collar and adapted to be moved laterally thereby to cause it to engage the first cone, and an operating lever connected at one end with the said collar and adapted to turn the same as described. The combination, with the cone (A) of the pin (B) fixed thereto and arranged to engage a stationary portion of the velocipede so as to keep cone (A) from rotation without materially interfering with the side motion of said cone (A) substantially as herein shown and described, and for the purpose specified.

PATERSON'S PNEUMATIC.

Thomas W. Paterson of Dublin has been granted a patent by the United States patent office for a pneumatic which seems to be somewhat on the order of the 1893 Dunlop. Two tubular channels or passages (D) are formed in



the outer cover (G), one at each edge, and through these wires (K) are passed. The ends of the wires merge from the passages (D) through holes in the rim (A). The ends are threaded and the nuts (L L) are screwed on the wire and

against the rim. This brings the edges well into the groove (B) in the rim (A). The valve (M) is attached by the usual method.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

483,559, velocipede saddle; Jonathan A. Hunt, Westborough, Mass.; filed March 16, 1892; serial No. 425,158.

483,583, pneumatic tire; Thomas W. Robertson, Dublin, Ireland; filed Sept. 17, 1891; serial No. 405,968; patented in England Nov. 20, 1890.

483,585, signal apparatus for bicycles; Arvid J. Sandgren, Hartford, Conn.; filed Dec. 7, 1891; serial No. 414,230.

483,621, brake for bicycles; David L. Roaney, Bradford, Eng.; filed March 5, 1892; serial No. 423,958.

483,661, bicycle; Henry W. Thurston, Woodside, N. Y., and Erik Stenersen, Rockaway, N. Y., assignors of one-third to George R. Barns, Brooklyn, N. Y.; filed Nov. 20, 1891; serial No. 412,484.

483,785, velocipede saddle; Fitz M. Stocum, Erie, Pa.; filed Nov. 28, 1891; serial No. 413,484.

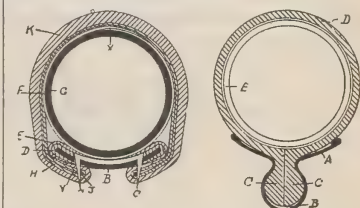
Trade-mark, 21,833; velocipedes and parts thereof and wheels for use in light vehicles; Ames & Frost Company, Chicago, Ill.; filed Sept. 8, 1892; essential feature, the word "Imperial."

New English Inventions.

These abstracts are prepared immediately after the patents are applied for by G. Douglas Leechman, consulting engineer, Coventry, England:

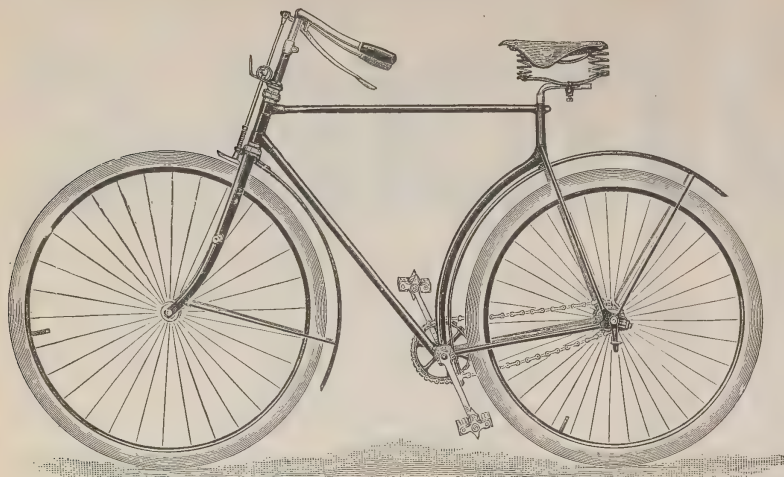
[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from August 31, give notice in the prescribed form of such opposition.]

No. 16,973. P. Davies' "Improvement in elastic tires and in means for s-curing the same to the rims of wheels." October 6, 1891.—The objects of this invention are, to obtain increased strength and to provide means for securing the tire to the rim so that the air-tube may be exposed for repairing or other purposes without the necessity of unsolulioning or unsewing the outer substances. Referring to the figure, the rim (B) is drilled with



holes at intervals through which hooks (C), made in one piece, are passed but not rigidly affixed to the rim. The two ends of the hooks are ground to a point. The air-tube (G) is protected from damage by covering the rim with leather (D), affixed to the rim and the edges of the rim are next outside the said leather (D) covered with sheet india rubber or other suitable material (E). Along the centre line of the concave side of the rim there is attached a strip of white half-strained sheep skin or other suitable material (F) wide enough to overlap on the tread of the air-tube (G) as shown at X. The air-tube (G) is of the ordinary construction, and to limit its expansion and to keep it in position on the rim a band (H) is employed. This band is formed of a continuous length of tape or similar material wound around itself in a close spiral, so that each succeeding turn overlaps the preceding one and doubly stitched near the edges forming loops (Y) through which wires (J) are passed and secured by the second row of stitching at each of the extreme edges of the band. The wires (J) are free to move within the loops and have their ends free and overlapping. Instead of having one wire forming a completed circle, at each edge of the band the wires may be divided into sectional parts in which case each of the ends of each section are made to overlap. On the outside of the band (H) a band of india rubber or other suitable material (K), preferably formed thicker at the tread, is firmly attached. This band (K) is sufficient width to form a complete covering and to encircle the wires at the edges of the band (H). A combined final covering is thus formed by the materials (H) and (K). This is affixed to the rim by passing it over the hooks (C) the wires (J) at the same time being caught over such hooks and encircling the convex side of the rim of the wheel. To get at the air-tube (G) it is deflated, the circumference of the wires (J) slightly diminished on one side of the wheel by easing their overlapping portions and releasing the same with their attachments, from the hooks (C) thereby enabling the jacket to be turned back.

No. 18,152. H. Kesterton's "Improvements in cycle wheels." Oct. 22, 1891.—In the specification of a former patent (No. 15,811, 1890,) granted



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,

COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.

Such Times Were Never Equalled

JOHN S. JOHNSON'S PERFORMANCES ON AN

ELLIPTIC

BICYCLE, FITTED WITH AN ELLIPTICAL SPROCKET WHEEL.

	Quarter.	Half.	Three Qrs.	Mile.
Standing start.	31	58 3-5	1:34 1-5	2:04 3-5
Flying Start....	26 1-5	55 1-2	1:28 1-2	1:56 3-5

These records were all made on the Rush Park Track, Independence, Ia.

FREEPORT BICYCLE M'F'G COMPANY,

Makers of the "Elliptic."

FREEPORT, ILL.



DON'T GET RATTLED.

A rattling Bicycle is very apt to rattle the rider.

Sylph Cycles Run Easy and Don't Rattle.

Sylph Cycles Run Easy and Ride Easiest.

You can ride farther on a SYLPH and with less fatigue than on any other safety of equal weight made.

LIKE THE JOKER,

In a pack of cards, the *SPRING FRAME BEATS EVERYTHING*. It relieves the rider of the continual bump and jar so annoying in all rigid and nearly all other Spring Frames.

Riders of Sylph Cycles say they are the Acme of Ease and Comfort.

A Trial Convinces Skeptics. Will you be convinced? Catalogue Free. Agents Wanted.

ROUSE-DURYEA CYCLE CO.,

89 G. Street, PEORIA, ILL.



to this applicant, there is shown a pneumatic tire and rim in which there is an india-rubber jacket surrounding an inflated tube, and in which the rim is of trough-like form, having tubular edges with the edges of the jacket nipped and held between the tubular edges of the rim. According to the present invention the rim (A) is formed so as to give a wider support to the tire. The tubular flanges (? edges) are dispensed with, but, the dovetailed recess (B) to receive the edges (C C) of the jacket (D) is retained. The edges of the rim are extended outward from the recess and inclined somewhat downward so as to form a broad base to rest upon the tire and conform to its shape. To prevent the edges of the rim cutting the jacket they are doubled inwards, and this also adds to its stiffness. The rim is notched or perforated to receive the inflating tube. The jacket is lined with canvas vulcanized on; it has lips (C C), and these are covered in like manner exteriorly with canvas. The jacket is preferably made as a complete tube, with the lips in one, and they are cut apart after vulcanization. The lips of the jacket enter into the recess of the rim and cannot escape whether the tire be inflated or otherwise, so that the tire can only be detached when uninflated by being pulled out. (E is the air tube.)

English Dealers in New York.

New York is deluged with English manufacturing representatives, who are hustling for next year's orders, and getting them, too. If the successes of Messrs. Golder and Hadden are examples, the east will see plenty of British mounts on the road and path next year. The REFEREE representative has seen contracts for 1,500 and 1,000 machines, being orders Messrs. Golder and Hadden secured last week for New Howes and Bayliss & Thomas' well-known Excelsiors. Golder's contract is the most iron-clad instrument imaginable, and says Joseph Ketchum & Company, of Brooklyn, must sell, or dispose of 1,500 wheels within twelve calendar months. The well-known Howard A. Smith & Company, of Newark, secures the sole agency for Excelsiors for New England territory, and must sell at least 1,000 wheels.

Mr. Percy Stevens, of the Coventry Cycle Manufacturing Company, is spreading the Secure agency, and is satisfied with the sales in America so far.

Mr. Bednell, of Taylor, Cooper & Bednell, is racing around, looking after the firm's Raglan business in America. C. Vernon Pugh thinks the present an auspicious time to introduce the Whitworth to America, and after looking around New York, jumped to Toronto and will see Chicago.

A. Barrows thinks the Rudge will bear a little more pushing in America, and is west looking into the prospects there. J. H. and William Starley, of Rover and Psycho note, talked eloquently to the REFEREE man of the past, present and prospective future of their excellent wheels, and fled to the national capital the next day after their arrival in New York. They will be seen in Chicago shortly. Several other English trade representatives are said to be floating around that part and more are on the way here from Liverpool. It looks as if Mr. McKinley and his hosts are defied and the English trade is mustering its old guards for a final battle for American patronage. They certainly missed a fat field the past five years.

Pretty Good, This.

The Hon. Jake Bretz, of Liberty cycle fame, has returned from his wedding trip, and is once more assuring people that the Liberty is the best wheel made. Many of the general manager's bachelor friends are trying to make Jake believe that his Liberty will be considerably curtailed in the future.

Testing Elliptical Sprockets.

Elliptical sprockets are being made in New York by many people for experimental purposes, and there seems to be a good deal of caution used when the new idea is given a trial. A. B. Rich has made one for himself and expresses

satisfaction with what he calls "Rich's true elliptical sprocket," as he considers the Freeport idea a flat oval and not a true elliptic. W. J. Corcoran stated that several men used Elliptics in the Boston road race, and no beneficial results were noted by the users, so Boston is undecided as regards Johnny Johnson's persuader, and New York don't know about it.

Selling Long Visor Caps.

The Standard Cap Company, of 56 West Houston street, New York, is making a big reputation with its Eaton and long visor cyclists' caps. T. Mallinson, late of Coventry, Eng., is traveling for the firm through the east, and being an old cyclist himself, knows exactly the wants of the cycling public in head-gear. Mallinson is the inventor of the long visor cap and is meeting with splendid success on the road among cycle dealers, as the prices and quality of the goods sold command attention. Mr. Myers, manager of the Standard company, speaks in the highest terms of Mr. Mallinson's ability as a salesman.

To Attach to the Wheel.

The Cyclist's Time Companion is the name given a neat little clock with a stand and attachment to fasten to the handle-bar of a bicycle, where it can be always seen by the rider. The price is only \$3.50. It is always in view and saves carrying an expensive watch, besides "having the time always before you." The whole outfit is beautifully nicked, and so constructed that vibration does not affect the little clock in the least. It is sold wholesale and retail by Kuhn, 141 Broadway, New York.

Another New Saddle.

Fred C. Smith, of Newark, N. J., is making a saddle which he claims will jump into popular favor when he is ready to talk to the trade. Mr. Smith will make up a large number shortly, and to that end has purchased the machinery and fixtures of the Empire Factory, on Lawrence street.

Placing Excelsior Agencies.

Herbert Hadden, representing Bayliss, Thomas & Company, of Coventry, and formerly representative of J. K. Starley & Company, is a shrewd young Englishman, fully capable of holding his own in a talk on trade or making a deal for a thousand wheels. Naturally, Mr. Hadden thinks the Excelsior is the best wheel made in England. He says this seemingly without any fear or mental reservation whatsoever, and thinks all men (i. e. salesmen) who sell cycles keep in touch with the ancient who declared that "all men are liars" when they tell you about the immense sales they make.

Mr. Hadden makes his statement after consulting his contract, and thinks he will make two or three more such as he closed with Howard A. Smith & Company before he returns to Coventry. He talked in an interesting way of the English trade, also of a trip around New York with a party one evening last week, and left for Toronto on Friday. In regard to next year's wheel Mr. Hadden says the changes in construction will only be in minor details. He expects to be in Chicago shortly to appoint a good western agent in the World's Fair City.

Whitworths in America.

C. Vernon Pugh left New York for Toronto and Chicago last week. Mr. Pugh is one of those quick, conservative young men who leave a good impression and talk to the point. Before looking for agents for the Whitworth he looked over the ground and, becoming convinced that his firm's wheels would find a hospitable reception in America, he announced that he would like to hear from reliable people about territory. Mr. Pugh thinks Chicago and New York are two excellent distributing points and will likely have the two principal agencies at these points, with Toronto the headquarters for Canada. Speaking of F. J. Omond, Mr. Pugh thinks it quite possible that the English champion will visit America next year, but could not say anything definite, and further stated that Omond has not been in fine fettle the past season.

Represents the Secure.

Percy Stevens, who represents the Coventry Cycle Manufacturing Company, makers of the Secure cycles, is a young man who will not make himself conspicuous if he relies on his talking. It is extremely hard work to get Mr. Stevens to talk, but he knows much about the cycle trade, all the same, although not as good a talker as Herbert Hadden. Mr. Stevens is satisfied with the business done by his firm in this country, and is here for the purpose of broadening it. He will probably appoint additional agents for the sale of Secures. Mr. Stevens will not visit Chicago on this trip, and will return home in about ten days.

Showing the Airtite.

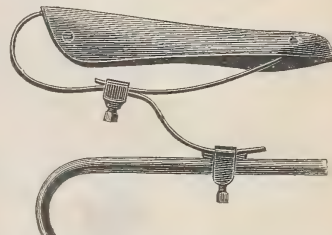
E. J. Howell, representing the Airtite Pneumatic Tire Company, of Boston, is becoming as familiar a figure on the streets of New York as the man on Broadway with his stocking supporters. If you see a man with a tired rim swung over his shoulder, coming along the street, or struggling against time "in exposing the inner tube" in a dealer's place in New York these days you immediately say to yourself, "That's Airtite Howell,"

The Flyer.

The cut herewith represents the Flyer, the wheel to be put on the market next season by the Illinois Bicycle Company, recently organized, at the head of which is H. J. Winn, formerly president of the Speedy company. The Flyer is to be high grade in every respect and light and strong. The company is already equipping its new factory, which will be large and very complete in every detail. Mr. Winn's experience in building the Speedy should enable him to turn out a wheel second to none on the market. Certain it is the Flyer has splendid lines and should and no doubt will prove a popular mount.

Bringing Out a New Saddle.

Henry Bergfel, a clever young mechanic of Newark, N. J., has for the past year been making bicycle saddles, saddle posts, etc., to order, but next year proposes to market some inventions of his own. To that end he advertises a



saddle which all who have seen declare to be as near perfection as possible. The patents cover the saddle pretty thoroughly. It is on the same principle as the Saladee saddle. Mr. Bergfel talked interestingly on leather, its good points and defects, and none but the very best quality goes into the Bergfel saddle, which bids fair to become popular when once introduced. Mr. Bergfel is the junior member of the Newark Nickel-Plating Company, which has quite a large plant for manufacturing purposes at the corner of Mechanic and Lawrence streets, Newark, N. J.

Featherstone Must Prove Damages.

"Yes, the suit was decided against us, but on one point only, and that the method of fastening the tire to the rim—the lapping process," said Secretary Loucks of the George R. Bidwell Cycle Company; "but as we had determined to discard the old system in favor of a new one the decision don't worry us at all. We have taken an appeal, and Mr. Featherstone must prove damages to get any benefit through the decision. We believe we had our rights fully justified to manufacture our tire or we would not have fought the suit. We have taken off all our old tires this week and replaced them with our new tire."

Atwater Back in Washington.

George S. Atwater closed up the Stover Manufacturing Company's Broadway store by order of the firm, and goes to Washington next week to engage in the sporting goods and cycle trade, backed by New York capital. The man who will furnish considerable of the money is thought to be William L. Duryea, who was manager of the Keating cycle store, next door to Stover's, on Broadway, and who also turned over the place to Keating last week. Mr. Duryea was born with the proverbial silver spoon in his

BIDWELL

PNEUMATIC TIRES, 1893.



During the past season we were at the head of the Pneumatic Tire business in the United States, looking to improve the tire for the season of 1893. Naturally we have not been idle in experimenting. We are **now ready** with our **new tires**, which surpass anything ever put on the market.



They Cannot Burst,

They Cannot Come Loose,

They Cannot Leak.

Before placing your order see them. A full description will be sent you at once.



GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 West 59th Street,
NEW YORK.

Tire Factory, 49-51 West 66th Street, New York.

mouth, and the cycle business was not, according to his ideas, the royal road to further wealth. The Keating company has placed the popular Jim Murphy in charge temporarily, and the Stover people will open down town.

Perrett is Hustling.

The diplomatic, slick and altogether handsome Billy Perrett is always a welcome visitor to Gotham, and if there is one dealer or manufacturer in New York who has not heard of Bretz & Curtis' Scorch saddle it is because he was in Dr. Jenkins' hands in quarantine. William was in New York last week and assisted in the festivities with Steve Golder, Howell, Merrick, Callender, Newman, Hadden and a "friend" one night last week. It was a lovely time, sweet William declares.

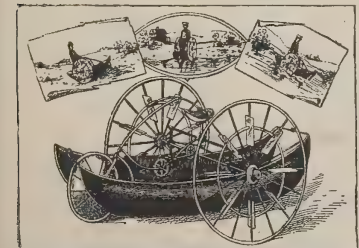
Busy Making Rims.

R. H. Franklin & Company, the company being Charles A. Kirkland, a hustling and able seconder to R. H. Franklin's efforts to make the American trade understand that they make rims in quantity and quality, are busy with their specialties. The factory is situated near the Brooklyn bridge, 79 and 81 Washington street New York, and go when you will the firm is always too busy to talk. Franklin & Company are doing business with houses as far off as San Francisco, and make several good specialties outside of rims. The firm is a reliable one and "prompt attention to all orders" is their motto. Knowing the excellent workmanship and material used in their goods, a large jobbing house recently made Franklin & Company an offer to take all they could manufacture.

Combined Cycling and Boating Machine.

Land and water have been traveled over by vehicles or devices wherein each was adapted to its special sphere, says the *Scientific American*. Seldom have land and water been laid under contribution by a single mechanical device. It remained for the genius of a citizen of Chicago to devise a machine for both use and pleasure, which should enable his fellows to traverse with great speed either land or water, proceeding readily from one unto the other. This Thore. J. Olsen has done by means of a combined tricycle and boat, or boats, so connected that they operate together most perfectly on either element, although it takes but a moment to separate the boat from the tricycle.

In the accompanying sketch the machine is shown ready for use. It consists of twin boats rigidly connected and



a tricycle connected to said boats so ingeniously arranged that the machine is propelled and steered by the same mechanism. This machine has the most perfect stability in either element, is light, slightly and attractive, producing the liveliest interest when exhibited on account of its originality. In this device the traveler may carry his necessary baggage, tools and hunting and fishing tackle, yet the whole device without load weighs but from fifty to seventy-five pounds, and while it is arranged to carry but one person on land, its buoyancy is such that it will carry two and

sustain three or more persons on the water. Thus the traveler, the pleasure seeker and the military man will not be hindered from reaching each his destination on account of floods, washed-away bridges or no bridges or pontoons. This device has been patented and its capacity and popularity demonstrated during a part of the past season.

Trade Jottings.

J. K. Starley arrived in Chicago Monday.

Cushman & Denison contemplate making a high-grade wheel next season.

Warman & Hazlewood are now ready to fill large contracts for Foley & Webb saddles.

The Chicago Bicycle Company will move two blocks farther south on Wabash avenue Nov. 15.

H. A. Lozier & Company have on the way two Crypto f. d. safeties, a roadster g. o. and a light roadster f. d. safety.

Messrs. Mushing, of the Centaur company; Lucas, the lamp manufacturer, and Townsend, of Coventry, arrived in Chicago Sunday.

Lumsden used Dunlop racing tires through the east and west, and said "That pair of tires is the best that were ever put on a wheel."

ing on many makes of wheels are bringing them a nice fall trade.

Mr. Mushing, of the Centaur company, informs us that so far he has placed some very good orders. He is now in Peoria to close with Kingman & Company, and will be in Chicago next week.

Sobotka, on a Peregrine won the race from Vienna to Trieste, a distance of 310 miles, in 23 hrs. 45 sec., riding the same machine throughout. The Peregrines seem to be invincible on the road just now.

Quite a large number of New Yorkers will go to the Stanley show, from the present outlook. L. H. Johnson, Bidwell, Hendee, E. J. Willis, and Howard A. Smith, of Newark, are already booked to go.

There have been several auction sales of high grade pneumatic wheels in New York the past ten days, the \$135 wheels going for \$80. Fairly good cushion wheels and some pneumatics brought from \$50 to \$60.

On Sept. 23 Warman & Hazlewood's upper store was broken into and a lady's clincher tire Rival safety, No. 30,912, was stolen. The thief was seen and is described as being about five feet, six inches in height, with a small, dark mustache, and dressed commonly. A



Mr. Lucas has closed a contract with the MacIntosh-Huntington Company, Cleveland, whereby the latter will handle Lucas' specialties for the western states.

Davis Brothers, 718 Market street, San Francisco, will handle the Cleveland. Their cycle department will be in charge of T. S. Cobden, formerly with Osborne & Alexander.

Cushman & Denison have reduced the price of their Perfect pocket oilers to twenty-five cents each because of the increased demand, which permits them to make them in large quantities.

The Coventry Machinists' Company has received a Swift racer which weighs but eighteen pounds without tires. It is exceedingly rigid and is built on the same lines as the regular racer.

F. H. Tuttle shortly enters the employ of the Stearns Hardware Company, of Syracuse, N. Y., for which he will travel over the western territory. Stearns manufactures a line of light wheels.

Rouse, Hazard & Company, Peoria, have not yet announced their plans for 1893, but the trade can rest assured they will be "in it," as they have done a most satisfactory business this season. They report that the low prices they are nam-

liberal reward will be given for information which will lead to the recovery of the wheel.

Charles Thompson has withdrawn from the firm of Flavell & Co., who make the Reform, and Walter Thompson has been admitted to partnership. The business will be carried on as before by Arthur Edward Flavell and Benjamin Poole, together with Mr. Thompson.

The Triumph Cycle Company, of Coventry, is endeavoring to secure western agents. The triumph is one of the best known wheels on the track and road in England. Mr. Bettman, the representative, is now in America, and letters to him should be addressed to this office.

On Saturday, Sept. 17, W. R. Loft of the Anfield B. C. accomplished a remarkable record ride on north English roads, beating the 100-mile tricycle record for the north by twenty-eight minutes, being 6 hrs. 30 min. for the distance and covering 176 miles in the twelve hours, thus breaking the northern safety record by nine miles. He was mounted on a New Howe tricycle.

Director Paul Angois, of the Raleigh Company, is not simply an ornamental, but a very practical working director.

During the past week, according to John Turner, one of the Raleigh mechanics, Director Angois has been hard at work with his force of men placing machinery and constructing many things needed in



UNCLE SAM AND AUNT SALLY.
As Portrayed by "Bicycling News."

the Raleigh factory on Bank street. Turner says Angois knows the business of mechanics from A to Z, and is not afraid to roll up his sleeves and work among his men.

It is altogether likely that the popular Reform will be handled next year by the Ganse Cycle Company. With this wheel the agency in this country for 1892 proved a profitable as well as satisfactory one. Recently a representative called at the Reform works in Coventry and was there shown the new patterns for next year's American market. The works are being enlarged, and special attention will be paid by Messrs. Poole & Company to their foreign connections. As well as being a popular roadster, the Reform on the track has placed many victories to its credit.

W. L. Fish, the Newark saddle maker, is one of the landmarks in cycle saddle making. Away back in 1887 he started, when English saddles were mostly used, and the writer took three of the then excellent Fish ordinary saddles to England. Walter Phillips, of the Rudge company fell in love with one of them. It was with pleasure a visit to the Newark man was made last week, and it seems Mr. Fish has kept in line with the march of progress in saddles, as his present Scorch proves. Mr. Fish lays claim to being the first American manufacturer to make a safety saddle. A cut of his 1893 saddle appears elsewhere.

For a National Road Association.

Central Music Hall, Oct. 20 have been decided on as the place and date of the meeting for the purpose of forming a national highway improvement league. The general headquarters prior to the meeting will be in the club room of the Great Northern Hotel. Chauncey M. Depew, General Horace Porter and others have been designated by the Chamber of Commerce of New York to represent that body at this meeting. The National Board of Trade has sent a circular to all its constitutional bodies to send delegates.

The board of park commissioners of Cincinnati has passed an ordinance providing that no bicycle shall be propelled on any portion of the park at a speed exceeding six miles an hour.

The second edition of the Kansas division's hand-book has just been issued by Chief Consul Davis. It contains a report of the division's business meeting and finances and a state map.

MORGAN & WRIGHT TIRES HOLD ALL WORLD'S RECORDS

FOR THE MILE.

September 28th, at Terre Haute, Ind., Nancy Hanks, queen of the turf, trotted a mile in 2:04, which is a world's record.

It has been stated that other Tires than ours were used. This is untrue. We present the following letter in evidence from W. S. Frazier & Co., the great Road Cart and Sulky manufacturers of Aurora, Ill.:

AURORA, Sept. 30, 1892.

MORGAN & WRIGHT,
Chicago, Ill.

GENTLEMEN:---As you may possibly be aware, we have put a good many pairs of 28-inch wheels on track sulkies and all of them were fitted with your tires. It will, therefore, interest you to learn that in her great trial mile in 2:04 at Terre Haute, Wednesday, Nancy Hanks drew a sulky which was fitted with a pair of special light wheels having your racing tires. On the same day, the same sulky, Monbar lowered the three-year-old stallion record, and yesterday Mascot paced a mile in 2:04 (also world's record) to a sulky fitted with your road tires. The sulky weighs 36 pounds, wheels and tires only 9 pounds. Respectfully, W. S. FRAZIER & Co.

P. S.---We would further refer to Mr. Monroe Salisbury, owner of the great mare, which has repeatedly lowered the records.

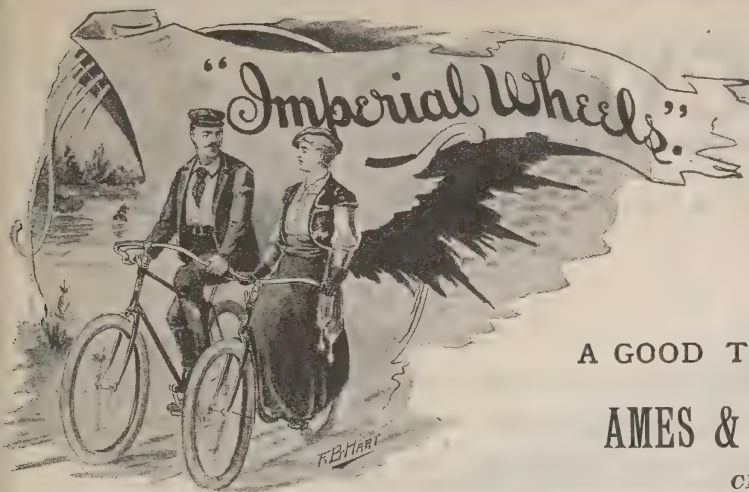
... ON THE WESTERN CIRCUIT ...

The MORGAN & WRIGHT Tires won three times as many prizes as all the other tires put together. The reason is very apparent; they are the **best, most resilient and easiest repaired.** The East and West are calling for them.

MORGAN & WRIGHT,

339 WEST LAKE STREET,

— CHICAGO.



A GOOD START Was made early in '92. "IMPERIAL" parts and "IMPERIAL" frames, combined with A1 material did it.

SUCCESS WAS WITH "IMPERIALS" from the start. It could not have been otherwise under the circumstances.

ALL AGENCIES Established have been good ones. "IMPERIAL" agents, we call them. They will stick by "IMPERIALS."

WE COVERED THE COUNTRY As far as our product would permit; quit trying to sell long ago and took care of "IMPERIAL" agents.

WE WILL HAVE FOR '93 Five times as many wheels; all "High Grade," but only need twice as many agents to sell them.

A GOOD TIME TO CONTRACT Is now. Write us. We will give you all necessary information.

AMES & FROST COMPANY, MAKERS, 302-304 Wabash Ave., CHICAGO.
CHAS. H. SIEG M'F'G CO., Chicago Retail Agents.

Bargains! ♦ For Sale!

Columbia '92 Racer, 26 pounds, gearing 68, has not been ridden ten miles, without a scratch, \$175, for..... \$150 00
Columbia Light Roadster, cushion tires, \$135, for..... 80 00
Swift, Model C, '92, cushion tire, \$130, for... 90 00
Victor, Model C, '92, cushion tire, has not been ridden 50 miles, \$135 for..... 100 00
Ladies' Juno, '92, cushion tires, almost new, \$75 for..... 45 00
Lovell Diamond, '92, cushion tire, with bell, whistle, stand and lock, \$100 for... 65 00
Rob Roy, '92, 28-inch wheels, cushion tires, \$75 for..... 40 00

Any of the above wheels will be sent C. O. D. on receipt of \$10, with privilege of examination.

F. R. ZEIT, Medford, Wis.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, label, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.
W. E. AUGHRINBAUGH,
McGill Bldg. 908 24 "G" Street, Washington, D. C.

Rochester Riders Win.

At the Brockport races Friday the Rochester talent had everything its own way, beating some fat men of Buffalo and other places. Le Messurier won the mile open with George McTaggart second and E. C. Betner third. In the 2:40 class, F. H. Smith won, C. F. Ives second and McTaggart third. Le Messurier won the half-mile open with Ives second and McTaggart third. Smith won the mile handicap, with John Kelley second and Le Messurier third.

Competitors in the ten-mile road race of the Crescents Monday evening found bad road and a strong wind. Hogan, a five minute man, finished first in 43:42, with C. J. Conolly, two minutes, second, in 45:10, and Howard B. Mills, one minute, was fourth, in 41:18. Leighton Mills, scratch man, finished fifth in 40:20.

Notes.

The South Bend (Ind.) Cycling Club's home has just been re-decorated and re-furnished.

The Springfield (Mass.) B. C. is organizing a foot ball eleven, which will practice at Hampden Park.

The city council of Winona has passed an ordinance whereby every bicycle rider is required to have the name and make of his wheel registered and must pay a license.

The Illinois and Connecticut divisions are now tied for fifth place, each having 2,494 members. Massachusetts has 4,540, New York 4,096, Pennsylvania 3,384 and Ohio 2,507.

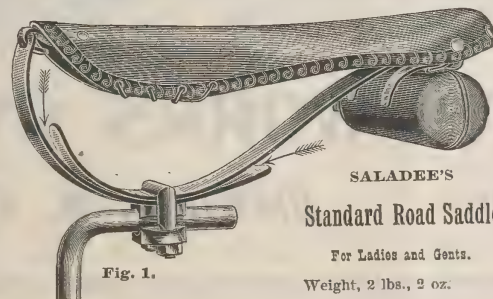
During the winter the South Bend (Ind.) Cycle Club will devote considerable preparation to social matters, and is already preparing the club rooms for the season's festivities.



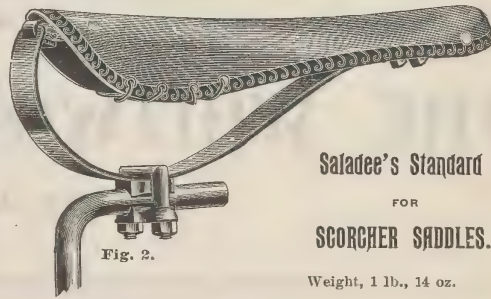
SALADEE'S PATENTED

INTERNATIONAL STANDARDS

For the UNITED STATES, CANADA, ENGLAND, FRANCE, GERMANY, BELGIUM, AUSTRIA and SWITZERLAND.



Weight, 2 lbs., 2 oz.



Weight, 1 lb., 14 oz.

The arrow points in Fig. 1 indicate the open spaces between the plates of the spring in front and rear of the clasp, and which are closed as the weight is applied to the seat, reinforcing the spring as it is depressed, and thereby affording an AUTOMATIC ADJUSTMENT, to a light or heavy rider. Never before attained in cycle saddlery.

Correspondence Solicited for next season's trade.

The Whitten-Godding Cycle Co.
PROVIDENCE, R. I.

Sole Manufacturers for the U. S.

The simplicity, style, and comfort embodied in Fig. 2, as a "Scorcher" Saddle, has never yet been equalled.

In this spring, the weight of the rider is so balanced, in relation to the L-Rod, that the absolute rigidity of the old "Hard Shell" is avoided, and hence a degree of comfort is retained that all expert cycleclers riding a "Scorcher" will duly appreciate.

Send for our Illustrated and Descriptive Circular, and PRICE LIST.

THE MOST NEWSY CYCLING JOURNAL IN EUROPE.

For really pleasing cycle reading, bright, chatty, and light, commend me to the Irish Cyclist. Although it necessarily devotes much of its space to Hibernian affairs, it always contains matter of general interest, while its little stories and anecdotes are well seasoned with Attic salt. Mr. Mecredy would certainly satisfy Carville's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—The People, London.

The ablest edited and most newsy cycle journal in Europe.—Sporting Times, New York.

One of the smartest and liveliest of cycling papers.—National Press.

Mr. Mecredy's admirable cycling journal has pushed its way by sheer merit and enterprise into the very front rank of sporting papers.—Freeman's Journal.

Specimen Copy, post free, from **MECREDY & KYLE, 49 Middle Abbey St., Dublin.**
SUBSCRIPTIONS, POST FREE, SIX MONTHS, 5s 6d; ONE YEAR, 10s.

The best paper in its peculiar line published.—Irish Society.

Its literary fare is still as bright and interesting as ever.—Cycling.

Although some of our English cycle journals are reckoned pretty smart, they cannot beat it.—Hull Daily News.

Matter which from beginning to end is thoroughly interesting, not only to Irish riders but also to English wheelmen.—Liverpool Athletic and Dramatic News.

The most interesting of wheel papers.—Cricket and Football Field.

A credit to the country.—Belfast Morning News.

An admirable miscellany of everything interesting to cyclists.—Weekly Irish Times.



The Bicycle Repair Shops.
Remodeling & Repairing
CYCLES BUILT TO ORDER.
W. H. FAUBER, Manufacturer of
The Sentinel Bicycle Bell.



35 East Van Buren St., Chicago.

BUTLER & WARD,

Manufacturers of

BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates.

226-228 Halsey St., Newark, N. J. 224

Geo. H. Benedict & Co.,

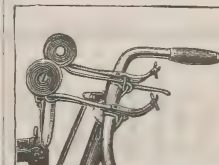
175-177 So. Clark St., CHICAGO.

Hello:—1700

ELECTROTYPING,

PHOTO, Zinc, Etching, Map and Wood Engraving.

BICYCLE CUTS A SPECIALTY.



LAMSON'S LUGGAGE CARRIER

No. 1. Convenient, durable, noiseless, cheap. \$1.

Other popular carriers are our drop front No. 4s

No. 4d for two bundles, and our No. 5 Special Tourists' Carrier, used by the Elwell tourists. Made by

C. H. LAMSON,

203 Middle Street, PORTLAND, ME.
Originator of the L. A. W. Badge
Send for Carrier and Badge Circulars.



SUBSCRIPTION PRICE OF THE REFEREE, \$2.00

WHITWORTH CYCLES

. . . . U. S. A. 1893.

HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

TRIUMPH CYCLE COMPANY, L't'd, COVENTRY, ENGLAND.

President: GEORGE SAWYER, European Manager White Sewing Machine Co.
Continental Agents: White Sewing Machine Co., London and Paris.

Triumphant Entry

. . . OF THE . . .

TRIUMPH

Dealers wishing to handle this First-Class Wheel cannot do better than address by return mail, MR. S. BETTMAN, care White Sewing Machine Co., 22 Union Square, N. Y.

Novelties for 1893:



The "Chicago TRIUMPH."

The "Lady's TRIUMPH."

The "TRIUMPH Geared Ordinary."

The "TRIUMPH Front-Driving Safety."

Triumph Cycle Company, L't'd, Coventry, Eng.

— Only a few Agents for large territories will be appointed.



CHEAP

Only one thing CHEAP about the
CLEVELANDS.

It does not cost much to sell them. After a man rides the "Thread Tire" he talks about it to his friends. It's different, you know. **CLEVELANDS** are fitted with the Cleveland Pneumatic only.

H. A. LOZIER & CO., ^{—340—}
Superior St.
CLEVELAND, OHIO.



PUBLISHED WEEKLY AT

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TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - - Editor.
CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

TIME TO MOVE SLOWLY.

The season just closing has been, in some particulars, a disastrous one, and, if rumor lieth not, two or three concerns, each of great pretensions, are "lingering, shivering on the brink," and, if they manage to keep afloat through the winter, will find it necessary to carry less sail next season, even though it be World's fair year. Failures have not been particularly numerous. Indeed, if we except those precipitated by creditors whose claims are, to say the least, questionable, all have been caused by poor management, by poor judgment, by lax methods. Small concerns have endeavored to accomplish too much and in the end have lost all. There is too little conservatism in the cycle business. Racing men, Jacks of all trades dabble in it without sufficient capital, and in many cases without sufficient brains to carry on any industry successfully. We have seen, as specimens, men who start a store on wind, order from some maker whose anxiety to sell overcomes his discretion, and then, leaving some subordinate in charge, spend time, from days to weeks and from weeks to months, busily engaged in all kinds of pursuits from the pool table to the race track. There are just such people in business to-day. The great wonder is how they induce other men to trust them.

The failures of the past should serve as a warning. How much better it is to lose a sale at once than to lose the whole outfit three months hence. English houses have suffered more severely than American. The reason is plain in some cases. They do not realize the magnitude of this country, nor have they the means of ascertaining, as definitely as the home houses, the standing of the applicants for agencies. No English house, seeking an extensive trade, should place its business in the hands of any establishment without first sending a reliable man over the ground. We were struck by the remark of a recent visitor, who has been doing business in this country in a limited way for a long time. He assured us that he had not the remotest idea of the magnitude of the country, and considered that his visit would prove of the utmost value. He was very thoroughly convinced that no house could properly cover the whole country, no matter where its headquarters may be. He was about right. His visit seemed to show him that in the trade are many adventurers willing to transact business on some other people's capital and credit, obtained, goodness

knows how. Sometimes they win, sometimes they lose.

There has been too much inflation to the bicycle business. According to the enthusiast there was to be no limit to the business. All one had to do was to start a factory, make wheels—and there you are, fortune ready made. But conservative men knew better. They found, on investigation, that with proper management, the cycle trade would be profitable, but that the tales of the wind-laden enthusiast were not to be accepted. There have been no failures among these houses, no matter whether their sales have been in the dozens or hundreds of wheels annually. In this connection it may be well to sound a note of warning to people who regard World's fair year as certain to recoup all the losses of '93 and to make the rich immensely richer. We find among the careful men few who believe in anything beyond the natural increase of business. A few remarks on this subject will be found elsewhere. We commend to all a careful inquiry before entering into too great obligations for next season.

THE WHEELMEN'S FRIEND.

THE REFEREE is not a political sheet—it is neither a supporter of republicans nor democrats—but it believes in saying a good word for a man who has been a friend to the wheelmen. William Burke, candidate for representative in the first district—bounded by Van Buren street on the south, Ohio on the north, the river on the east and Ashland avenue on the west—is such. It was largely through his efforts that house bill No. 766, introduced April 14, 1891, by White of Stark County, was defeated. Many do not remember this country members' attempt to tread upon the poor wheelmen, while others will likely never forget it. The bill read as follows:

SECTION 1.—Be it enacted by the People of the State of Illinois represented in the General Assembly, That it shall be the duty of any person or persons riding on any bicycle, tricycle or velocipede, on the highways outside the corporate limits of cities and villages of this state, to stop, dismount and stand by their bicycle, tricycle or velocipede whenever they meet any person or persons going in the opposite direction on said highways with horses or other animals, until said horses or other animals have passed by, and said person or persons running or riding such bicycle, tricycle or velocipede shall stop and dismount when he, she or they are one hundred (100) yards distant from said horse or other animals, and sooner in case said horses or other animals become frightened at said bicycle, tricycle or velocipede before arriving at said distance, and it shall be the duty of the person or persons riding, driving or owning such bicycle, tricycle or velocipede to use all reasonable care and diligence to prevent the occurrence of any accident which might result in case said horse or other animals become frightened at said bicycle, tricycle or velocipede.

SEC. 2. Any person or persons who violate section 1 of this act shall be deemed guilty of a misdemeanor, and upon conviction therefor shall for each and every offense be fined not less than ten dollars nor more than fifty dollars, to be recovered before any court of competent jurisdiction, and shall also be liable for all damages that may be sustained by persons or property, by reason of his or they failing to comply with the provisions of this act; and said persons so offending shall stand committed to the county jail until such fine and damages are paid.

Mr. White showed his extreme ignorance in introducing and supporting such a bill, while Mr. Burke and others, it must be admitted, exhibited their good sense and fairness by squelching it. These facts should not be overlooked by the Chicago wheelmen who live in the first district.

The REFEREE has been favored with two large group photographs from W. R. Humphrey, photographer, Jacksonville, Ill. One is a picture of the racing men, officials, timers, etc., and the other shows a couple of wheelmen in front of the Dunlap house. Mr. Humphrey states that he will furnish duplicates at \$1 each.

FROM ACROSS THE DEEP

SPORT AND TRADE MATTERS IN THE BRITISH ISLES.

*Last of the Record-Breaking Season—
Doubt Johnson's Mile—Osmond the
Failure Now—Tire Makers
Busy—The Two Shows.*

LONDON, Oct. 8.—There has not been a great deal of history made during the past fortnight. The break-up of the weather has brought the racing season to a close without many of the promised attempts on records being carried out, and in trade circles things are generally quiet save in connection with the two rival shows.

We are yet in a state of profound doubt and wonder concerning the reported reduction of the mile record (flying start) to 1:56 2-5 by Johnson. Not a single person here can believe it is correct, and the only doubts are whether the reporters, the timekeepers or the track-measurers are responsible. So we are all waiting anxiously for the arrival of the REFEREE to bring the corroboration or refutation of the report. The very day that the news of Johnson's ride arrived F. J. Osmond went for the mile record from a standing start at Herne Hill. He rode his first quarter in :35 4-5, but before reaching the half he "cracked," and after completing the second quarter in :32 3-5 he pulled up and left the track. He was obviously stale after his attempt on the fifty-mile record a week earlier, and would seem to have lost both his pace and staying power. What he really wants is a long rest of a year or more, during which time he should live the life, not of a young man about town, but of an athlete, devoting himself to other sports, such as lawn tennis, rowing and gymnastics, which will help him to repair and regulate a rather damaged constitution.

NEW ENGLISH RECORDS.

On Monday, the 26th ult., M. B. Fowler, the supposed "unknown," who beat Zimmerman at Brighton last Easter, and who has since done much pace-making and won many good races, made his first attempt at record breaking. He went for five miles on a safety and succeeded in reducing the record by one-fifth of a second, bringing it down to 12:16 1-5, and also cutting the two and three-mile records by small fractions. Four days later F. T. Bidlake regained the London to York tricycle record, which he had twice before held, covering the 195 miles in 13 hrs. 19 min. The same time was accomplished on a tandem tricycle by Shorland and Holbein, who for the greater part of the journey acted as Bidlake's pacemakers, being themselves paced in turn by other riders. Once during the ride they were delayed for something like ten minutes, while Shorland repaired a crank which Holbein in his great strength had pushed off. And here for the present endeth the list of records.

BATTLE OF THE SHOWS.

The battle of the shows still continues, and both the makers and the Stanley people are almost daily engaged in issuing counterblasts. For the Stanley show something like 280 firms have entered, but a very great number of these are makers of accessories, tire, etc., and not of cycles. The National show, on the other hand, will have the solid support of a large phalanx of cycle manufacturers proper. Another advantage which the latter exhibition will possess is the aid of Frank Peach as secretary.

Mr. Peach is an experienced business man, possessed of a pleasant manner and any amount of tact, and is altogether a great contrast to Mr. Dring, who, although amiable enough from a social point of view, has as secretary a devil-may-care, take-it-or-leave-it style, which is by no means appreciated by some of those with whom he comes in contact.

COMING TO AMERICA.

The exodus of English makers and their representatives for America is by no means completed. On Wednesday next Mr. S. Bretman, one of the managing directors of the Triumph Cycle Company, Ltd., leaves Liverpool for New York, whence he starts on a tour through the states. He will carry with him samples of the Royal Triumph and the Chicago Triumph wheels. The latter is the company's special pattern for 1893, and is so named in honor of the World's fair. On the first machine turned out a Coventry rider of no very great note beat the Midland 100-mile road record by twelve minutes, and this in spite of muddy roads and an adverse wind. A few days afterward I had an opportunity of mounting the machine, and found it to be both firm and rigid. It is excellently designed, and there seems every reason to believe that it will fully uphold the reputation which the Triumph wheels possess for both pace and trustworthiness. I have been riding a Royal Triumph all the season, and have never had a machine which pleased me better.

A few days ago I had the pleasure of meeting J. W. Windle, a brother of Asa Windle, who is over here with a view of opening up in a big way in the cycle trade in Montreal. He has already offers of agencies for several big firms, and should he decide to go into the business there seems little doubt but that he will make things shift in the Dominion of Canada.

TIRE MAKERS BUSY.

The tire makers are just now very busy with preparations for the coming season. The Pneumatic Tire Company has already booked an immense number of orders for its new pattern tire—the Welch patent, or Dunlop detachable, as it is to be called. The two Du Cros brothers, who have been in America, are over here learning the details of the new tire, and Fred Du Cros, who manages the Paris factory, has also been similarly engaged. In the meanwhile the other tire makers are by no means prepared to let the Dunlop people have matters all their own way. The Leddin and Preston-Davies companies are both setting up depots in Coventry, so as to undertake the fitting of their tires in the very heart of the trade.

A Nice Trip He'll Have.

According to a Plainfield, N. J., despatch, Harry Villard Wylie, a New York cyclist, passed through there on his way to Chicago on a novel wager. The bet is for \$3,000 and was made with F. P. Priol. Its provisions are that Wylie is to travel from New York to Chicago without a cent in his pocket, is to beg, borrow or steal his food, and in general beat his way. He started from New York and had quite a time in getting across the North river. Finally a Pavana Ferry hand let him through and his journey was begun. He carried a book in which every one who helped him along or furnished him with money or meals inscribed his name to a certificate that he received no compensation for it. He expected to go by way of Philadelphia, Hagerstown, Wheeling, Columbus and Indianapolis. He has just completed a similar trip from Boston to Washington and back to New York with a total expenditure of thirty cents.



The following well-known people in cycling called at our eastern office, 21 Park Row, New York, the past week: G. M. Worden, Horace Bell, T. C. Boardman, N. H. Van Sicklen, Joseph Ketchum, Edwin Oliver, H. Crowther, S. Golder, J. W. Judge, "Airtite" Howell, C. V. Pugh, L. Crandel, S. G. Whittaker, J. I. Warman (Warman & Hazlewood), W. S. Maltby, Peter Gendron, M. Quinlan, Alex Schwalbach, Kirk Brown, H. W. Higham and wife, W. Newnan, Fred Pattee, Arthur Barrows, H. Laurie.

The Great New York Parade.

'Twas a good parade, considering the short time the committee had to work it up in and that the work was done by a few. Everybody did something, though, to make it a success and the turnout was most creditable and the largest number of cyclists seen in line this year. There is no gainsaying the fact that the average daily reporter has little use for cyclists, and never loses an opportunity to send a shot in their direction. As long as cyclists will play the fool on parade they can expect such sarcastic notices as the big metropolitan dailies leveled at them. The festivities in New York took the form of a celebration and demonstration, to show the result of the discovery of this fair land by Columbus, but many of the bicycle clubs seemed to labor under the impression that the occasion was for burlesque, and the pious-looking Christopher, who is depicted as with uplifted hands and eyes, was turned into a sort of Black Crook spectacular affair by some of the parading cyclers. Here's what the young man of the *Sun* thought of it:

Their steelsteeds did not flash in the conventional way. That was because the twinkling spokes were smothered in bunting or picturesquely beribboned, so that they looked like the scroll wheels in a fireworks exhibition. Some of the wheels were crowned with canopies of red, white and blue, some with immense Japanese umbrellas, and some with banners of both simple and variegated colors.

The approach of the women cyclists was indicated by a murmur of admiration that preceded them for a block or more.

Some wore jaunty Scotch caps and others the peaked regulation headgear of a wheelman. Their hair flew like penants in the breeze, and their cheeks glowed with excitement and the delight of being appreciated.

A remarkable part of the cavalcade was fifty or more Manhattan Athletic Club young men in fancy dress of mediæval times and Indian costume. They were experts, and when the crowd yelled its approbation they answered with their weird club cry.

The cyclers got mixed up with the floats, or the floats got mixed up with the cyclers, because four of the floats were sandwiched between two sections of steel cavalry.

Then the bicyclists came, and they continued to come for three-quarters of an hour. When they stopped the crowd told them to "get a move on," to "forward march," and when they moved on they were told that their wheels were going round.

Every time a girl rode by the crowd sighed, "Ah-ah ah!" The girls were uniformly pretty and rode well, but it must have required moral courage to skate through five miles of "ah-ah-ahs" and wafted kisses.

Some of the wheelmen thought to make life worth living by barking out in unison, "Rah! rah! rah!" Their attempts were received coldly. The great public is weary of this. A young man from Division street expressed it thus: "Dem blokes makes me dat tired I could go to sleep. I got a dawg can say 'rah, rah, rah,' jes' fr' all dewoy! like dat."

The *Herald* thought there were too

many cyclists in line, but the *Recorder* said something nice, as follows:

A feature of the night pageant that could not have been omitted without loss to the ensemble was the parade of cyclists. They came—an army of them—with their swift and silent wheels, wearing white sweaters and caps, carrying small flags and gliding along like so many will-o'-the-wisps.

The cyclists had been awarded the place of honor, acting as leaders and escorts for the big turnout. There were not less than 4,500 wheelmen in line, and one division, numbering about 150, was composed entirely of ladies.

LED BY MILITARY CYCLISTS.

Formation was made and the march carried out in the following order, the points of rendezvous being Fulton, Church, Vesey, Barclay and Park place. First platoon, mounted police, grand marshal and staff, military cyclists.

Metropolitan Association of Cycle Clubs: Harlem Wheelmen, Prospect Wheelmen, Riverside Wheelmen, Manhattan Bicycle Club, Ninth Ward Pioneer Corps, Tourists' Wheelmen, Brooklyn Bicycle Club, Kings County Wheelmen, Brooklyn Long Island Cycle Club, Metropolis Wheelmen, Montauk Wheelmen, Queens Bicycle Club, Castle Point Cyclists, Hudson County Wheelmen, Elizabeth Athletic Cyclists.

Among the clubs that followed the foregoing division were the Plainfield Bi. Club, F. L. C. Martin captain, fifty men; Business Men's Cycle Club, Atlanta Wheelmen, Essex Bicycle Club, Union County Roadsters of Rahway, Bergen County Wheelmen, Englewood; Rutherford



G. MINTURN WORDEN.

Wheelmen, Passaic City Wheelmen, East Orange Cyclists, Elizabeth Wheelmen, Hamilton Wheelmen, Union League Wheelmen of Westfield, N. J.; Roseville Cyclists, Manhattan Athletic Club Cyclists, Arlington Wheelmen, Alpha Wheelmen, Lenox Wheelmen, Yorkville Y. M. C. A. Wheelmen, Empire Wheelmen, Albert Pleasure Club, Greenwich Wheelmen, Gramercy Wheelmen, Sloan Cycle Club, Calumet Cyclists, Lafayette Bi. Club, Golden Rod Wheelmen of New York City, Prospect Harrier Wheelmen, South Brooklyn Wheelmen, Prospect Wheelmen, Amity Wheelmen, Centaur Cycling Club, South Side Wheelmen, Freeport, L. I.

As a Columbus parade will not come again for possibly four hundred years, for the benefit of the reporter of that period I give the 1892 parade for comparison with that of 2292; besides the doctor tells me I am suffering from "cholera-Columbus," and the parade helps me out this week. One thing was demonstrated in the parade, and that was that cyclists can not make a success of a parade mixed up with mounted police, floats and other features of a parade. Cyclists look and act well when they parade by themselves and have no dismounting, tedious waits, etc. The grand marshal of the cycling division—G. Minturn Worden—had to take orders from Colonel Gamet, the marshal of the entire outfit, and if Worden gave an order it was immediately countermanded. The writer had prepared "Pap" Worden for the kicks such a position as he occupied would get, and pap came in for all sorts of abuse the day of parade. The whole business worried the

genial Worden. He did the best he could with a difficult task, and such jobs are very thankless at the best. A man of physics told the writer that "health is more precious than parades," and his advice seemed good, so I took it, and instead of being in the parade took a breather for the day and escaped much discomfort thereby.

A young woman who took part in the parade sends me the following: "Well, I am almost gone. That parade nearly killed me; waiting for three hours at Church and Vesey streets and holding up my wheel, and then the mounting and dismounting we had to contend with! I have not got rightly over it yet. I saw nothing of the parade outside the bicyclists, took the 2 o'clock train home and arrived there almost frozen, and then had to ride two miles after leaving the train. It was 3:45 before my head touched pillow."

Such is the wail from one of the unfortunate. Fancy women parading at midnight and standing three hours in the chilly night air. Some of them no doubt contracted colds that will be hard to get rid of.

Then I want to compliment several of the clubs for the orderly manner in which they paraded and for the tasty manner in which they were costumed. The women, of course, looked well—especially the Newark girls in blue suits, white caps and gloves. Mrs. W. S. Smith the pioneer woman cyclists of America, was in line, being specially invited by Mrs. Peck and her committee, and the charming little Washington woman looked well and rode as only the pioneer can. By the way, the Smiths have a place in New York, 42 to 50 West Sixty-seventh street, and will manufacture the Dart and other wheels for the winter use.

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Amateurs vs. Professionals.

THE REFEREE said editorially last week that "the people" did not want the professional, but wanted the amateur. So? Then "the people" would prefer, according to that theory, to see and hear the amateur actor, the amateur singer and the amateur in most lines of life. Cash produces the best in competition, and it is cash that has produced the splendid riding of our past season's pro—I beg pardon—amateurs. Amateurs there always will be, and they will be a seider to the professional class, which a racing board member told me yesterday will be a feature next season. The public will pay for the best in amusements, and to see the best they must see professionals nearly always. Why, George R. Bidwell told me yesterday that his firm did more business after the first Madison Square six day professional race than they have from all other tournaments for years. People got enthused, and it was the calibre of the men engaged that did it. The dealers sold bicycles as a consequence. You say professionalism died a natural death. Quite so; but amateurism would also if not organized. So would the National Trotting Association, the National Ball League and other associations. But govern your professionals in a class by themselves and they will thrive and do the trade and sport much good. The amateurs will always be more numerous than the professionals, as he has been seen on the path the past season, and the amateurs are about ninety per cent to the hundred in cycling—as per the definition, and therefore it is time the ten per cent was quarantined for the sake of the health of the ninety. To prove the drift of the amateur sentiment, I can only quote an advance article which will appear in the *Announcer*, the monthly

journal of that famous racing and road riding club, the Kings County Wheelmen. Editor Whympier would not divulge the name of the writer, but he is an old member, and says:

Great were the days of the g. o. o. Glorious are the memories of the events of those times!

What if we did ride wheels that weighed a pound for each inch in height and knew nothing of air for our tires? We got as much pleasure out of the fifty-four pounds and relatively did as great deeds as the men of to-day on their feather-weight, air-shod racing machines.

One hour and forty minutes for twenty-five miles on the road was for the times and wheels as great an achievement as the 1 hr. 18 min. of to-day over the same course.

What if our race meets were held on small, poorly-surfaced tracks? Didn't we get as much enjoyment from them, and didn't we cheer just as enthusiastically over 2 min. 58 sec. as ever we do now on a Springfield track and 2 min. 8 sec? I think we did.

Who ever hears now of a ten, fifteen or twenty-five mile race at race meets? Yet distances such as these were to be found at every meet. They were tests of manly strength, of sustained speed, of skill and endurance that are not to be seen in the little sprints so popular nowadays. The man who won his twenty-five mile medal on the soft five or eight-lap track worked for his honor, and his 1 hr. 48 min. was quite as good as the modern flyer's 1 hr. 1 min.

Consider the character of the men who did most of the fast riding in those days. They were not semi-professionals, carefully trained and maintained by cycle manufacturers or athletic clubs, who need grand pianos, teams of horses and silver tea sets to induce them to ride, but real amateurs, getting their training between the hours of business or study, to whom the twenty-dollar medal was as the laurel wreath of old—a simple evidence of an honor won, a victory gained. Its intrinsic value was not a matter of calculation.

The man who went about the country entering races where the prizes seemed valuable, and where he stood a chance of winning in the absence of better men, was contemptuously spoken of as a "pot-hunter," and his society avoided as of a person lacking honorable and sportsmanlike spirit. The word isn't often heard now, not because the pot-hunter has ceased to exist, but—well—look at the list of entries at all the race meets where the most valuable prizes are offered, and read the answer.

Here and there, in local circles, the real amateur is yet to be found, and all honor to him. He enters the races of his club or of his neighborhood, riding against the thoroughly trained professional brother amateur (?) well knowing he has no chance of winning a prize, but content with the excitement of the competition and the honor of third, fourth or fifth place against such riders as — and —.

If the happy day when the L. A. W. racing board shall again put the professional amateurs in a class by themselves and give the real amateurs, who do not earn their living by cycle racing, a chance to come to the front, race meet promoters will be relieved of a heavy burden, cycling meets will increase in number and interest, contestants will be better satisfied, their friends will have a personal interest in the result of each race, and the glory of the olden time will once again shine round about us.

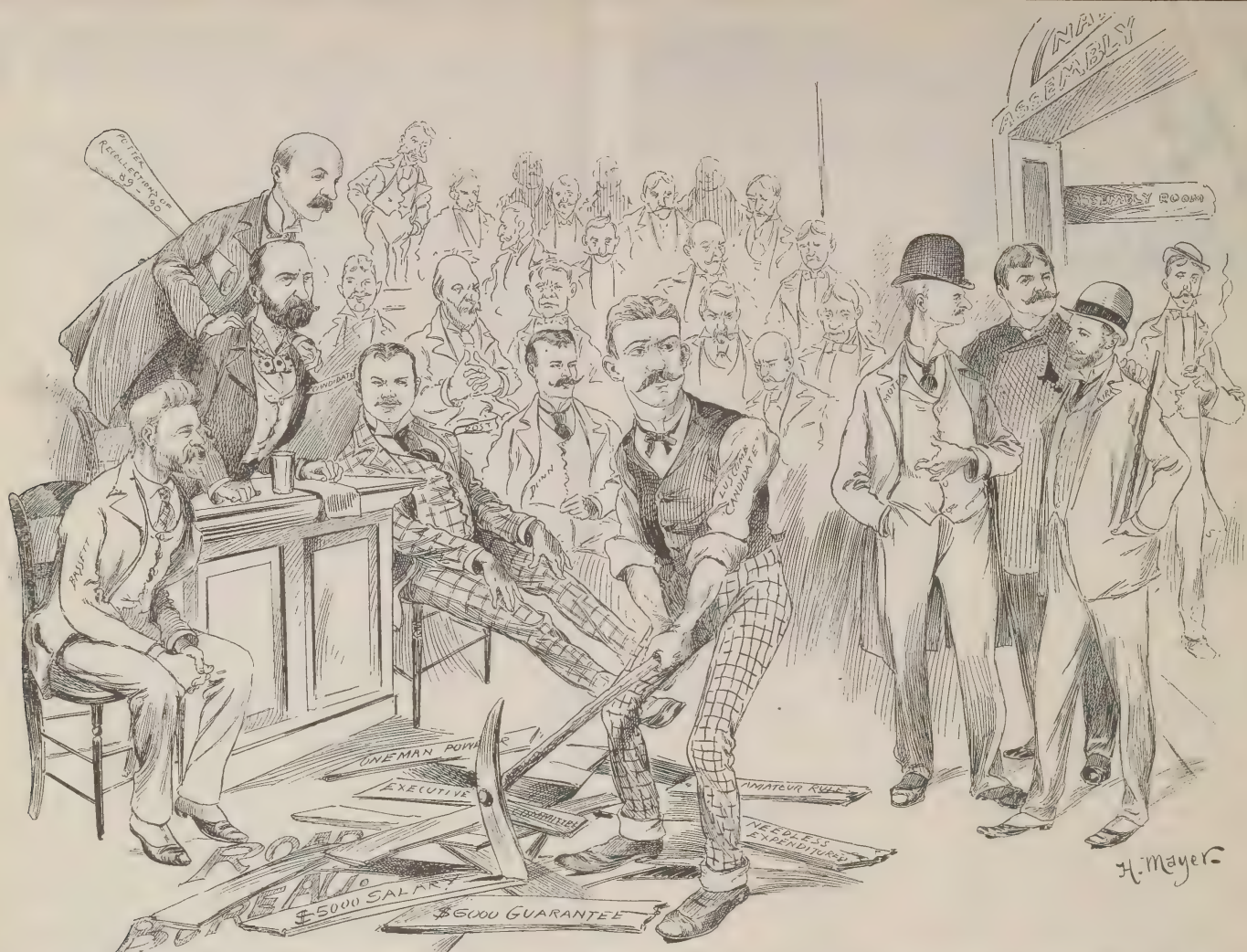
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The Great Advertising Scheme.

The *Sporting Life's* generosity to the dear amateur and the trade is touching in the extreme, and from what I can learn the principal manufacturers will do the generosity act and pay for the grease that will oil Frank Egan's advertising scheme. But more of this anon. Something will be heard to drop when or before that car starts. The dear "amachoor" who has suffered from Frank's witticisms is to be made use of as an advertising medium. But Zimmerman is sick. No, he has accused the "skeeter" of having flies on him, and while I believe that A. A. is off color, I also believe that this is the most convenient of all times for an amateur to be sick, although a trip south is supposed to be healthful.

This is one of the generousities of the scheme:

DEAR SIR:—We desire to call your special attention to the leading editorial in the *Sporting Life* of Oct. 8. The plan set forth there will merit the attention of every maker in the trade who desires to place his wares before the non-cycling public, to whom he must look for his future trade. Wherever the party may stop and be entertained the *Sporting Life* will be distributed and thousands of people will read the paper who have



"We are assured that Colonel Burdette, of Hartford, will again be a candidate for the presidency of the League of American Wheelmen. The opposition has the floor. What will it do with it?" We venture a reply.

never heard of, or seen a bicycle paper. These are the people you want to reach, and you cannot do so in any other way than through an advertisement in the Sporting Life. Do you not see the idea.

Yours truly, JAMES C. DAYTON
General Manager Sporting Life.

Why, of course they do, Mr. Dayton. They see, or should see, that they are expected to oil the wheels of the *S. L.* car, and the statement that the people cannot be reached except through an ad. in the *Life* as distributed from the "manufacturers' special" is stuff and nonsense. Why, every small village or the country reads the ads. of cycle manufacturers in many journals outside of your own, and "Columbia" is painted on every rock all through the benighted Rocky Mountains. If a man wants to buy a bicycle he will not wait for the "manufacturers' special," or do it because he saw the exhibit of pure amateurs you propose to have the manufacturers send out. The idea is entirely at variance with the amateur rule and the preachings of your cycling editor, and the scheme therefore is not on a solid foundation. If it is necessary to spring such schemes to get advertising it is bordering on the "last effort" order; and if the manufacturers are to grease the wheels, why not call it "The manufacturers' and *Sporting Life's* advertising trip, limited"—limited to the manufacturers who will send men in the car; limited in an advertising way to the *Sporting Life*. The wily Egan, in his *Vive le Roi* editorial mentioned in Manager Dayton's letter, invites all to join in the booming of the scheme, but dares not tell the other papers who it was that would furnish the wherewith, and that they would be allowed to distribute their papers from the "manufacturers' special." The scheme is a further prostitution of amateurism, and I'll prove my

statement just as soon as that car starts. If the *Sporting Life* scheme was founded on straightforward methods, I would add my mite in booming it, as per Egan's invitation free-for-all editorial, but being a consistent and unswerving advocate of separating the professional from the amateur, I must refuse to follow my cash prize co-worker through the Rocky Mountains of palpable hypocrisy.

Two Schemers and Their Scheme.

Frank Hall and A. N. Ridgley, of pedestrian and roller-skating fame, have humbugged press, public and the unfortunate competitor a good deal, but the "plans and specifications" of their proposed seven days' and nights' bicycle race in the *Galerie des Machines*, Paris, France, March next (according to latest change) about takes the bun for cast-iron nerve. I have a letter from Ridgely before me, addressed to one of the American professionals. Mr. Ridgely, writing from London, Sept. 13, says:

Your letters of 16th August received, and in reply would say that owing to Mr. Hall's bad health and also for other causes, we shall not run the proposed race in October. Mr. Hall left here for New York on July 20, and I cabled him that the race was off for the present. It is our intention, however, to run it in March, which will give us plenty of time to get ready, as the people in Paris move slowly and it takes a long time to get arrangements completed. The riders will be allowed to ride any kind of wheel they prefer—doubtless most will use safeties. I shall write for full details of the race as soon as the date is settled on. At present I can tell nothing more than you see on the margin of this sheet. I shall be in London about the end of October; after that my address will be Columbia Skating Rink, Galerie des Beaux Arts, Champ de Mars, Paris, France.

The reader may not have met Ridgely and Hall, so I'll describe them. Ridgely is tall, wears good clothes and big diamonds, looks like a farmer, has big ears

and mouth, and acts as if he didn't know over much. He deceives you. He is more cunning than the fox. He is a speedy skater. Here's an instance of his shrewdness. When the rinks tottered, and fell (for the good of morals) Ridgely, then a skinny youth in Baltimore, bought up thousands of pairs of skates—a shipload—and shipped them to Australia, where skating was just taking hold. After landing his skates Ridgely raised a rumpus in the papers about skates being admitted free of duty, and employed a lobby to go to the New South Wales legislature where a bill was pushed through placing a heavy duty on skates imported. The price of skates went up with a rush, and Ridgely opened twelve rinks in different Australian cities. When people were rink-mad Ridgely unfolded all his American skates, sold out his rinks at immense profit, and inside of a year landed back in San Francisco with \$300,000 profit.

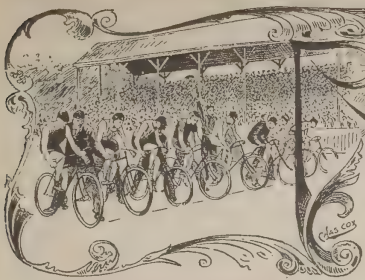
Hall is almost as sleek a boomer, and wears a flowing black beard. I have met both men and don't know which to consider the biggest schemer. Hall, though, seems to lack honesty. He has done (or has been accused of doing) shady things with his tournament's for pedestrians. Still all the "peds" seem to like him. No doubt Ridgely understands Hall and Hall understands Ridgely.

The rules and prize money are curious in their different aspects. Think of the generosity of offering a man £1,000 if he can ride 3,000 miles in a week! It would look larger in the distance and be equally safe from capture. Fancy the managers instructing the referees and umpires as to what their decision shall be in case of dispute, and then a "pro" having to give his "last three perform-

ances" when entering a scratch championship race. Fancy a man receiving the munificent special prize of \$100 if he rides 2,000 miles and fancy a French cycle paper being the stakeholder for all subsequent matches. Well, here are the rules, and they should be preserved for the next Columbus turn-out. The first prize is £500, second £300, third £200, and so on down to £20 for the ninth man.

WANTED—An experienced man to take charge of the assembling department of a high-grade bicycle manufactory. None but the best need apply. Address, SUNOL BICYCLE Co., 16th and South Jefferson Sts., Chicago.

WANTED — Party with
experience to act as
inspector in a bicycle manu-
facturing business. Must be
competent to judge of the cor-
rectness of all work on various
parts. Address,
SUNOL BICYCLE CO.,
16th and Jefferson Sts.,
CHICAGO.



The "Dedication Tournament."

The "dedication tournament" of the Chicago Cycling Club at Washington Park Friday and Saturday will undoubtedly outrival any meet of the season excepting that of Springfield, Mass. The entry list in point of the number of individuals ranks next to the Springfield, though only one or two ahead of the Hartford meet. The meet has been most excellently advertised throughout the country, and particularly in Chicago. Several thousand large lithographs of the track and large card pictures of Zimmerman, Johnson, Tyler and Windle have been put in every available place in the city, while the daily papers have devoted many columns to the subject. As has already been stated, it is the first time the east and west has been fairly brought together. Windle, Tyler and Taxis are the only men of prominence who will not ride at this meet, but their ability is known, though every one would like to see what Windle could do against Zimmy since he has shown such remarkable record-breaking form. Tyler states that he has had very little training of late, because of the fall he received while in Toronto. The rest of the easterners, who are now here—Zimmy, George Smith, Dorntge, Hess and Wheeler—are in good shape, while the western men have had any amount of time to get in trim.

MEN IN GOOD SHAPE.

N. H. Van Sicklen, who went to get the eastern riders, returned Monday noon in company with Zimmerman, Smith, Culver, Tyler, Hess, Wheeler and Dorntge, and the men are nicely quartered in the parlor of the Chicago club, while Barrett and Davis have been living there with their trainer for some time. The eastern men have been on the track every day for two weeks, and some remarkable work has been done by them. Davis has ridden a quarter in 27 sec. and a half under a minute; Bliss, Lumsden and Johnson have covered a mile under 2:14; Barrett has been riding close to Davis; Sanger is said to have made a half in 1:05 alone, and the novices and class men are all going splendidly, so that some good, close finishes may be looked for. The track being eighty feet wide on the stretch will permit a large field to finish without danger, while in the handicaps the races may be run with few heats.

THE ACCOMMODATIONS.

The immense grand stand of the Washington Park club will seat 45,000 people, while the grounds about will easily accommodate as many more, and every portion of the mile track may easily be seen. The quarters for the riders are excellent, being light and roomy. These consist of two rooms that are used by the jockeys for dressing, and the office below, while the box stalls under the grand stand will be put in shape if necessary. The carriage sheds will be used for storing wheels, which will be checked. The grounds of the Washington Park Club are so beautifully laid out in every particular that they are almost perfect in every detail.

RAILWAY FACILITIES.

Unfortunately, because of the World's

Fair dedication, the Illinois Central road will be unable to run trains to the ground, so that the State street and Cottage Grove avenue cable lines will have to carry the bulk of the passengers. Those who take the Illinois Central to South Park can take the cable to the track, and from Woodlawn Park street cars run directly past the gates. The Alley L road may be able to carry passengers to Sixty-first street. At present the trains run to Fifty-fifth street, and work night and day has been going on to reach Sixty-third street. It is such an easy ride a wheel that many will doubtless go in that way, while others may drive out, and their vehicles can be well taken care of.

BIG CROWDS EXPECTED

At this time of writing the indications are that the weather will be most favorable and that many thousands will witness the close of the racing season. The committee in charge has issued 10,000 handsome souvenir programmes and with each two complimentary tickets for Friday and an invitation to attend

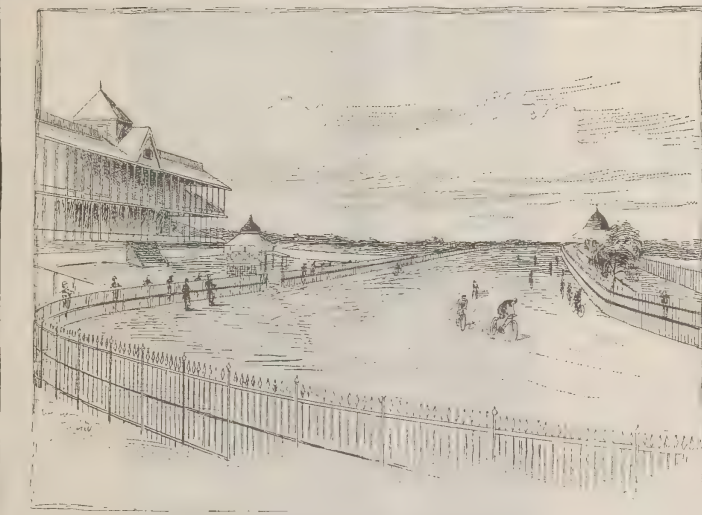
new plan—new in the west at least. In order to get through with the programme before darkness sets in, each race will be started at a given time, as announced on the programme, and a competitor who fails to be on his mark at the time stated will be cheated out of his chance to ride. The entry list is so large in some events that three heats will have to be run. This is the case with the half-mile handicap. The programme for the two days is as follows:

First day—One-mile, novice; one-mile, 2:20 class; half-mile, handicap, first heat; half-mile, handicap, second heat; two-mile, handicap; fancy and trick riding by A. J. Nicolet; quarter-mile, open; two mile, open.

Second day—One-mile, 2:40 class; two-mile, 5:00 class; one-mile, handicap, 2:30 record; five-mile, invitation, handicap; fancy and trick riding by A. J. Nicolet; half-mile, open; one-mile, triplet race, one-eighth mile flying start; one-mile, dedication; half-mile, handicap, final.

HOW THE EASTERNERS LOOK.

Washington Park was of course the objective point of the cyclists, the *News Record* said. "Zimmy" said to Van: "Where is your 'bloomin' race track?" Zim wears black clothes, black Fedora hat, black cravat and an "easy" expression of countenance. He walks with a New Jersey swagger and is apparently



The Washington Park Club's Track.

the races were sent, so that the first day will see 20,000 outside of those who will pay their way. The club believes in popularizing cycle racing and is doing so in the manner named. Saturday the dedication ceremonies will be finished and the thousands in the city on that day will want some place to go, so that it is reasonable to suppose the bicycle races will secure a goodly share. Everybody in Chicago who rides a wheel and hundreds of cyclists from near-by towns will attend. From Peoria comes this word: "All the prominent bicycle riders and men connected with the trade in Peoria will be in Chicago next Friday and Saturday to attend the 'dedication tournament' in that city. When Peoria gives a tournament the Chicago boys come down by the car load, and now that Chicago holds a race meet, the Chicago boys will try and reciprocate, although the reciprocity act will not be in carload lots—not because we are not willing enough, but because we have not got sufficient numbers. At all events Peoria will do the best she can towards making the Chicago tournament a booming success." Milwaukee will also send down a good delegation, as a special rate has been secured for the round trip.

TO BE RUN ON TIME.

The management has decided upon a

so loose jointed that he is in danger of coming apart at the knees. He says Chicago is far ahead of Freehold, N. J. His conversation is monosyllabic, except when temporarily excited, which is a rare occurrence.

Harry Tyler, the blue eyed idol of Highlandville, Mass., is mild of manner and says he is after regaining the records he has lost to Windle. Although suffering from his recent tumble, he will make attempts at the mile record, standing start, before quitting Chicago.

Dorntge will be remembered by his meritorious five-mile performance at Parkside last fall. He is sprightly, burly, knit in knots, wears a faded brown derby, and claims that he is going great, long half-mile sprints that are disheartening to opponents.

Carl Hess has fully recovered from the effect of Munger's imperial blow, and came into town humming a German-American version of "Comrades."

The prize list is large, including seven handsome diamonds, a \$650 piano, eight or nine bicycles, many pieces of bronze and silverware, sundries, merchandise, clothing, etc. There are three prizes in every race, four in some and five in one, so that contestants have a pretty good show for receiving something for their trouble.

Aurora C. C. Races.

The Aurora Cycling Club's race meet occurred last Saturday afternoon, a large number of Chicago cyclists going out. This number would have been more than doubled had not an error in telegraphing occurred. It rained the evening previous, and Saturday morning the track was heavy. George S. Webb, the manager, sent several telegrams saying the races were postponed. The weather cleared, however, and he sent the second saying "come." The attendance was slim, probably 500, but enthusiastic. John Taylor won the one-mile A. C. C. championship with a broken sprocket wheel at the finish. Lumsden captured four events. Bliss made a speedy ride in the five-mile handicap, but was far over-handicapped, having 300 yards to make up on the nearest man, which he did not do until the last lap. He was fifth. The limit men, Webb, March and Rogers, were never headed, and finished in that order in 12:47. The one-mile A. C. C. sealed handicap was not a success, John Taylor being unable to shake off Oleson.

Lumsden won the half-mile handicap from scratch, riding a very pretty race and winning by but a foot in 1:08. The track was not at all bad after so severe a rain.

Keator, after riding in five races, rode a half on a unicycle, his time being slow.

Officials were: Referee, William Herrick; announcer, Harry Hanford; judges, L. J. Berger, R. C. Lennie, F. Ed. Spooner and Hutchinson.

THE SUMMARY.

One-mile, A. C. C. championship—John Taylor, 1; A. T. Webb, 2; Fred Olson, 3; time, 2:39 1-5.

One-mile, open—A. E. Lumsden, 1; J. P. Bliss, 2; Roy Keator, 3; F. Nessel, 4; time, 3:21. A leading race.

One-mile, 3:10 class—W. Bainbridge, Columbia Wheelmen, 1; Fred Olson, 2; J. Clark, 3; time, 2:47 1-5.

Half-mile, boys—Ed Smith, Aurora, 1; Dugald Boyd, Ottawa, 2; Loren Ervin, Plano, 3; time, 1:25.

Half-mile, handicap—A. E. Lumsden, scratch, 1; Roy Keator, 60 yards, 2; H. N. Stringer, Elgin, 60. 3; W. N. Heuman, Elgin, 50, 4; Frank Wing, Ottawa, 5; time, 1:08.

Quarter-mile, scratch—A. E. Lumsden, 1; Roy Keator, 2; John Taylor, Aurora, 3; time, 1:35.

Two-mile, handicap—Roy Keator, 200 yards, 1; E. Ulbrecht, 200, 2; H. N. Stringer, 200, 3; W. N. Henman, 220, 4; time, 5:00 4-5.

Five-mile, handicap—A. T. Webb, Aurora, 880 yards, 1; A. R. March, Chicago, 880, 2; C. W. Rogers, Aurora, 3; Roy Keator, Chicago, 500, 4; J. P. Bliss, Chicago, 100 yds., 5; time, 12:46.

One-mile, A. C. C. sealed handicap—George Olson, 1; John Taylor, 2; H. A. Taylor, 3; time, 2:32 2-5. Five seconds handicap. Time of Taylor, scratch, 2:37 3-5.

Mercury Cycling Club's Road Race.

After two postponements on account of the weather, the Mercury Cycling Club, of Milwaukee, was successful in its negotiations with the weather bureau and secured an ideal day last Saturday for the holding of the club's annual road race. The Mercury is the representative cycling association of the south side and its friends are many. If any evidence were wanting as to its popularity and standing in the community, the large gathering at the finish of the race amply demonstrated its firm foothold with the public. It is estimated that fully 3,000 people lined the course near the finish, all of whom were largely repaid for their trouble by witnessing one of the closest and most exciting races of the season. As usual with road races, many of the racing buds blossomed into astonishing wonders, much to the admiration of their friends. Wells Prichard, the winner of both the race and the time prize, was one of the dark horses, and his winning both the honors was thought as improbable as a trip to the moon. He covered the distance, eight miles, in 23 min. 20 sec. Prichard had a worthy foe for time medal in the person of Martin Klevenow, who pressed him hard on the

spurt. Only two of the twenty-three starters failed to show up at the finish. One, was plucky young Mattie Martin, who was compelled to walk his wheel in on account of a puncture. The other was Henry P. Andrae, who will never plead guilty to the charge of finishing in any race he ever entered. As a ham winner Henry wears the crown. In selecting the course, as well as in carrying out all the details of the affair, the racing board displayed excellent judgment. After the race the club members and their invitdd guests adjourned to the club rooms, where later on a "feed" was set out. Following is a summary of the race:

Name.	H'd'p.	Time.
Wells Prichard (time medal).....	3 1-2	23:30
Thomas Stoll.....	3 1-2	23:41
George Walters.....	4 1-2	24:50
Jesse Pedreson.....	5	25:40
Henry Zirpel.....	3 1-2	24:55
Marrin Klevenow.....	2	23:26
Charles Wilson.....	3	24:27
William Hermann.....	2 1-2	24:10
Charles Gordon.....	4 1-2	26:11
Joseph Lauer.....	7	29:12
George Bender.....	3 1-2	25:25
Charles Wuster.....	2 1-2	24:12
William Schimmel.....	2	24:12
Theodore Fast.....	4 1-1	26:45
Charles Hintz.....	4 1-2	24:50
Richard Ebert.....	3	26:17
Otto Pegrade.....	3	26:28
Henry Stoll.....	5 1-2	28:54
Alexander Emery.....	3	27:11
Rober Dahliaman.....	3	27:33
Chris Christenson.....	7	34:38

At Westfield, Mass.

At Westfield, Mass., Saturday, a good crowd saw several interesting bicycle races and some riding against time. Murphy, Campbell and Dorntge on a triplet rode a trial mile in 2:18 1-4, doing the garter in :31 1-2 and the half in 1:07. Nelson rode a half in 1:10 1-4. A special race was held, in which Williamson, Catlin and Coombs of Pittsfield entered. The race was won by Williamson in 2:31 3-4, with Catlin second. In the one-mile novice there were two starters, Hisketh and Blakeslee, the former winning in 3:11 3-4. The half-mile for local riders resulted with Hisketh first, in 1:16 3-4, Rudall second and Fowler third. Four started in the mile open, Coombs, Hisketh, Fowler and Catlin, and Catlin won in 2:42 1-4, Hisketh second and Coombs third. In the mile lap race Rudall and Blakeslee collided. Hollister was first in 2:49 1-2, with seven points, Fowler second, three points, and Graham third, two points. The quarter-mile was won by Hollister in :33 3-4. Hisketh second, Kelley third. Two started in the mile for Berkshire riders, Coombs taking first in 3:24 1-2. The two-mile handicap was the race of the day, Hollister being first in 5:32 1-2, Fowler second and Graham third.

Rochester Race News.

Last Tuesday the second twelve-mile handicap race of the Lake View Wheelmen was held at the driving park. H. Barton, who had the limit, eight minutes, dropped out at the end of two miles, the pace being stronger than he could stand.

Carpenter rode seven miles, then stopped, owing to a poor machine. After riding five miles Barrows also dropped from the contest after being caught by the scratch man.

Every man in the race with his handicap, allowance had been caught by Iven at seven miles. He caught Servis, one-minute handicap, at four miles. After catching Crittenden with his more than a mile start, Iven and Servis rode leisurely home, allowing Crittenden to get a quarter of a mile away from them. In the final spurt Servis was beaten out by Iven.

Four of the participants in the final road race of the Crescent Cycle Club

were tied Monday afternoon. Howard B. Mills and W. Hogan each have thirteen points in their efforts to get the first prize, and Leighton Mills and C. J. Connolly are tied for third prize, with twelve points each.

Leighton Mills wins the time prize, a silver berry dish, his average time over ten miles of rough road, for the four races, being 40 min. 43 sec. The position at the finish of the last race was: Howard B. Mills, 10 sec., 1; time, 40:00. C. J. Connolly, 20 sec., 2; time, 41:30. Leighton Mills, scratch, 3; time, 41:13. George Hogan, 45 sec., 4; time, 43:45. Mason, 1 min. 30 sec., 5; time, 44:00.

The Ramblers Bicycle Club is talking up a road race to be open to all local wheelmen.

On Friday, Columabus day, it is expected that 1,500 wheelmen will turn out in the parade in honor of the great man.

PANHANDLE.

* * *

Buffalo vs. Rochester.

There is nothing definite as yet about the Callahan challenge to the Buffalo

under a special class, "paced by running horses."

Johnson rode a Star in the g. o. o. days.

Lumsden has joined the Manhattan Athletic Club.

Johnson always rides under the Chicago Cycling Club colors.

Steele, Stillwell, Helmich and Loonhardt will comprise the Lake View team next season.

The Independence track rises two and one-half on the last quarter-mile and is not down hill at all.

It is said W. B. Troy came to Chicago to secure riders for the *Sporting Life* western and southwestern winter trip. Lumsden may go, but Munger will not, except it be on his own hook.

* * *

At Muscatine, Iowa.

The Muscatine Wheelmen gave some very interesting races on Friday of last week, which resulted as follows:

One-mile, novice—H. Einhauser, 1; Fred Beach, 2; E. H. Berry, 3; time, 3:05 1-4.



H. A. COLEMAN.
Chairman Entertainment Committee, Milwaukee Wheelmen.

Ramblers B. C. as far as the public can ascertain, and it would be a good thing to either accept or refuse it at once. The defi from Klipfel to Foell has been accepted and the participants are busy arranging details. This will be a matter of some interest and will call for the observation of all wheelmen. These men are the first in this field and are both in good condition. They have any number of friends and it will be the most interesting event of the time. The challenge from the Press C. C. to all clubs in western New York for a team road race, six men to the team, has been accepted. There will be teams from three or four Buffalo clubs, and Rochester promises to send a team. The course will undoubtedly be from Buffalo to Rochester. This will give them all sorts and conditions of roads and will bring out every ability possessed by each.

* * *

Chicago Race Notes.

Johnson's records are to be accepted by the racing board, W. C. Thorne says,

Quarter-mile, open—Fred Bowman, 1; Clifford, 1; Friend, 3; time, 3:37 1-4.
Two-mile, handicap — Boyschau, scratch, 1; Hobs, scratch, 2; Smith, 60 yards, 3; time, 5:54 1-2.
Half-mile, boys' — Boyschau, 1; Morehouse, 2; Lewis, 3; time, 1:31 1-4.
Half-mile, open—Bowman, 1; Hobs, 2; Rowland, 3; time, 1:22.
One-mile, county championship — Clifford, 1; Beach, 2; Einhauser, 3; time, 3:18 1-4.
One-mile, 3:30—Friend, 1; Berry, 2; Beach, 3; time, 3:14.
One-mile—Smith, 1; Boyschau, 2; Kobs, 3; time, 2:52.

A Prominent Milwaukee Wheelman.

One of the most popular wheelmen in the city is H. A. Coleman, chairman of the entertainment committee of the Milwaukee Wheelmen. Mr. Coleman is very enthusiastic over anything that bears the imprint of cycling, and has labored hard and been untiring in his efforts to promote the interests of his club. During the past year the Milwaukee Wheelmen have enjoyed a number of first-class entertainments, several of which were exceptionally good; notably, the "hard times" smoker and minstrel

show, which attracted wide-spread attention. The latest undertaking of the entertainment committee and its efficient chairman is the giving of a good minstrel show at the Academy of Music, Nov. 16, for the benefit of the club. Mr. Coleman is greatly interested in the success of the entertainment, and is hustling to make it so, both socially and financially. He has just passed his twenty-fifth birthday and is prominently identified with the newspaper business, occupying the responsible position of manager of the advertising department of the *Herald*, the leading German paper of the city. We present an excellent portrait of Mr. Coleman in this issue.

NOTES AND COMMENTS.

I am glad to read the very excellent remarks by "Old One" in last week's REFEREE; it is a relief to have some one help in the good work? I have been abused as a calamity howler and a pessimist, whereas I am neither. I believe in the cycle business and have proved my belief, but at present it is not in a healthy condition. "Old One" thinks that the cholera scare and the great exposition will not hurt trade. I sincerely hope not, but I fear they will, nevertheless. There has never been a brighter prospect for the business—if those engaged in it keep their heads and don't overdo the thing—than there is right now. Should we have a long, cold winter and a fairly decent spring, there will be a mighty call for bicycles early in '93; and if the little makers (and big ones, too, for that matter) will not promise more than they can perform in the way of filing orders, there will be room for everybody.

* * *

The "season" seems to get earlier every year. I can remember when it would have been folly for a maker to have sent out his drummers before the first of March, and now we hear that salesmen are booking large orders even in this month of the sere and yellow leaf. On the other hand I mind me when it was no uncommon thing to hold a good trade right up to snow time, while now trade is practically done by July 15. I wonder why this is. The fall is about the only respectable season we have in this country, and is surely the most enjoyable season in which to use the wheel, but men will go tearing around in July and August, and lay away their mounts in October.

* * *

The season is done and the geared ordinary, of which we heard so much in the early spring, is still *statu quo*. What is the reason? The machine is certainly practical—is much more free from vibration, lighter, stronger and more silent than the safety, and it is fully as safe. It has proved its speed for long distances and as a hill climber. Why does it not become more popular? I have one and have given it a long and exhaustive trial and I must say that I shall never ride a safety again unless something in that line comes out superior to the present incumbent. The dwarf ordinary lays over everything I ever rode for everyday business. It is steady, true and comfortable, and one can sit up and rest himself if he wants to.

LA COTE MAL TAILE.

A Chainless Tandem.

The Sercombe-Bolte Manufacturing Company has just completed a chainless tandem which weighs only thirty pounds, half the usual weight of a tandem. The fact that it is chainless makes each rider entirely independent of the other. The machine was built for the Mueller brothers, of New York City.

1893.

1893.

ALWAYS IN THE LEAD!

We now have samples of Telephone
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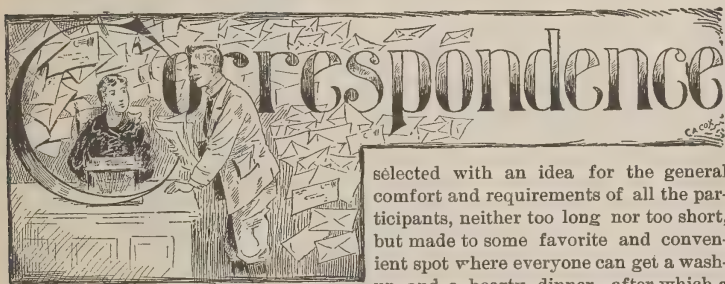
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GENT'S WHEEL Weighs 34 Lbs.

LADY'S WHEEL Weighs 36 Lbs.

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PEORIA, ILL.



General Buffalo Cycling Chat.

BUFFALO, Oct. 17.—It is noticed that the *American Wheelman* has taken up the good cause and is helping to boom the Cycling Protective League, which is very much appreciated by its projectors and supporters. The press has been very negligent in reference to this worthy association, and a little more encouragement and notice from all sources will not do it harm. However, there will be a meeting called at an early day, and perhaps the league will be made a success. It will be remembered that we have always spoken well and long for this movement and have for some time seen the many advantages to be derived from a society of this sort. Let it be hoped the public press will assist in this undertaking and keep its claims before the wheelmen.

There has been a great falling off in the attendance of all the club runs this season just finishing, and the reason is at once apparent, from the fact that these runs are made up mostly months before the season opens, and the ideas of the club members are not consulted. Some are for long runs, others for short ones, and again others are not in for anything calling for any amount of exertion. Club runs ought not to be allowed to go, for when properly arranged are most enjoyable. But they should be

selected with an idea for the general comfort and requirements of all the participants, neither too long nor too short, but made to some favorite and convenient spot where everyone can get a wash-up and a hearty dinner, after which a quiet smoke, a chat and a lying-around rest of an hour or two. As the membership of the club is largely made up from among those who are desirous of having a good time, it seems that some such scheme as has been shown would be all right. It depends upon them for its support and their desires should be catered to. Of course there are men who will desire the long runs of from fifty to a hundred miles, but they are of the few and should be permitted to accommodate themselves to circumstances.

Contention runs wild and rivalry is at fever heat just now. There has been no end of centuries made during the past week by members of the Press C. C. and the Ramblers B. C., and with the demolition of all previous records. There is not enough care given to the establishment of these records to make them marks of ambition. A rider starts out alone or with a companion, making places at the desired distance, and returns to town with the astonishing statement that the entire distance has been done in such-and-such a time. He has no proof and feels indignant that his story should be doubted. While the wheelmen in general believe him, there are others who doubt, and it would be better for the good repute of the sport that more pains were taken in this direction.

This week will see the marriage of one of Buffalo's well-known wheelmen and ex-president of the Ramblers B. C., Louis Burch, at present of Chicago, to Miss Helen M. Mason, one of Buffalo's fairest daughters.

Sunday the funeral of Frank J. Steinbach, president of the Columbia B. C., who died on Friday last, was held. Frank was well beloved by all his friends and acquaintances, being an interstate club worker. Resolutions of regret and esteem were passed at the last special meeting of the club.

The Comrades C. C. will hold a donation party on the 21st inst., when a programme of varied items will be presented for the spectators' benefit.

On the 22nd the Ramblers will have a formal opening of their gymnasium, and a special feature of the event will be the attendance of the officers from all the different clubs in the city and vicinity. The Ramblers never take a back seat in the matter of entertainment, and a long and interesting schedule is in preparation. This event will be made a reunion, where all may meet and exchange views and comments. On Wednesday of this week will see the formal dissolution of the Exposition Cycling Association of Buffalo, when there will be a general good time and a long farewell to this association.

Last Saturday the Wanderers celebrated the Columbian anniversary by a supper and entertainment, at which the membership of the club was well represented and a most enjoyable time ensued.

Yesterday Klipfel and Foell each made a century over the Le Roy course, the former in nine hours, being his twenty-eighth for the season, and the latter in eight hours and five minutes.

WILLIE DUNN.

Philadelphia Honors Its Mayor.

PHILADELPHIA, Oct. 17.—Philadelphia may be slow, but she must be given credit this time for having furnished the cycling world with a sensation when no one expected anything of interest would occur to ruffle the troubled waters of the amateur question until the meeting of the racing board in Chicago this week. Still, now that the sensation has been sprung and the news been told, it is surprising how flat the news fell. Instead of creating a great hub-bub of excitement the *Sporting Life's* various schemes have been received with very little comment, most people apparently thinking them too impracticable to be put into effect successfully. The knowing ones expected some remarkable developments when it was announced that Frank Egan was to be brought over to take Crowther's position as editor, and the expectations have certainly been realized as far as schemes are concerned. Richter, the editor-in-chief of the *Life*, is an old newspaper man who was formerly proprietor of a little afternoon paper called the *Sun*. The paper has undoubtedly been very successful as a base ball organ, and rumor has it that its owners would like it to occupy the same position in the cycling world, believing that to be the sport of the future, so that if a few thousand dollars spent in advertising by means of Egan's beloved "amachours," followed up at the proper time by the proposed professional league, will attain for them their desires and place the *Sporting Life* in the position of the cycling "organ," and give them the same position in this sport that it has in the national game, they will of course consider the money well spent. However, "we shall see what we are to see" in the future. Preaching for cash and riding for cash are two very different matters, and the promoters are not

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meeting with unqualified success even in their efforts for the California trip, which is supposed to be a strictly amateur affair.

At a regular meeting of the South End Wheelmen, held last week, the following resolution was unanimously adopted:

Whereas, the South End Wheelmen, ever ready to recognize and acknowledge any movements in the direction of improving roads and highways have noticed with increased admiration the able and constant efforts of his honor, Mayor Edwin S. Stuart, both during his career in councils and since his elevation to the mayoralty, toward the improvement and betterment of the public streets of this city, and appreciating the fact that the recent paving of Broad street with asphaltum was accomplished largely through his untiring efforts; and

Whereas we, the members of this club, desiring to express our approval and appreciation as citizens and wheelmen of the course pursued by his honor in this direction, it is therefore

Resolved that the hearty thanks and grateful appreciation of this club be and are hereby extended to his honor, Mayor Edwin S. Stuart for his earnest, efficient and successful endeavors toward the improvement of the highways of this city and particularly that of Broad street.

PAUL BERWIN.

Milwaukee Wheelmen's Century Run.

MILWAUKEE, Oct. 17.—The Milwaukee Wheelmen's annual century run, while not in any way approaching in numbers the initial run of the club last year, can not be classed as a failure, for fifteen steady riders went over the course and excelled anything in the way of time heretofore attempted. The day was of the made-to-order style. The start was made at 6:30 a. m. Lieutenant Schmidt-bauer made the pace and was constantly urged to make it a little faster, with a result that it became almost a hundred-mile race instead of a social run. T. C. Nogaye, a plucky and nerry rider from the domain of his highness the Mikado, enlivened the run with numerous feats of wonderful riding on the outward journey, but relapsed into a very quiet

state on the return. An hour and a half was spent in Watertown, where everybody did justice to a splendid dinner, and endeavored to recuperate for the return trip. The road was in first-class condition, which may account for the great number of finishes, all registering within eleven hours except three, F. T. Prachthauser, Walter Durbin and Fred Pollworth. The following will hereafter be entitled to bear the distinguished title of cyclersian: E. W. Roth, C. A. Bennett, Theodore Geltaar, Will Klatte, F. T. Hoffman, George Schley, J. C. Schmidtbauer, George Becker, T. C. Nogaye, Otto A. Zachamer, Albert Mayer, L. P. Rhene, E. S. Regby, William Parr and F. Terry Andrae.

Charles Price, one of Milwaukee's best known racing men, will on Nov. 5 take his departure for a trip through the South American republics in the interest of the Sercombe-Bolte Manufacturing Company of this city. The firm is building him one of its very latest racing machines, and Price will endeavor to popularize the Sanger racer in the country where the thermometer has a vacation every day in the year. He will be gone about six months, visiting Havana, Kingston, West Indies and the republics of Central and South America.

Willis B. Troy, representing the *Sporting Life*, was in Milwaukee a few days ago for the purpose of making arrangements with Sanger to join his company of racing men which that paper proposes taking to the Pacific Coast this winter. Mr. Troy states that he has secured the consent of Zimmerman, Lumsden, Windle, Tyler and Berlo.

JACK ROYAL.

Music in Chicago.

The Chicago orchestra will inaugurate its second regular season at the Auditorium Saturday evening with a popular

programme, which will include five important compositions not heretofore heard in Chicago. The soloist for the occasion will be Bruno Steindel, the eminent violoncelloist. The first symphony concert is fixed for Friday afternoon and Saturday evening of next week, and the chief number of the programme will be Beethoven's seventh symphony. The single seat sale opened successfully last Monday, the moderate prices ranging from 25c. to \$1.00 for matinees, and 25c. to \$1.50 for evening concerts, having proved a great inducement to music lovers.

Off for Europe.

Mr. Warman, of Warman & Hazlewood, left Chicago last week and sailed on the Eurania for Coventry Saturday. He goes abroad for the purpose of carrying out the different alterations required for the American cycle trade for next season. Coventry Cross cycles will be made purposely for the American market next season.

Two Clubs Consolidate.

The Mercury and Girard Avenue Wheelmen, of West Philadelphia, have consolidated under the name of the West Philadelphia Cyclers, making the new club the second largest in West Philadelphia. The officers elected for the next six months are as follows: President, J. F. Neill; vice-president, W. Edgar Buchanan; treasurer, R. S. Doughty; secretary, G. M. Miller, assistant secretary, M. Meredith; captain, C. R. Warwick; first lieutenant, G. H. Paist; second lieutenant, C. L. Bryant.

The membership already numbers a hundred and the treasury is well filled. This consolidation has been long thought of, and now that it has been consummated the new club will soon rank among the best if the members manifest

the interest that they should. Suitable quarters are being sought, and when found will be furnished in first-class style. At present every indication points toward future success.

Big Deal in Wheels.

BUFFALO, N. Y., Oct. 19.—(Special telegram.)—H. C. Martin & Company this morning closed a contract with the Buffalo Cycle Works for one thousand wheels for next season.

Chicago Notes.

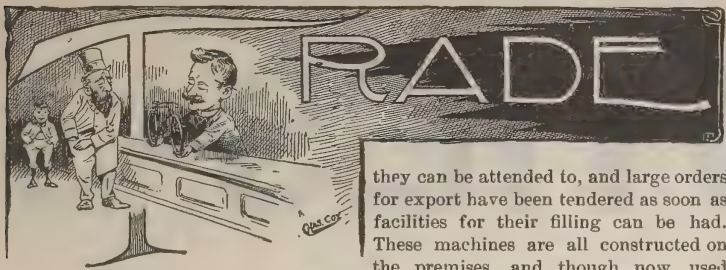
Misses Heggerty and Porter completed another century Sunday, Oct. 9 over the Elgin-Aurora course. This was Miss Porter's fifth and Miss Heggerty's sixth century, all but one this season.

The Ravenswood Cycling Club's social season opens very successfully. The club house is the scene of some sort of entertainment every Wednesday evening. Its entertainment of the Lincoln club at the Ethiopians' smoker was royal.

Will Not Be In the Parade.

At the regular meeting of the Associated Cycling Clubs of Chicago Thursday night, it was decided to take no part in the World's Fair parade. This action was taken principally because it would be almost impossible for wheelmen to keep even ranks in a mixed parade, because of the slow pace and frequent stops. The delegates to the meeting thought it would be better to turn all energy toward the monster parade to be given next year. The association also voted to send a letter of indorsement to the coming good roads convention to be held at Central Music Hall.

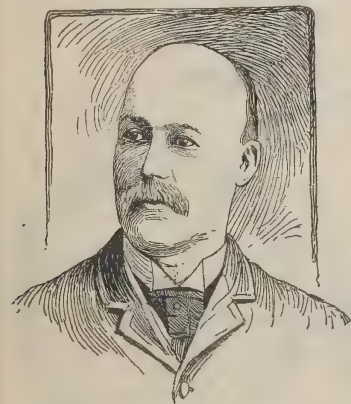
James Kirkham won a five-mile road race at Clinton, Ia., Friday last, in 18 min. 15 sec. Lucien Weston was second and Alfred Rowland third.



Grant Machine Tool Works.
(Fitchburg Daily Sentinel.)

This industry, in its methods of working, is unlike any other in existence. The machines are the invention of Messrs. R. H. and J. J. Grant, and patents on them have been applied for. The works are superintended by R. H. Grant, and John J. Grant is general manager. The latter went to work in a machine shop when but a boy and has had charge of different works since he was twenty years of age. He was nine years assistant superintendent of the Pratt & Whitney Company, Hartford, Conn.; two years superintendent of the American Sewing Machine Company, Philadelphia, and for three years previous to starting his present industry had been with the Simonds Rolling Machine Company, in this city.

The works are located at the corner of Lunenburg and Grant streets, a building being erected especially for them in August last. This measures 100x30, with ell 30x20 for boiler and engine room, but this is now all fully utilized and large additions to the building are in



J. J. GRANT.

contemplation. The products are anti-friction balls, ball bearings and specialties, the main feature of the business being at present the first named. The machines by which they are made are the product of many years of experience, observation and experimenting by Mr. J. J. Grant, and it is claimed they will revolutionize old methods. By their use the cost of labor is reduced to a minimum; they work automatically, feeding themselves, and a boy can attend to the working of thirty of them. Twenty are now in operation. This number is constantly being added to as fast as the machines can be made, and it is the intention to make this the largest anti-friction ball manufacturing plant in the Union. They are warranted in doing this because of so many manufacturers visiting here pronouncing their productions superior to any elsewhere made. The best of tool steel, made specially for them, is used, and is all handled cold except in the tempering, after being rough ground; and the method of tempering, which is peculiar to itself, is said to be the best anywhere used. The advantages claimed are that the ball is nearer a perfect sphere, that "piping" is impossible, that it is more durable and less liable to break.

Orders are now coming in faster than

they can be attended to, and large orders for export have been tendered as soon as facilities for their filling can be had. These machines are all constructed on the premises, and though now used largely for making balls, they are adapted for turning any round or spherical article from metal, and it would seem that the possibilities of the business are almost boundless.

English Visitors and Their Opinions.

Edward Mushing, managing director of the Centaur Cycle Company, and Joseph Lucas, who as a maker of lamps is well known wherever the cycle may be found, spent a portion of last week in Chicago. They have already visited many of the large cities. Heretofore the Premier Cycle Company of New York has handled the Lucas trade for the whole country, but, on investigation—the purpose which brought him here—he concluded that a good western agency would be desirable. Hence a good offer from the McIntosh-Huntington Company, of Cleveland, was accepted. A contract was entered into and hereafter that house will control the territory west of Ohio. It is probable that the Premier people will continue the business in the eastern states. Mr. Lucas has been in the lamp business nearly a quarter of a century. Originally he made ships' lamps and became famous on the introduction of the Tom Bowling. Since then lamps of all sorts and conditions have been made. The introduction of the king of the Road for cyclists' use gave him a grand reputation, which he has ever since maintained.

Mr. Mushing has some very pronounced ideas as to tires. He is a firm believer in the superiority of the Dunlop over all others, and says that eighty-five per cent of the tires used in England next year will be of that make. He believes, for the sake of resiliency, in the old method of affixing the tire, and so, he says, do the makers, but the demand for an easier method of repairing has caused the change for 1893.

"I am aware," said Mr. Mushing, "that the Dunlop has not been as successful here as in England, but that is due to carelessness in fitting. They have not received proper care. I have noticed this, that in 1891 only five per cent of the tires used in England were pneumatics. In 1892 this jumped to seventy per cent, and I can assure you that we have had less trouble with the seventy than we had with the five. This we account for by improvements in the tire to some extent, but very largely on account of the extra care in fitting." Mr. Mushing declares it to be the greatest of mistakes to use anything but the very best of materials in tires.

The Centaur agencies for '93 have been placed, to a large extent, with the old concerns, but some eastern territory remains to be assigned.

Peoria Trade Doings.

PEORIA, Oct. 7.—Charles W. Lynde, representing W. D. Allen & Company, of Chicago, was in our city last week, with a sample of the 1893 Protection Strip pneumatic. The Protection Strip will be self-healing. The different bicycle houses placed a sample order with Mr. Lynde and will give these tires a good test. If they are found to be what he claims for them, they will in all probability be largely used in Peoria the

coming season. Mr. Lynde had with him a sample pedal rubber. The body is made of a composition of cork and rubber, over which is cemented a sheet of pure rubber. In this manner the rubbers are made from four to eight ounces lighter per set than the solid rubber pedals. He also exhibited a new sample of a handle, which is made of a composition of rubber and cork, very light, and which promises to answer the requirements better than cork handles.

A large number of orders have been placed with Kirkwood, Miller & Company for their 1893 Telephone. This wheel is built on Humber lines, has an inch and three-quarters tire on rear wheel and an inch and a half on front wheel. The rear wheel is twenty-six inch and the front twenty-eight. The machine has a long wheel base, the saddle is well back and the handle-bars have a graceful curve and drop. The bearings on the '93 Telephone are guaranteed to be dust proof, and are as easy running as ball bearings can be built.

Charles E. Duryea, of the Rouse-Duryea Cycle Company, has been in Peoria for some time past looking after the new bicycle factory, which will be put in operation here soon. Mr. Duryea is one of the best posted men on bicycle construction in the country, and it is safe to say that whatever wheel he builds will be as good as the best. LAUREL.

The Trade in England.

LONDON, Oct. 8, 1892.—Over 280 firms have now taken space for the Stanley Show next month, and as quite fifty more are expected there is little doubt that the exhibition will prove the biggest on record. For the information of your readers I ascertained from Mr. Drury the other day that although the last date for applying for space has expired, there will be no difficulty in finding room for any invention, or other exhibit, received from the States, up to the date of opening. For an inclusive fee of \$4.87 any invention may be staged in the inventor's section during the whole period of the show.

The Rudge Cycle Company has issued a circular to all its agents announcing the intention of exhibiting at the Stanley Show, and giving as its reason the opinion that the date fixed by the Cycle Manufacturers' Association (January) is made too late to ascertain the views of customers regarding next year's trade. It adds that, considering the great changes that have occurred in the cycle trade during the last few years, it would be dangerous to dispense with such views, while if it waited till January there would be insufficient time to insure the manufacture and delivery of orders before Easter. I think the Rudge people are very wise and I have no doubt the Manufacturers' Association was compelled to select the date mentioned, owing to circumstances beyond their control. Speaking of the Rudge Company reminds me that it intends to exhibit at the Stanley Show an aluminum safety weighing seventeen pounds.

PERRY'S NEW GEAR.

Perry & Company, Birmingham, the well-known makers of cycle fittings, are placing upon the market their new geared hub, suitable for front driver safeties. It is practically identical with that applied to the Rudge f. d. safety described in my last letter, and is very similar to a gear with which the Referee people have been experimenting lately. As regards its lightness, neatness, simplicity and high quality, there can be little doubt, but as to efficiency no one seems to know anything. Doubtless it will answer sufficiently well to ensure the sale of the first machines fitted with

it, but up to the time of writing I have been unable to discover a scrap of evidence respecting its freedom of running at high speed, or its durability. I hope it may prove itself to be possessed of these qualities and I shall endeavor to obtain the earliest practical information concerning it.

THEIR GEAR SATISFACTORY.

Morris, Wilson & Company, who, by the way, are just converting their business into a private company to be called the Referee Cycle Company, Ltd., are now satisfied with the f. d. gear they have been testing for weeks past. They will exhibit a number of f. d. safeties at the show fitted with it. The other day I examined the drawings of the gear, which has four chain wheels and two chains. The whole is enclosed in a very neat steel case, is light, easy running and does not widen the tread—an important point. The gear is attached to the front fork end and the arrangements for adjusting the five or six ball bearings in its neighborhood are as simple as they are efficient.

WILL MAKE FRONT DRIVERS.

Another important firm—perhaps the third in rank amongst London manufacturers—also engaged in preparations for a big front driver trade next year, is Begbie & Twentyman, of Hadley fame. Their factory is situated in Fortress Road, Kentisto Town, N. W., and I recently had a long chat with Mr. Beagbie concerning the past and future of his business. In the long ago the Hadley ordinaries enjoyed an immense reputation and this fact will ensure the go-ahead partners, who are no less successful in making road records than in directing their large business, a very considerable share of patronage. The Hawley f. d. safeties will weigh thirty pounds for thirty-six inch size, and thirty-four pounds for thirty-eight inch. The back wheels will be twenty-two inches, and the Crypto gear will be adopted. I have ridden two ordinaries in the past built by the firm, and must say I think a lot of their work. I have seen an early edition of their f. d. novelty and hope to try one at an early date. Their mode of fixing the saddle is both ingenious and original, consisting of an L shaped tube fixed horizontally between the neck and the spine, the rider's weight being borne by the longer arm. All the Hadley safeties will be from three to four pounds lighter in 1893. Their design is not the Humber pattern and will continue as it has remained for the last three years. The same remark applies to the Hadley tricycles, which have done much to make the fame of the firm. Their speed is peculiar, a result due to the possession by the firm of the real secret of tricycle building so commonly unknown except by a very few houses. Hundreds of Hadley safeties have gone to Ireland this year, where their strength is appreciated. Hadley semi-racing tricycles have been in demand in large number on the continent. Not only are the Hadleys ridden by fast road men all over the kingdom, but aristocrats like Lord Dunsany, the Marquis of Downshire and the Earl of Landerdale are among the firm's customers.

I called the other day on Pollard Brothers, of 32 Spring street, Paddington, to inspect an unique ordinary they are just completing to the order of H. D. Faith, the well-known amateur road and path rider. Faith made a long study of the ordinary as a speed mount and arrived at the conclusion that, with his thirteen stone weight, binding in the bearings retarded his pace when going at above a certain speed. His favorite mount for years, it may be stated, has been a Humber. The Humber company

3-BEAUTIES-3

The James Safety.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle-Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	-	-	-	-	-	\$150 00
FULL ROADSTER, Weight 35 Pounds,	-	-	-	-	-	\$150 00
TRACK RACER, Weight 25 Pounds,	-	-	-	-	-	\$155 00
TRACK RACER, Weight 23 Pounds,	-	-	-	-	-	\$160 00

We Guarantee These Weights.



A BIG OFFER!

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention of the rules and regulations of the National Cyclists' Union, and a breach of Amateur Law—we do not intend to depart from this principle, but will present

A Prize Value \$500

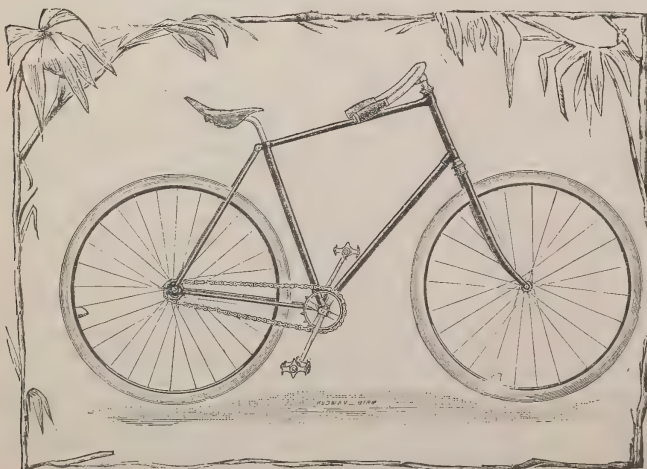
to the first Amateur rider who succeeds in lowering the One Mile [Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

\$500 Hard Cash.

New Buckingham & Adams Cycle Co., Ltd.

Coventry Works, Birmingham, England.

South Road Model D.



AGENTS WANTED.

The Agency for the above has been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

B. & A. Champion Racer.



"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. Ball Bearings throughout and adjustable everywhere. Fitted with Detachable Cranks.

Weights from 23 to 33 Pounds Guaranteed.

These are the Lightest, Fastest and Most Reliable Safeties ever offered in the States. In appearance and finish they have NO EQUALS. Watch the records during 1893.

Wholesale Agents:

The James Importing Company,
113 Adams street, Chicago, Ill.

GOOD AGENTS WANTED.



are not the people to bother about a fad. Faith's fad was to increase the size of the bearing balls. This he has had done in the mount I inspected, a fifty-seven-inch, tangent-spoked ordinary, with Smith's laced pneumatic tires to both wheels. There are twelve balls in the front bearing and the same number to the back bearing. The balls alone weigh three pounds, being no less than one inch in diameter. The hubs are barrel shaped and altogether too remarkable to admit of concise description. The tread is only eight and a quarter inches over all, and I don't think the weight will exceed fifty pounds. Of course this will militate against the success of the mount, but all the same I am very curious to learn how it turns out after practical trial. Mr. Faith's ideas in the past have worked out into successes, notably in the case of a tandem he designed a year or so back. This was not heavy—scaling only fifty-five pounds. Pollard Brothers are building a thirty-six pound tricycle for a lightweight lady customer, and will be fully prepared with an f. d. safety for next season.

General opinion is forming very rapidly in favor of the 1893 pattern Dunlop, which I endeavored to describe in my last letter. Its simplicity has taken the cycling world by storm, and the fact that the old price will be charged and will include the special rims, will greatly influence purchasers in its favor. A novelty of secondary importance, appealing more to pathmen than to quiet riders, also being produced by the Dunlop people, is the "Edwards cover" for attachment to new or existing Dunlops. These covers consist of light bands of rubber, with transverse butts or blocks moulded in them, with spaces between of about one inch. They give the tire a better hold on greasy surfaces or in rounding sharp curves. They also remove the clinging of the tires to soft surfaces and have been found to accelerate path speeds. The covers weigh about seven ounces each. M. B. Fowler used these tires when he recently lowered the two, three and five-mile records. I have tried a safety with the invention applied to its back wheel tire, and except when going very fast I think the device reduces comfort. Nevertheless, great interest is being taken in the novelty by speed men on both the path and road, and I have already seen several samples in use.

STANLEY.

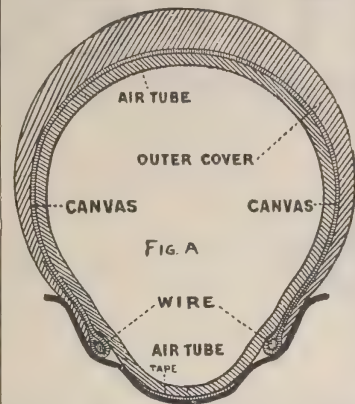
The New Dunlop Detachable Tire.

It is now an open secret that the Dunlop tire for 1893 will be of a startlingly novel pattern; and although it is generally understood that it will be a "wired" tire, the exact construction and action are not clearly to be comprehended without a technical description, because, unlike other tires held down by wires along the edges, there are no couplings whatever, the wires being continuous along the edge of the cover. The main points to be noticed are that a special rim is used, unlike any other rim; that the tire is considerably lighter than of yore; that it can be opened and closed more quickly than any tire hitherto made; that the construction allows of the use of the same beautifully soft and resilient rubber, in both the air tube and the cover, as have rendered the Dunlop so speedy and comfortable, and that there is no increase in the price. The "canvas bag" is done away with; and repairs are not only a matter of but a few minutes, but (unlike some other quickly-repaired tires) they are permanent.

ANYBODY CAN PUT IT ON.

The accompanying diagram (fig. A) shows the section of the tire and solid rim. Hollow rims are being made by

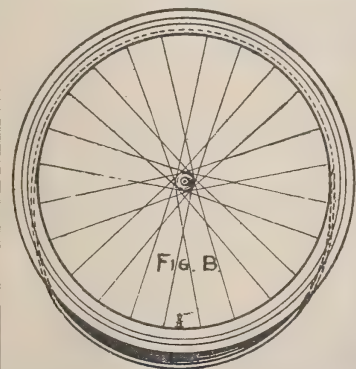
Warwick's, the Surrey Machinists' Company and the Nottingham Machinists' Company, the section in each case being exactly like the solid rim at the top, with a semi-elliptical bottom; and cycle makers will be free to order any of these makes they prefer, although they will all (like the solid) be obtainable from the tire makers only, the rims and tires being supplied complete, together. When the wheels have been built the makers can



put the tires on in two or three minutes, the only fixing required being to stretch a piece of tape over the spoke heads, with its ends solutioned together for three inches. Thus it will be easier to put Dunlop tires onto wheels than to stick solid tires on; and a broken spoke can be more easily replaced than with solids.

HOW TO FIT ON AND REMOVE.

The fitting on and removal of the cover is somewhat mysterious at first glance, but when its principle is understood it becomes admirable in its simplicity. By the diagram it will be seen that the cover is a graduated one, identical with the old Dunlop cover, but instead of its edges being solutioned outside the rim they are cut down to the wires. The wires are enfolded in a strip of canvas, which lines the cover—canvas and cover being permanently solutioned together—so that no part of the wire is exposed. In case wet should soak through the cover, the wires are first electrocoppered to prevent rust. Now, the



circumference of the wires being smaller than that of the rim edges, it is not immediately apparent how, being joined up, they can be put into the rim; but it will be seen that, although the wires are smaller than the edge of the rim, they are larger than its bed, so that by pushing the wire, at one side of the wheel, down into the bed of the rim, there is sufficient surplus wire at the other side of the wheel to form a loop, as in the diagram (fig. B), and by slipping the finger tips under this loop and sliding them round the periphery the whole loop of wire can be drawn over the edge of the rim. One edge of the cover being thus slipped into the rim, the air tube (joined into a continuous ring) is placed in the rim under the cover, and the other edge of the cover is then pressed down into the rim in exactly the same way.

The tire being inflated, the pressure of air tends to expand the cover, but the wires prevent expansion beyond the limits of their circumference, which is exactly that of the dotted line in fig. B, so that the edges are forcibly pressed into the recesses furnished for them into the rim, and the tire assumes the shape depicted in fig. A. To open the tire for repair, all that is needed is to deflate, press one side down into the bed of the rim, slip the finger tips under the loop formed on the opposite side of the wheel, slide the fingers along until all one edge of the cover is free, and pull the air tube out of the rim bodily, without having to unjoin the ends of the air tube.

SAME STYLE OF VALVE.

The valve is the same as the 1892 patent deflating valve, but made altogether smaller, and with several little improvements. To prevent the loss of the round washer (a common experience when repairing) a flat plate is used, with a nut which holds it firmly outside the air tube, and need never be disturbed—even when completely removing the tube and valve from the rim. This nut assists in making the connection between valve and tube absolutely air-tight. The nut outside the rim is a milled round-edged nut, to be turned with the fingers, so that the clumsy use or the spanner can no longer do damage. The mouth of the valve body has two nicks cut in it, and the air plug has corresponding shoulders to fit, in order to prevent the plug being turned round, twisting or ever cutting the rubber tube covering it.—*Bicycling Times.*

Chicago Trade Jottings.

George E. Lloyd is seriously ill at his home on Leavitt street.

R. D. Garden was at his desk for a brief time late last week.

The Western Wheel Works will use 17,500 pairs of pneumatic tires the coming season.

H. J. Winn, of the Illinois Cycle Company, has returned from an extended trip through the east.

Charles H. Stephens is engaged in the manufacture of a line of wheels at his store near Douglas Park.

Fred Patee passed through Chicago on Thursday of last week on a rather hurried trip to New York.

C. H. Tobey, formerly with the Kenwood Manufacturing Company, has entered the employ of A. G. Spalding & Brothers.

Frank Silvers, of Albany, is now in Iowa in the interest of the Derby Cycle Company. Mr. Garfield, of this concern, is at home sick.

Thorsen & Cassady contemplate enlarging their cycle business and may open a large retail store independent of their other business.

N. E. Turgeon, assistant manager of the Pope company's Chicago store, was united in marriage last Wednesday to Miss Gertrude M. Chapman, at Andover, Vt.

J. D. Adams, of the Chicago C. C., had his Humber road racer, No. 14,713, stolen last week. He would like to hear of it, his address being 172 Twenty-second street.

One large manufacturing concern is reported to be stalled late in the season with no less than 10,000 medium grade safeties, mostly youths' wheels in solid and cushion tires.

A local wheelman, who, like many others, thought the cost of importing was greatly exaggerated, planned to break the market (he's a board of trade speculator) by importing a number of high grade wheels and advertising them

at \$100. He imported the wheels, going to England himself, and when the cost was figured he found to his dismay that they cost so much he must sell at full list or make no money.

Thorsen & Cassady report a very fair fall trade and place their season's sales at 4,000 wheels, principally, of course, of medium grade.

Thomas Kane & Company will continue to handle the old line, making the Stover wheels their specialty for 1893. This house still has a few Bronchos for sale.

Gormully & Jeffery show their patriotism this week. Their window is beautifully decorated in the prevailing shade of terra cotta, and a handsomely enameled diamond Rambler in the same color attracts general attention.

Percy Harris now sells wheels for the Indiana Bicycle Company, of Indianapolis. During his career in the cycle business Mr. Harris has worked for more than a dozen dealers and has been in the business on his own account.

A. H. Radell has completed a racing wheel, built to his own measure, the seat of which is on a projection of the upper bar of the frame, which rises from its junction with the head. The wheel weighs but twenty-five pounds.

The Coventry Machinists' Company will very soon have the finest appearing cycle store on the street. The building at 296 Wabash avenue is being entirely remodeled. The shipping department will be larger and lighter, a new elevator construction will make the repair shop easily accessible, and the stairway in the front of the store is to come out and the entire front as well. The plate glass for the window will be the largest on the street.

Rouse, Hazard & Company, Peoria, report that their trade outside the United States has been much larger this season than ever before. They have done a nice business in Mexico and Canada, while they have also made shipments to England and South America. Last week they received an order for four bicycles from Java. The fact that this house is drawing trade from foreign countries is a pretty good indication that its goods and prices are right.

Louis Jordan, of 71 Randolph street, occupies one entire floor for his repair shop, salesroom, office and gun shop. This is four or five times the space occupied by the old firm of Graf & Jordan. Mr. Jordan has coined money this season. He has used over 400 pairs of pneumatic tires, 300 of these being the Bolte, and has also used 300 pairs of cushions. Seven men are given constant employment. Twenty-five wheels will be built the coming winter on lines after Mr. Jordan's own ideas. These will all be very light, from twenty-five to thirty-two pounds. Mr. Jordan does not do cycle work exclusively. His gun work is large and he is now engaged on several shot guns for exhibition at the world's fair.

Effect of the World's Fair.

"How will the World's Fair affect trade next year?" is a question often asked.

One of the leading manufacturers recently spoken to on the subject by the REFEREE thought that the fair would certainly not be beneficial. "People in the country," said he, "are now, and will be right along, saving their money for a visit to Chicago. Many a young man who would otherwise purchase a wheel will use his money to visit the fair. I do not mean by that that there will be a falling off in the volume of trade, but that the other's calls on young

BIDWELL

PNEUMATIC TIRES, 1893.



During the past season we were at the head of the Pneumatic Tire business in the United States, looking to improve the tire for the season of 1893. Naturally we have not been idle in experimenting. We are **now ready** with our **new tires**, which surpass anything ever put on the market.



They Cannot Burst,

They Cannot Come Loose,

They Cannot Leak.



Before placing your order see them. A full description will be sent you at once.



GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 West 59th Street,
NEW YORK.

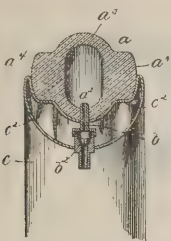
Tire Factory, 49-51 West 66th Street, New York.

people's pockets for cash may prevent any such vast increase in the demand as some seem to think is assured."

Another gentleman, connected with a Chicago wholesale and retail house, said that the principals had been trying to make up their minds what to do for next season. "We hardly know what to do," said he. "I am afraid the fair will bring us no end of trouble and little or no benefit. It has already raised rents, and has a tendency to increase salaries and other expenses. The traffic in this neighborhood [Wabash avenue] will be enormous and the stores will no doubt be filled constantly with visitors bent more on inspection than on purchasing. Of course we must attend to them and that means a large increase in the staff of salesmen. The renting business may be good. No doubt every means of conveyance to the fair will be overtaxed and wheels will be rented by people who desire to travel in comfort. Taken all around, however, I doubt whether the fair will be beneficial to the trade."

Another New Tire.

George A. Burwell, of Highlandville, Mass., has invented a tire which may prove quite popular with the tourist. It is a pneumatic, but when deflated is a solid. The tire has an air chamber (a2) and thickened sides or walls (a4, a4). The valve (b2) is connected to the tube (b), which in turn connects the air chamber.



The tire (a) is connected to the rim (c2, c2) in the ordinary manner. When the tire is inflated the pressure is entirely on the tread (a3), which is of thinner rubber than the walls. The walls (a4, a4), as soon as the tire is deflated and the tread becomes depressed, act as a solid tire, so that a puncture will not prevent the rider continuing his journey.

An Electric Lamp.

An electric lamp for bicycles, neat and compact, has been invented by Arthur McMillan, of Chicago. It is all contained in the space of a King of the Road lamp and attaches to the wheel in the same manner. The weight is four pounds, two ounces, but is to be greatly reduced. It is charged by a gravity battery, the entire expense being only fifty cents a year. This useful adjunct of a bicycle burns steadily for five hours and the light may be closed off without dismounting. It is fitted with a three-inch lens and is capable of eight candle light, which will be increased should present experiments be successful. By another contrivance the body of the lamp may be suspended under the seat like a tool bag, and a wire extended through the upper bar of the frame to the head, where the light would occupy only the space of the lens. Mr. McMillan is quite a young man and is elated over his success. He already has orders for a number of the lamps, which will list at \$13.00.

Has More Capital Now.

The March-Davis Cycle Company is now incorporated under the laws of Illinois. Some capital has been taken in. Stanley Crafts and W. E. Davis, of Austin, being the principal stockholders. The plant is to be increased at once, and next year's output will be many times

larger than this year's. The March has had most flattering success this season having, like the Moffat of old, captured a majority of prizes in city road races and the twenty-four-hour world's record. Boles, of Denver, recently captured all Colorado championships on a March, and not on another machine as has been stated. The success of the March is due greatly to the fact that only the very best material is used and the highest-priced workmanship.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

483,990, tire for bicycle wheels; George A. Burwell, Highlandville, Mass.; filed Aug. 30, 1891; serial No., 403,159.

484,389, cycle saddle; John B. Brookes, Birmingham, Eng.; filed April 8, 1892; serial No. 428,366; patented in England Sept. 30, 1890.

484,390, cycle saddle; John B. Brookes, Birmingham, Eng.; filed April 8, 1892; serial No. 428,367; patented in England April 20, 1888; April 13, 1891; Dec. 3, 1891, and March 16, 1892.

Chicago Honored.

The Triumph Cycle Company, limited, has just finished the first of its next season's patterns, and the experimental machine was ridden by G. Jenkins on Saturday, when he beat the 100-mile Midland record. Like all the Triumphs it is very rigid and fast, and should further enhance the reputation of the firm. On account of the World's Fair at Chicago next year this machine will be named the Chicago Triumph—and a very good name, too.—*Bicycling News.*

They Are Laid Off.

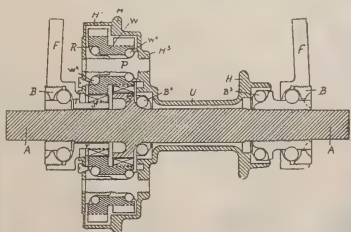
There is an unusual number of excellent cycle salesmen unemployed at present. The dealers have adopted the plan of stopping their pay immediately they come in from their last trip of the season, leaving the men to shift for themselves until they are wanted again.

New English Inventions.

These abstracts are prepared immediately after the patents are applied for by G. Douglas Leechman, consulting engineer, Coventry, England:

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from August 31, give notice in the prescribed form of such opposition.]

No. 17,432. W. T. Shaw and A. Sydenham's "Improvements in driving gear for velocipedes and other like purposes" Oct. 13, 1891.—This



driving gear may be formed as a driving box on the pedal shaft of a tricycle or bicycle, in which case the box rotated at the increased velocity is provided with suitable means of conveying the motion to the driving wheel. But the gear is preferably built as an integral part of the axle and hub of the driving wheel, in which case it is constructed on the following plan: The fork (F) within which the driving wheel runs carries ball bearings (B) at the two lower ends, through which freely runs an axle (A) armed with cranks and pedals or other convenient means of propulsion. The hub (H) of the driving wheel is not fixed to the axle so as to move at the same velocity, but is connected with the axle by the interposition of mechanism which imparts to it a higher velocity, as follows:

The bearing (B) in the fork end (F) on one side is enlarged into a tubular form (T) continued inwards for a short distance and exactly embracing the axle (A). The external surface of this

portion is formed into a spur wheel (S) which is held fast and prevented from rotating by reason of its being firmly fixed to or in one piece with the bearing (B) of the fork end. By the side of this wheel a second spur wheel (S2) of somewhat larger diameter is formed upon the axle and of course moves around with it. This is the motor wheel of the mechanism. Beyond this wheel is placed the hub flange (H3), which is of special construction, and at its periphery sails over toward the fork, forming a short cylinder (H2), which incloses the mechanism. The hub flange proper (H3) carries four equi-distant studs or spindles (P) upon which are placed broad pinions (W) of a total width equal to the combined width of the two spur wheels (S and S2) described above. These broad pinions are of two different diameters, the smaller end gearing with the motor wheel (S2) and the larger end with the wheel (S) fixed to the bearing (B) in the fork end. The spindles on which the two-ended pinions run are supported on the side next the fork by a broad, flat ring (R) fitted tightly into a recess formed on the inside of the cylindrical continuation of the hub (H2). The flat ring thus forms on that side a casing for the gear wheels, which are in this way perfectly inclosed. It also carries, in the intervals between the spindle ends, four equi-distant supports at right angles to its inner surface, and of such a length as to butt against the inside surface of the hub flange (H3) to which they are firmly screwed from the outside. It will be obvious that this arrangement of pinions forms an epicyclic train, and that upon the motor wheel (S2) being set in motion, the broad pinions (W) will be rotated on their spindles. But besides being rotated, the broad pinions being in gear with the fixed wheel (S), will receive a motion of translation and will carry around with them the hub flange (H3) at a higher velocity than that of the axle (A). The amount of increase depends upon the ratio which the various components of the train bear to each other. The special hub flange described above has a web or projecting ring on its cylindrical portion to carry the spokes, and is continued by a tube (U) to the other end of the hub, where is a flange of the ordinary kind for the reception of the spokes on that side. Then follows the fork end (F) on that side, with ball bearing (B) for the axles. The hub proper also runs upon the axle, supported by a ball bearing at either end (B2 and B3), and the broad pinions (W) are likewise provided with ball bearings (W2) at either end, upon their respective spindles.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may at any time, within two months from Sept. 7, give notice in the prescribed form of such opposition.]

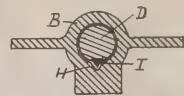
No. 20,483. J. R. Rickard's "Improved means for repairing pneumatic and other hollow tires for velocipedes and similar vehicles." Nov. 25,



1891.—When the tire has been punctured a plug is inserted with the head (A) in the interior of the tire and the shank (B) filling the hole the pressure of the air when applied through the valve forces the head (A) against the inner wall of the tire, making an air-tight joint. To insert the plug, a hole of suitable size is made in the tire where the puncture has occurred. The plug is coated with india rubber solution or some other suitable cement, and forced with the head (A) first into the interior of the tire, as shown on the drawing; the shank (B) is then pulled outward, thus pressing the head (A) against the inside of the tire. The tire is then inflated and the pressure on the head or flange (A) forces the plug against the inside of the tire and effectually holds it in position, thus making a perfect repair.

No. 19,032. J. S. W. Edmund's "Improvements in safety bicycles, tricycles and other velocipedes." Nov. 4, 1891.—This invention has reference to the parts by which the saddle is connected to the machine, and has for its objects to prevent the saddle from inclining either to the right or left, should the fixing screw become loose, and to prevent the support of the saddle from turning in the saddle post or other part of the machine in which it may be inserted. The socket on the foundation of the saddle is formed with an internal projection or rib, and the horizontal branch of the L-pin is formed with a corresponding longitudinal groove for the said projection to engage with. A similar projection on the interior of the saddle post, and a similar groove in the vertical branch of the L-pin, are formed. The positions of the engaging parts of the L-pin and socket may be reverse, as shown in the figure, where the V-shaped slot in the socket (B) is marked H and the V-shaped projection on the horizontal branch (D) of the L-pin is marked I. The applicant does not limit himself to the use of the projections and grooves before described, as the same effect may be produced by making the socket and the horizontal branch of the L-pin square or triangular in cross section, or of such other figure that, while the said eye or socket is capable of sliding

freely on the L-pin, it is capable of turning thereon. Similarly the vertical branch of the L-pin and the interior of the top of the saddle post may be



made square, triangular or of such other figure that the L-pin, while capable of sliding freely in the saddle post, is incapable of turning thereon.

General Trade Notes.

C. F. Stokes, of the Charles F. Stokes Manufacturing Company, is in California.

George K. Barrett is well pleased with a Raleigh which he received last week.

Morgan & Wright gave their employes a half week's holiday this week, owing to dedication.

Ainsworth, of H. A. Lozier & Company, expects to start out with samples in two weeks.

E. N. Bowen, of Buffalo, is working on a new stand, one that will answer every purpose.

R. D. Garden goes to Hot Springs this week for his health, which has been very poor for some time.

J. Jay Ross, for Ames & Frost, is now in Alabama and expects to reach Key West, Fla., before returning.

L. Fewsmith, of the Eclipse, is skir mishing around. The Eclipse people have a good man in Fewsmith.

Among the horsemen in Indiana, Kentucky and as far as Nashville, Tenn., the Morgan & Wright tire is very popular.

The Coventry Machinists' Company, Chicago, has just received a half-dozen twenty-three pound Swift racers—beautiful machines.

James Josephi leaves Cleveland for Chicago this week. He will work for one of the foremost manufacturers of the latter city.

"Imitation is the sincerest flattery." Four firms at least are making tires which are nearly duplicates of the Morgan & Wright tires.

Bayliss & Thomas, of Coventry, seek an agency for Excelsior wheels in Chicago. Herbert Hadden, their representative, is now here.

Luthy & Company, of Peoria, expect to import 2,000 machines this season. The past season has been a most successful one with this firm.

Mr. Lozier is thoroughly convinced that he has the best tire on the market and never tires of talking of its good points, and it has them.

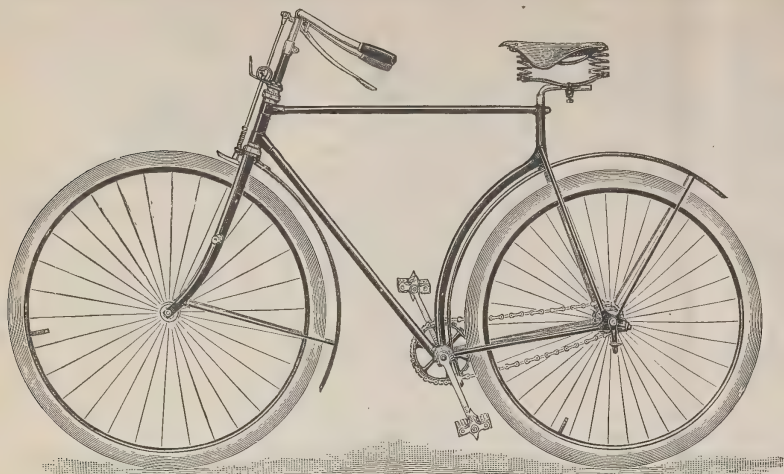
It is understood that the Warwick company is making a Pilgrim that "for weight knocks them all." We presume this means light weight, Kennedy.

William Henrick, who returned last Thursday from a trip around the trotting circuit, disposed of a great number of Sterling attachments for sulkies.

Imperial safeties another season will probably be fitted with twenty-eight inch rear and thirty inch front wheels, the racers to be two inches smaller in each wheel.

Geared ordinaries fail to catch on in this country. The dealers who feared a revulsion similar to that when the pneumatic tire came in, are correspondingly happy.

Ned Oliver did a sweeping business in Buffalo and Toledo in Garford saddles. In the former place his contracts amounted to 15,000 saddles, consequently he is one of the happiest mortals on the road. There is no man to-day better posted in the cycle trade than Oliver,



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

AND

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,

COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.

Such Times Were Never Equalled

JOHN S. JOHNSON'S PERFORMANCES ON AN

ELLIPTIC

BICYCLE, FITTED WITH AN ELLIPTICAL SPROCKET WHEEL.

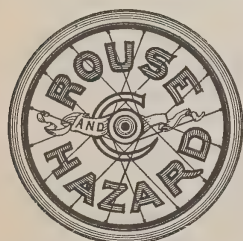
	Quarter.	Half.	Three Qrs.	Mile.
Standing start.	31	58 3-5	1:34 1-5	2:04 3-5
Flying Start....	26 1-5	55 1-2	1:28 1-2	1:56 3-5

These records were all made on the Rush Park Track, Independence, Ia.

FREEPORT BICYCLE M'F'G COMPANY,

Makers of the "Elliptic."

FREEPORT, ILL.



◻ The Cycling Season is By No Means Past For 1892. ◻

FALL



THE BEST TIME TO RIDE

THE BEST TIME TO BUY.

BARGAINS IN STYLES, SIZES AND PRICED WHEELS. BUY NOW.

	LIST PRICE.	OUR PRICE.		LIST PRICE.	OUR PRICE.
'91 Junos, Solid Tires, (for Lady or Gentleman) -	\$ 75 00	\$ 48 00	'91 American Ramblers, 1 1-4 inch Cushioned Tires, -	\$130 00	\$110 00
'91 Junos, Cushioned Tires (for Lady or Gentleman), -	80 00	55 00	'91 Ladies' Rambler, Solid Tires, - - - -	130 00	110 00
'91 Boys' and Girls' Juniors, Ball Bearings, - -	35 00	25 00	'91 Sylph Cushioned Tires, - - - -	125 00	95 00
'91 American Rambler, Solid Tires, Diamond or Drop Frame, 125 00		90 00	Ordinaries at all prices, from \$12.00 up.		

EXTRA SPECIAL DISCOUNTT TO DEALERS AND AGENTS.

25

Other equally as good bargains to be had now. We also import the RUDGE, manufacture the SYLPH and OVERLAND, and job the Western Wheel Works' line and others. Sundries in great variety and prices right,

ROUSE, HAZARD & CO., - 89 G STREET, - PEORIA, ILL.

and it is the opinion of shrewd business men that he is one of the best salesmen.

We expected to announce in this week's issue the closing of a contract whereby H. C. Martin & Company will take the entire 1893 output of the Buffalo Cycle Works.

F. P. Prial was unable to be at the Chicago tournament on account of sickness necessitating his return to New York from Indianapolis. Mr. Prial had contemplated a trip to Denver.

The Winton Bicycle Company is showing a tremendous amount of energy at the present time and will soon be on the market through Ned Oliver with its samples. The company has plenty of capital.

Lozier, of Cleveland, says Ned Oliver has the most profitable cycle business in the states. He handles Garford saddles for all territory east of Cleveland and Winton cycles for all territory east of the Pacific.

Penseyers & Haberer, of Buffalo, are laying themselves out to build 100 Globes the coming season. Their aim will be a twenty-three-pound racer, twenty-eight-pound roadster and a thirty-two-pound ladies' wheel.

Kingman & Company of Peoria control Centaur cycles in the west, and tripled their last season's order with Mr. Mushing, nearly one thousand being ordered. Mr. Mushing returned to Coventry with Mr. Lucas this week.

Mr. Lucas, the great English lamp manufacturer, placed the agency for the entire west, of King of the Road lamps, with the McIntosh-Huntington Company of Cleveland, who, it is reported, placed an order for 5,000 of this popular brand of cycle lights.

The G. & J. company has threatened George W. Shamp, of Buffalo, with an action if he does not at once stop making the Shamp saddle. Mr. S. has placed the matter in the hands of his attorneys. If he finds he is infringing he will stop making at once.

The cycle business of Evansville, Ind., a town of 10,000 inhabitants, lies between M. W. Dunham and W. C. Paine. The former has tried many wheels but has finally settled on Kenwoods as his leaders. He also handles Aerials. Paine handles Raleighs, G. & J.'s and several others.

Two Imperials are reported stolen by the Ames & Frost company, which offers a reward of \$50 in each case for the recovery of the wheel. No. 4672 was taken from Boston, and No. 4386 from Chicago. Both were model A pattern and had pneumatic tires and Garford saddles.

Morgan & Wright's employees held an eight-mile handicap road race last Saturday over the Oak Park course. William Tobin won, Charles Valentine second, F. W. Morgan and F. W. Osmun, handicap thirty seconds, tied for third place in 26:35. Four prizes were given. Fifteen men started.

A. J. Holmes is in charge of the bicycle department of the McIntosh-Huntington Company, of Cleveland. He returned recently from an extensive trip through England, and while over there became a benedict. Mr. Holmes is a valuable man and his trip did him a wonderful amount of good.

The Elmore Manufacturing Company, of Elmore, O., will soon have its samples out. The manager, J. H. Becker, is well up in the manufacturing business and thoroughly experienced. His father, H. V. Becker, is president of the company. He is also one of the oldest and wealthiest manufacturers of that place. The treasurer of the concern is a brother

of J. H. The company will put on the market medium grade bicycles. J. H. Becker has been the manager of the Buffalo Wheel Company and leaves Buffalo Nov. 1.

The Marion Cycle Company is much elated over the outlook for next season. Its wheel is to be a diamond frame, the bracket over the sprocket wheel having been discarded. It will weigh under thirty-five pounds. The company has orders for nearly 1,000 wheels, of which 620 are for St. Louis, 100 for Buffalo, and 250 for Chicago. The past season has been a profitable one.

The McIntosh-Huntington Company, of Cleveland, has secured the Southard crank for America. This company is laying itself out for a large trade in sundries and wheels. Mr. Bishop, the manager, declared himself as well pleased with the past season's trade. The company will have more territory for the Centaur wheels in the future. The contract with Lucas is a very important one.

All admire the Sterling road racer now on exhibition at C. F. Stokes & Company's. The wheel weighs twenty-seven pounds, stripped, thirty-three pounds all on, has forty-three inch wheel base and ten and one-half inch steering head. The hubs are reduced one-half from last year's size. The Humber pattern is used. It is a handsomely-finished, splendid-appearing machine and a credit to Chicago manufacturing interests.

A contract was signed last week between the Rudge Cycle Company of Coventry, Eng., and Rouse, Hazard & Company, whereby the latter will manufacture the Rudge in America. The new factory will be located in Peoria and will be equipped with as fine tools as money can purchase to construct high grade bicycles. A number of the parts will be imported from the Rudge factory in Coventry, and when a machine is put together here it will be as good and as finely finished as any wheel of the kind turned out of Coventry. Samples of the 1893 Rudge are shown by Rouse, Hazard & Company.

The C. F. Stokes company has gained, through hustling Billy Herrick, the order for a thirty-eight pound Sterling sulky for Nancy Hanks, the great world-beating trotter, who will lower all records at Nashville, Tenn., hitched to this sulky, the present week. The Sterling people are making a special effort on this sulky, the frame for which will be of twenty-gauge tubing, wheel spokes drawn from special wire tested to 950 pounds tensile strength on a Reible Brothers' testing machine. The tires are Morgan & Wright specially-tested racing tires. Altogether it is the finest built pneumatic sulky yet manufactured.

J. A. Hunt & Company, of Westboro, Mass., are now ready to submit their 1893 line of saddles to the trade. During the past few months they have been very industriously engaged on their samples for the coming season and have succeeded in hitting upon several decidedly novel features in saddle construction, besides producing some unique patterns. To obtain strength combined with the greatest lightness, beauty of design and finish, and comfort in riding has been the special object of their experiments and they are confident that their resulting samples will demonstrate the successful attainment of their object.

The Garden City Wheelmen secured quarters at Thirty-first street and Indiana avenue after disagreeing with their landlord at 1549 Michigan avenue, which premises they occupied rent free.

FOREIGN PRESS OPINIONS.

"Zimmy" Gets a Goodly Share of Advertising Still.

[British Sport.]

If the proposed match between Zimmerman and Nancy Hanks should come off, it is bound to create no end of a stir. We should not mind laying a dime on Zimmy, provided bicyclist and gee-gee start level.

Last week's tall, well-made figure of a man walked into the Coventry Machinists' Company's Manchester depot and saluted Mr. Watson with a long stare and "Don't you know me?" Who do you think it was?—none but "Sandy" Sellers, once England's champion. Sellers, we hear, has at last settled down and soon hopes to become a full fledged doctor. He says "the men have not the ole jiggers to push, and their work is not half so hard as that of the old-time racing men." Stay a moment, Sandy, they ride faster nowadays. 1 min. 56 3/5 sec. Phew!!!

[Northern Wheeler.]

What puzzles me more than anything else is why the cycling papers that clamour most for English records to be properly authenticated are the very ones to accept an alleged foreign record upon the uncorroborated statement of a cablegram.

[Wheeling.]

They say that Corbett, who licked Sullivan, is a cyclist. When Corbett meets Jackson he will have his work cut out for him. By the way, we see that a club of colored cyclists has been refused admission to the Associated Cycling Clubs of Chicago. The Associated Cycling Clubs of Chicago are "off color," and they don't show well so.

[The Cyclist.]

A project is on foot in America to arrange a match between Zimmerman and Nancy Hanks, the celebrated trotter. We suppose this would end Zimmy's career as an amateur. Pretty well all America would go to see the race, though.

[The Athletic and Dramatic News.]

As a rule we may take it that the mile bicycle record is lowered once every year. Zimmerman's record (2:06 2-5) beats the previous best (Osmond's 2:16) [How about Windle's 2:15 that stood all last winter, and many other American records which are still better?—Ed.] by 9 3-5 secs. If the record were beaten to this extent annually for the next ten years, the time for the mile in 1902 would be just 30 seconds, thus we may take it that record breaking so far as the mile is concerned must shortly arrive at its limit, at least until some more wonderful invention than the Dunlop pneumatic sees the light. It is worthy of note that the Dunlop has proved itself to be almost 400 yards faster than the fastest time ever accomplished on a solid tire. Of course, our calculations are made irrespective of the recently claimed record of 1:56 3-5 made by Johnson.

[Irish Cyclist.]

Some of the cycling papers have been exercising their minds over the question

of ladies' pedals; whether the ordinary pedal is too broad for the American market; whether English women have bigger feet than their transatlantic sisters, and so on. One English paper declares that pedals as at present manufactured are just right for English women, in spite of the bitter complaint raised by American lady cyclists about unnecessary width. Surely this rather overstates the matter—the average British girl does find stock-sized pedals too wide, as is proved by the enterprise of one or two firms which have started making specially narrow pedals for ladies' machines. Clever men of business are not usually in the habit of taking considerable trouble to meet a demand which does not exist.

[Sport and Play.]

When Holbein and Shorland mounted a tandem and went for the London to York record, it was a case of Greek joining Greek, and no mistake, and it surprised no one to hear that the famous highwayman's time in his ride to York has been completely eclipsed. We have come on a bit since the days of Bonny Black Bess, and could give Richard and his brave mare a bit of start on a ride like this. Although it has been out that Shorland had given over record-breaking for the season, he seems to have compromised the arrangements a little by getting upon a tandem tricycle. This doughty pair—Shorland and Holbein—rode the distance between the cities mentioned in 13 hrs. 19 min., beating the previous best by 2 hrs. 1 min. F. T. Bidlake, who accompanied them through on a tricycle, put up a new record for the three-wheeler. Pacemaking for a trio like this would be nice, wouldn't it?

Will Break Ground Shortly.

The plans of the National Columbian United Wheelmen's Association are progressing rapidly in regard to constructing the World's Fair club house and home for wheelmen. Land has been purchased on Madison avenue near the corner of Fifty-seventh street on which to erect the large club building, and within two blocks of the Fifty-seventh street entrance to the fair grounds. The architect is now at work upon the plans of the building, which will be a four-story structure. This will be a World's Fair headquarters for wheelmen, run by and supported by wheelmen and for wheelmen only.

J. M. Erwin is manager of the Lincoln Cycling Club indoor ball team.

Elliptical Sprockets Fitted to Old Wheels.
Send us, prepaid, \$10 with your old cranks, axle and sprockets.
The E. C. Stearns Co.,
SYRACUSE, N. Y.

BUTLER & WARD,
Manufacturers of
BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates.
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25 CENTS

For the "Perfect" Pocket Oil, the best and neatest oil can in the world. Superior to all others in neatness, appearance, general utility and durability. A necessity to all riders who wish the best of everything.



"PERFECT" POCKET OIL HOLDER
Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.
CUSHMAN & DENISON
172 9th Ave., - New York.

"PERFECT" Pneumatic Pump Holder
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.
CUSHMAN & DENISON
172 9th Ave., - New York.

THE MORGAN & WRIGHT TIRES

Have now been before the public for one year, and it is upon the record which they have made on road and path that we must base our claim to further patronage. We trust it will be remembered that we have never made exaggerated claims for our tires. As we have always held the opinion that such claims, in the present state of the art, would be premature. We are still seeking improvement in our tires, and have the satisfaction of seeing those we have made during the past year imitated and copied by a number of makers whose ideas as to what constitutes a good tire have not in the past met with public approval. We have seen letters and heard trade arguments put forth by our competitors, who are now copying our tires, to the effect that they are using better material and making better tires than we can produce. We are perfectly willing to leave these claims to the test of time.

We ask our friends and patrons, however, to consider carefully these claims of superior quality and material. The selection of material for the **Morgan & Wright Tire** has been the work of over a year, and after innumerable tests in our factory and on the road, we have made such changes as experience has shown to be needful. During the past year we have made all repairs free of charge, and this has enabled us to learn from the experience of thousands of riders throughout the United States the weak points in our tires, and the public can rest in confidence that we know more about the quality of our goods and what is necessary to produce a perfect article than competitors who simply copy our methods and depend upon the stretching of a **SAMPLE** of rubber, before the eyes of a customer, to convince that they have more ability as rubber manufacturers. The head of our concern has been an experimenter in rubber fabrics for twelve years, and the business of our concern has been built up from very moderate beginnings, under the pressure of necessity. We do not claim superiority over every one on earth, and we are still experimenting, as we wish to keep up with the times. We shall never descend to detraction of the goods made by others; and what we have to say is in self-defense, against trade arguments being used by competitors, which, should they appear in public print, would give good grounds for an action for libel. We can assure our friends that we use the best material obtainable, that we shall improve our tires just as often as experience points the way, that we have manufacturing facilities and abundant capital to fulfill all our contracts, and with this we know we shall receive all the patronage which our product may deserve.

We have applied for patents on our tires and have every reason to believe that our work of the past year has discovered patentable features, and that our claims to such will be allowed.

All tires made by us after November 1st will be branded with our firm name and be markey "Patent applied for."

MORGAN & WRIGHT, CHICAGO.



CHEAP

Only one thing CHEAP about the
CLEVELANDS.

It does not cost much to sell them. After a man rides the "Thread Tire" he talks about it to his friends. It's different, you know. **CLEVELANDS** are fitted with the Cleveland Pneumatic only.

H. A. LOZIER & CO., —340—
Superior St.
CLEVELAND, OHIO.



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TO ADVERTISERS:

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SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.
CHAS. P. ROOT, - - - Associate Editor.
R. M. JAFFRAY, - - - Business Manager.

BEHIND CLOSED DOORS.

The racing board is a creation of the League of American Wheelmen; the league a creation of the majority of the wheelmen of the United States. It is the custom of this racing board to meet once in so many months, weeks or days to pass upon records and pry into the true standing of the amateur, and it seems to be the custom of that august body to do its prying behind closed and bolted doors. To make matters worse, its members close their mouths tighter than clams, and until the weekly hand-organ arrives the 30,000 people who created this same racing board must wait to know what their servants have been doing. In the case of the suspected amateur, he must wait until every body knows he has been suspended before he can make his defense, and then, quite often, it is too late to do him the last part of good. There is no rule which says the board must lock itself up during its deliberations; nor is there any law against giving to the daily or cycling press the general results of a meeting. To be sure, the board has power to make rules for its own government, but that is all. There is no valid reason for the members of the board being secretive, nor is there cause for withholding the findings of the body from the cycling public. The fact that the news is given to the press at large does not prevent the publication of the board's report in the official organ. That is merely a record. The doings of Congress are published in the *Congressional Record*, but the country is given the cream of the news and no fuss is made about it. Nowadays when a member of the racing board is approached there is such an air of secrecy, so chilly, in fact, that it is only too comfortable to keep out of his way. Under the present system of doing business the racing board and its members as individuals can put on an intense amount of agony, all of which explodes in just a week's time. Open the doors of the meeting room, let the press tell what is going on, and things will be running much more smoothly.

SANGER'S MANY TROUBLES.

If Walter C. Sanger would succeed on the racing path he must first learn to treat competitors with at least a little respect; he must learn to be modest. Just as long as he charges others with trickery, and continues to claim the only way he can be defeated is by throwing him, the longer will he be in getting to that point in the racing world he seeks.

It is folly for him to think that no one can defeat him without resorting to foul play. Since he has left Milwaukee and been at two or three race meets we have heard of his kicking qualities. There has hardly been a race in which he was defeated that he did not claim some one fouled him. Why cannot Sanger have the same quiet, modest way that characterizes all the best men—Zimmerman, Windle, Tyler, Taylor, etc.? Sanger is cross and surly; he appreciates nothing good; he lays all his defeats to the trickery of others and is the most consistent kicker we have ever known. The sooner he gets over such actions the quicker he will be popular among his fellow racing men. Kindness and a generous disposition will accomplish more than bulldozing tactics. Poor Sanger; the whole world seems against him. He was in a peck of trouble regarding the Pullman road race, at Columbus, Parkside, Washington Park and at his own home. Sanger should call to mind the way he treated Bliss at Parkside and then wonder to himself if he is right in making all the fuss he does.

TIME TO MOVE.

Having, in the course of the racing season just ended, given four successful tournaments, the Chicago Cycling Club has proved that profitable and entertaining meets can be given in the west. It is customary in some places for associated cycling clubs to give such meets, but the Chicago organization bearing that title seemed to be a little wary about the matter. The last tournament of the western circuit was to have been under its management, but the organization seemed so shy about taking up the matter that the big club stepped in, gave the meet and pocketed a snug profit. The year 1893 will need some very active work if we would have the world know that cycling and cycle races can be carried on as successfully as any other one thing in the World's Fair city. Chicago has a reputation of carrying anything undertaken to a successful end, and now that the south side club has shown that race meets can be run at a profit, it behooves the Associated Cycling Clubs of Chicago to bestir itself and prepare to handle everything that shall pertain to cycling during the World's Fair. There is no reason why the clubs should not control everything; but they cannot hope to do so if their delegates do not soon wake up.

THAT COMMITTEE OF SEVEN.

The wheelmen of the country announce that from this time forth the wheel will be a potent factor in American politics. They send out a declaration of principles in which they speak for a gold standard, tariff for revenue only, and the abolition of the spoils system. They decline to vote for the presidential electors of any party, preferring to go on record as remonstrants against both the old parties. Their plan of campaign is to vote only for such congressional and local candidates as may at some time before election day declare themselves plainly in favor of Columbian principles. Strange to say, the Columbian platform says nothing about good roads, but we presume that goes without saying.—Indianapolis News.

This, we presume, refers to the "Committee of Seven," which intends to turn things upside down and run things in cyclopedom its own way. We shall be surprised if any wheelman is inveigled into believing in any such scheme. The Indianapolis News has no authority for making the statement that the wheelmen of the country speak for a gold standard, tariff for revenue only, or that they prefer to go on record as remonstrants against both of the old parties. There is no truth in it whatever. But the wheelmen are for good roads first, last and all the time.

If some of the Chicago papers keep on, the next time the racing board holds

a meeting the proceedings will be handed each member before he enters the meeting room. The way some papers manufacture news regarding what the board does is wonderful. According to one paper the racing board has decided to permit the makers to pay expenses of a team, salary included, when, as a matter of fact, the board has taken no action on the question, or if it has it will not be known for a week. It settled the cash prize question by letting it severely alone; that was all.

WHY is it the racing board picks out the small fry first upon which to inflict punishment? We notice that every time it meets some second or third rate rider is made to suffer, while the big rascals go free. The board is fully informed of violations of the racing rules by some of the biggest and best riders in the country, but not a word to them. Dare the board do its duty? If it were a fact that Zimmerman and Windle and two or three other cracks were selling prizes, and the board knew such to be the case, would these big offenders be suspended? We doubt it very much.

SHOULD YOUNG CHILDREN CYCLE?

Dr. Turner. Prominent as Cyclist and Physician, Gives His Views.

The question whether young children, between the ages, say, of six and twelve, should be allowed to cycle, and, if allowed, how much they may indulge in the pastime without incurring the risk of injury, is one of considerable interest, and has of late provoked discussion. This, like most medical questions, is a subject on which no man, who forms his opinion after due investigation, can pronounce dogmatically, or lay down any strict and invariable rules. For there are children and children, and what for one small boy or girl might be merely healthy and beneficial exercise, for another might mean physical ruin. But while each case must be judged on its own merits, one fundamental principle may be clearly enunciated, namely, that no young child with any organic weakness, whether of heart, lungs, joints or nervous system, should mount a machine under any circumstances whatever. Eliminating, then, those who, at this period of their lives are disqualified by nature, there is no doubt that the exercise of cycling, properly regulated and adjusted to the capabilities of the individual, is one of the very best forms of recreation that can be partaken of by children of both sexes at an early age. It develops the body, and the self-reliance and resource entailed by the management of a machine tends to strengthen and enlarge the mental and intellectual faculties. But, granting all this, great care is still necessary, and a few simple precautions, easily taken, may ensure good and avert evil. First, at what age should a child begin to ride? For most children, six is quite soon enough. There are, and will be, exceptions to this rule. Some children are much more forward than others, while the offspring of experts may be expected to develop, under paternal supervision a capability which to others not so favorably placed would seem abnormal. But for the average "English child" six is quite early enough, and even six for many is too early. Great care should be taken in choosing and fitting a machine to a young rider. Any old cast-off creak will not do, and may even produce disease and deformity. The machine selected should be light, of course, the gearing low enough to admit of a short crank throw (four inches is generally ample for a child of six or seven), and the saddle and spring properly adapted to the

weight and size of the rider. But most important of all is the length of reach. This should be quite short; the child should be able easily to touch the pedal at its lowest point with the heel. Nothing is more injurious than a reach so long that the unfortunate boy appears as if riding on a rail, just touching the pedals with the tips of his toes. Then the position must be carefully studied. Young, growing tissues are easily distorted, and a saddle too far back and handles too far forward would certainly cause a curved spine and a permanent camel's hump. The peak of the saddle two inches behind the crank axle, and the handles so brought round and back that the child can sit perfectly upright on the machine, are two things that must be insisted on in buying either a bicycle or a tricycle for a young rider. If these essentials are present the question of tires may be left to the pocket and inclination of the parents. But when the child is pronounced fit, and is provided with an ideal machine, the very important question arises, How far may he ride it? This is a question that cannot be answered in miles and furlongs. No absolute rule can be laid down, as no two children of the same age are alike. The only thing that can be said is that anything more than moderate fatigue is injurious. A young, growing child suffers much from over exertion. Though at the finish of a ride he may seem fairly fresh, still, if he has done too much the results will be apparent soon after, and a sleepless night and distaste for food will show that the system is poisoned by the products of its own waste. And it must be remembered, while treating of this subject, that excessive speed is more injurious than excessive distance—the excessive hill-climbing than either. The great test by which a judgment may be formed as to the distance which is sufficient for each child is to observe—(1) How he sleeps the night after the ride. (2) How he takes his food. (3) How he is the day after. If he sleeps well, eats well, and is bright and lively the next day, the riding has not been pushed too far, and has done good, not harm; but if he is feverish and sleepless, refuses his food, and is languid, dull and thirsty the next day, then it is certain that too much has been accomplished, and that such rides, if persisted in, will lead to mischief. Of course, in the case of children, as in adults, condition is attained by practice, and at the end of a few weeks the distance ridden may be increased with impunity. To sum up in a few words, a sound child six years old, properly fitted with a machine, and riding in proper form and position, may cycle within the limits of moderation, and suffer no harm from the exercise.—Dr. E. B. Turner, F. R. C. S., in *Bicycling News*.

Our Trade With America.

It is interesting to note that, despite the operations of the McKinley tariff, British trade with America in cycles, parts and sundries has rather increased rather than otherwise since the passing of the act. From the returns of the consular general for the Birmingham district (which includes Coventry) we find the following interesting figures for the corresponding quarters of the previous year:

Dec. 31, 1890, \$47,760.86; March 31, 1891, \$152,197.39; June 30, 1891, \$293,709.43; Sept. 30, 1891, \$128,107.41. Total, \$621,664.99.

Dec. 31, 1891, \$58,209.50; March 31, 1892, \$292,911.57; June 30, 1892, \$333,741.33; Sept. 30, 1892, \$76,400.25. Total, \$761,352.65.

The only falling off is in the last quarter, but it must be remembered that in the corresponding quarter of last year much stuff was being sent over in view of the projected tariff, which upsets the calculation of legitimate trade.—*Cyclist*.



Among those who called at the eastern office of the REFEREE, 21 Park Row, New York, the past week, were: S. Golder, Glasgow; A. Barrows, Coventry; Horace Bell, Chicago; Percy Stevens, Coventry; L. J. Phelps, Passaic, N. Y.; Fred Patee, Peoria, Ill.; L. B. Whymper, New York; Samuel Snell, Birmingham; S. G. Whittaker, Boston; W. H. Kirkpatrick, L. Crondel, Newark, N. J.; Dr. C. H. Winans; W. Perrett, Philadelphia; Guy P. Wilson, Baltimore; George M. Hendee, New York.

* * *

The spirit of intolerance has cropped out badly in Brooklyn in regard to Sunday riding, and a prayer meeting (more likely a gossip meeting) recently paid attention to "those wicked cyclists" who dare give the musty old vestry the go-by these days and seek a little of God's sunshine and pure air in the fields and woods, where the tinted leaf falls from its lofty perch to the ground, making a sort of double pneumatic for the rider and a carpet of gold for the pedestrian. The long-faced Christians of intolerance may just as well try to turn back this age to the dark days of the inquisition as to try to prevent men and women exercising their own free will in regard to church and cycling. The church is all right; so is cycling on Sunday for pleasure and health, but there is no use trying to hurry one to heaven by the disease route, and if a young man is shut up in his office every week day, surely he should have a living chance to fight the world, the flesh and the devil on Sunday in his own sweet way. Sometimes he prefers to commune with nature and nature's God in the park or in the suburbs, and sometimes patronizes the street, which he has every right to, even should it lead by a church. A paper says:

The asphalt pavement on Bedford avenue, Brooklyn, makes that thoroughfare a favorite field for the wheelmen, and on Sunday morning they fairly swarm through it on their way to the park. Many women are among the riders. The presence of the bicyclers in such large numbers on that particular day has, it seems, excited some unfavorable comment among the church people in the district, and anti-bicyclist sentiment has found expression in this humorous circular, which has been widely distributed the past few days:

The fall series.
Grand professional exhibition of beautifully developed calves.
Attractive cavalcade of male and female bicycle riders on the Bedford avenue course on Sunday mornings from 10 to 10:30 o'clock.
No sawdust stuffing to be allowed.
Only naturally formed legs will be measured.
The committee on prizes will make and record the measurements at the goal.
Contestants connected with respectable families will be dismissed in time to enable them to attend church service.
Wheels must be housed during the hours of public worship.

Many members of the Central Congregational Church, which is close to Bedford avenue, have seen the circular, but none of them admits having had a hand in getting it up. The Rev. Dr. Behrends, the pastor of the church, said:

"Beneath the humor of this circular there are considerations of a grave and regrettable nature. Many members of my church have commented on this bicycle riding on Bedford avenue on Sunday mornings, and at a recent prayer meeting the matter was referred to. I can't agree with the circular when it hints at any improper exhibition, although it is true that the majority of the male riders wear tight. The attire of the woman riders is also modest.

"The regrettable part of the whole business is that these young men and women are apparently setting at defiance the beliefs and wishes of thousands of people. Somehow or other it always seems to me that these Sunday bi-

cyclists parade themselves in an especially aggressive manner. I don't call this Sunday bicycle riding a sin or even evil. It is rather a something not in good taste, a violation of the principles of good breeding."

Ex-Fish Commissioner Eugene G. Blackford, who is a strict Baptist and lives on Bedford avenue, said:

"This circular was sent out by some malicious person and is rot, pure and simple. You can't ride a bicycle with comfort and safety unless you wear tight. The costume of the women, from my observation, is modest in the extreme. I can see no sin in Sunday riding. Sunday is the only time that most of these wheelmen have an opportunity to get the dust out of their lungs."

This is the comment of Mrs. J. W. Hilde, who has a mansion on Bedford avenue and is an enthusiastic wheelwoman herself:

"This circular is evidently the work of a woman, and an elderly woman at that, who was a spinster and afflicted with biliousness."

And, Schwalbach, Whymper, Potter,

Park Row, you will hear all about it, and can possibly give some information of the workings of the cash prize plan in Australia."

"It is a great success with us," went on Busst, and it has stopped 'roping.' There's little of that now on Australian paths, and the straight-out cash is responsible for the favorable change. The men ride better and harder for the rocks, and it is only a short time before the giving of medals will be entirely out of date."

On being asked how the giving of cash had stopped "roping" (or selling races), Busst said: "Why, don't you see, if we went to a country meeting and were short of cash for expenses, we would stand in with the bookmaker and drop a race, and secure money that way. Now we go in to win, knowing the cash will pay our expenses besides having the honor of securing wins."

Busst is a finely developed young man, who don't think much of Chicago. He

his club in the two-mile bicycle race at the championship meeting, Oct. 11, but refused to go because he preferred to stay at home and pick up a few prizes at a local meeting. Such a man evidently rates his trophies by their cash value instead of the honors they represent, and would prefer forty-one dollars worth of local prizes to a forty dollar championship medal. We had some curiosity to learn what kind of prizes are given in Philadelphia, and have now obtained the information in the Philadelphia Sunday Item of Oct. 19. The meeting was held at Base Ball Park, given jointly by the Quaker City and Park Avenue Wheelmen. The list of prizes included bicycles, gold and silver watches, suits of clothes, sweaters, pins, lamps, pictures, medals, cups, bugles, wall machines, alligator grips, bicycle suits, clocks, revolvers, locks, bells and cyclometers. Mr. Taxis won a silver cup in the quarter-mile, a silver watch in the two-mile lap race, a bugle in the one-mile team race, and a full-dress suit in the half-mile. He also won the slow race, and the Item says: "For having performed this difficult feat Mr. Taxis will have his laundry 'done up' for one year by the Oxford Laundry free of charge." Thus we see the Philadelphia amateur gentleman sallies forth to the races at high noon and returns to his wigwam at even tide with a bugle slung over his shoulder, a silver cup under his arm, a silver watch in his fob, a receipted bill for an evening suit in one pocket and an order for a year's washing in the other. A suit of clothes is an odd prize, and must be tolerably near the line which divides amateur from professional trophies. But a wash bill is worse. A gentleman's laundry bill would hardly be less than a dollar per week, and the difference between this prize and \$52 in cash is too small to be seen without a microscope.

When the racing board of the League of American Wheelmen tire of dallying with the regulation of traveling, training expenses, they might profitably investigate the prize business. If a laundry bill is a genuine amateur prize, why not a board bill, or a bill for room rent, or a tailor's bill, or a baker's bill, or a milliner's bill. There is food for thought here."

I wondered what William thought of teams, pianos and real estate, so sought out the "Father Bill" in Newspaper alley. The veteran was busy, and after making known my errand, he said: "Yes, I'll tell you what I think—come in to-morrow," but on the morrow I failed to catch my man.

* * *

Some Factory Facts.

Here are two American items in "R Jay's" *Irish Cyclist*, on which I want to put him right if possible. The first is excusable, but the second —:

Gormley and Jeffery, in the list of the Stanley Show exhibitors, should read "Gormulley and Jeffery."

The Whitworth has commenced to score in America, and we learn that Mr. J. C. Pratt won the five-mile championship of his club on this mount in the extraordinary time of 11 min. The course he rode on was, however, 800 yards short, and the wind assisted the rider. The machine was a twenty-two-pound racer. A few days later the fifteen-mile handicap of the same club was won by Mr. C. Watson.

Gormully, McCreedy, just plain Gormully: the firm is fairly well known in America. In regard to the Pratt five miles in 11 min., less three hundred yards, that's a corker. Tell us who Mr. Pratt is; with even such a good machine as the Whitworth, the time seems too good for an unknown. I guess that track was about thirty hundred yards short.

* * *

That Car Scheme.

A Philadelphia correspondent writes me that the conductorship of that *Sporting Life* car was offered to the fair-and-square-to-the-yard Bunnell, commonly called "Bunny," who refused the honor which would have brought a cash prize reward. I also hear that Tom Eck telegraphed for a lower double berth for Johnnie Johnson and himself, and my informant says Johnson can go, but he must go alone, as there will not be room for three such renowned trainers as Eck, Windle and Troy in the same car. [Eck said Saturday that neither Johnson nor himself would go on the trip.—Ed.] I have been wondering how the car scheme promoters are going to make the trip a success from a racing point of view. If they go west they will strike



RECORD-MAKING MADE EASY.

UNCLE SAM (Manager): "There! I reckon that'll give Brother John something to talk about."—*Bicycling News*.

Luscomb, McLean and others, listen to this:

Mrs. C. Bresloe, of Brevort flats, Fulton street and Bedford avenue, said: "The limbs of these young men are an infliction, esthetically and from the standpoint of good taste. The majority of the riders are in their callow period. Callow things are never pretty, you know."

Callow things, eh? Well, well; wait for the next issue of Barney's *Announcer*. Mrs. B. will have cause for regret for calling the Brooklyn boys "callow things."

* * *

An Australian Bust.

Tom Busst, the Australian racing man, called in a down-town cycle store the other day, and in his very English way, remarked:

"I hear you are going to go for the cash in America shortly. The amateur pots are little use in any country, don't yer know."

"Yes, there is a great stir over the question," said the cycle salesman, "and if you will call at the REFEREE office, 21

says the principal features of the Windy City are big buildings and lard factories.

* * *

The Mills of the Gods.

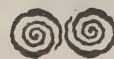
It was a year ago the following appeared in the New York *Sun*, but time proves the mills of the gods may grind slowly, but they grind:

From time to time the League of American Wheelmen, or rather its officials, have been deploring the condition of affairs in amateur athletics, going so far as to murmur "semi-professionalism," and at one time undertook to prevent the bicyclist riding for A. A. U. clubs, from not only receiving traveling or training expenses, but from having their entrance fees paid by the wicked union clubs. This spasm of purity seems to have aroused the ire of Mr. William B. Curtis, one of the board of managers of the A. A. U., and in to-morrow's Spirit of the Times he will editorially wade into the L. A. W. concerning a recent bicycle meet, as follows:

"Our bicyclist friends love to vaunt their superior virtue on the amateur question, and are prone to deride the methods of amateur athletes. Sometimes they may be right, at others they are certainly wrong. Recent happenings are instructive. W. W. Taxis, Philadelphia, was entered by

3-BEAUTIES-3

The James Safety.



"JAMES" SPECIFICATIONS.

DIAMOND Frame, Warwick Hollow Rim, our unequalled Semi-Tangent Direct Spokes, Southard Cranks, Adjustable Handle-Bar and Seat Pillar, Perfect Chain Adjustment, Ball Bearings throughout (including head), Lamp Bracket, geared to 64 or to suit purchaser, quality ABSOLUTELY PERFECT, FULL GUARANTEE.

ROAD RACER, Weight 28 Pounds,	- - - - -	\$150 00
FULL ROADSTER, Weight 35 Pounds,	- - - - -	\$150 00
TRACK RACER, Weight 25 Pounds,	- - - - -	\$155 00
TRACK RACER, Weight 23 Pounds,	- - - - -	\$160 00

We Guarantee These Weights.



A BIG OFFER!

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention of the rules and regulations of the National Cyclists' Union, and a breach of Amateur Law—we do not intend to depart from this principle, but will present

A Prize Value \$500

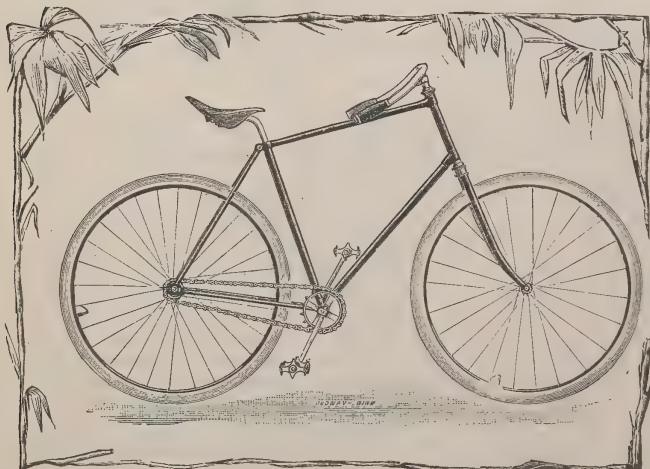
to the first Amateur rider who succeeds in lowering the One Mile [Amateur] Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

\$500 Hard Cash.

New Buckingham & Adams Cycle Co., Ltd.

Coventry Works, Birmingham, England.

South Road Model D.



AGENTS WANTED.

B. & A. Champion Racer.



"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. Ball Bearings throughout and adjustable everywhere. Fitted with Detachable Cranks.

Weights from 23 to 33 Pounds Guaranteed.

These are the Lightest, Fastest and Most Reliable Safeties ever offered in the States. In appearance and finish they have NO EQUALS. Watch the records during 1893.

Wholesale Agents:

The James Importing Company,
113 Adams street, Chicago, Ill.

GOOD AGENTS WANTED.



The Agency for the above has
been secured by the

JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

extreme cold weather in November—too cold to draw a crowd—and when they strike California the rainy season is likely to strike them from their arrival to their departure. The tracks, too, will be disappointing. Only one on the coast is worthy the name of track, and that is "Bob" Smythe's Alameda creation. The men in the meantime will get as fat as Christmas turkeys, and will not be able to ride fast enough to keep a kite up. This will disappoint "the thousands" which are expecting to see the world-beaters. Of course home-trainers in the car may help them out, but the change of water and diet will play havoc with their speed. They will find tracks in Denver; more in Salt Lake; trotting track in Tacoma, Seattle, Victoria and Portland; trotting and poor cycle track in Frisco; passable cycle track in Stockton; trotting tracks in San Jose, Sacramento, Napa and other California towns; trotting tracks at Los Angeles and San Diego, and trotting tracks through New Mexico and Texas, with the exception of Houston. From a racing standpoint I therefore conclude that the trip cannot be a record-breaker, but as an advertising scheme it may do some good—it will certainly for the *Sporting Life*. The people who will gather to see the men race will expect to see them do record time, and will not be entirely satisfied with anything else. Egan this week seems afraid of the racing board and the probable action it will take. Although not being gifted with prophetic vision, I will venture to predict that the board will not interfere in the way Egan anticipates. The truth is it dares not. But I am still predicting that that professional cash prize scheme of Egan's will not go through next season, although the majority of the papers took the bait, hook and all.

Grover Cleveland and Good Roads.

Some two months ago I mailed the democratic candidate for president a copy of the Memorial to Congress for a good roads exhibit at the world's fair; also a copy of *Good Roads*, and last, but not least, a copy of the REFEREE. I also sent the Hon. Grover a letter asking him to give an expression on the subject of good roads. I received no reply, and thinking he was too busy fishing, I laid low, so to speak, and yesterday paid the Victoria Hotel a visit, but found my man had gone to Brooklyn to view the parade. I went to the hotel early to day, and being fortified with a letter, sent same up to the great man's room with my card. Presently the bell boy returned with "There is no answer." As I was turning away a genial young man, who introduced himself as Mr. Cleveland's private secretary, O'Brien by name, informed me that he had opened the letter, and as Mr. Cleveland was busy with callers he thought it best that I should not wait, but trust to the mail for a reply. But I can tell you now it is extremely doubtful if you receive a reply as there are stacks of letters that can't be answered for weeks, upon every conceivable topic. Personally I have no fear in saying that Mr. Cleveland is heartily in favor of the betterment of the roads of his country. "By gad, they are not roads, but ditches; and being a progressive man Mr. Cleveland would, I know, favor any legislation to that effect. You may hear from him, then again yet may not," were Mr. O'Brien's last words as he made his way to the elevator with a large bag of mail.

Some Cash Prize Poetry.

I was feeling poetical the other evening, so with the help of a blacksmith and a time limit put on by Referee Ray-

mond, I ground out the following. The metre and rhyme are "rocky," but it means well:

FAREWELL OF THE MAKERS' AMATEUR.

Farewell, my friends, my makers dear,
I am not dead, but very near;
Farewell to dreams, pianos and trash,
I'm out for the stuff, the good hard cash.

My road has been rocky, no one can deny;
My expenses large, my salary high;
The professionals are jealous, amateurs same,
And all seem onto my "green goods" game.

We will follow the man who carries the swag,
Be he Quaker, poet, or trainer bad;
Ride in palace cars, exhibit our form,
And talk amateur purity from night to morn.

We are not going on a tour of inspection
To the land of the hustling, windy west;
We will have some time for retrospection,
And some little time to feather our nest.

The cash prize bugle now is sounding,
We are girding our loins for a stubborn fight;
A hearty welcome to the gold that glitters,
Though we miss the checks on Saturday night.

of carriages and extended an invitation to all to celebrate the event. Last year he served the Milwaukee Wheelmen as first vice-president, and declined the nomination for president in 1892 on account of the pressure of business interests. He is at present a member of the board of directors. It is safe to assert that no members of the Milwaukee Wheelmen has its interest more at heart or responds more liberally with time and money to its support than Mr. Binner. He is the president of the Binner Engraving Company and is well and favorably known in the business world of the city of breweries.

Goes With The Monarch.

On Nov. 1 L. M. Richardson severs his connection with the Humber Rover Cycle Company, of which he is vice-president, to accept a position as asist-



O. E. BINNER

Then here's to scheming Troy and Egan,
Who know the follies of weakly man;
We'll help to boom their schemes and paper,
And ride for them on the cash prize plan.

Principal Milwaukee Riders.

An ardent admirer of the wheel and an enthusiastic devotee of every and anything connected with cycling, Oscar E. Binner, the subject of this sketch, stands conspicuous as one of the foremost figures in the wheeling fraternity of the Cream City. Ever since he mastered the tricks of this wily combination of men's ingenuity he has been in love with the sport. He was the first wheelman in the city to arrange a seat on the front of his wheel for the purpose of giving his little daughter a spin in the park. The picture, "Papa, my Rambler and Me," published in all the cycling papers in the country, has made his face familiar to all. In any movement having for its object the advancement of cycling, Mr. Binner will be found among its advocates. At the inauguration of the Waukesha road race a few years ago he hired a tally-ho cart and a number

ant manager of the Monarch Cycle Company. Mr. Richardson feels that the days of the importing business in cycles are limited, and that American wheels will soon have everything their own way in this country. The Monarch Cycle Company will have next season, with a line of wheels built on Humber lines, a racer, twenty-three pounds, scorching, thirty-one or thirty-two pounds, and roadster thirty-eight pounds, besides a ladies' wheel weighing thirty-five pounds. The company has every facility for turning out as fine a wheel as there is on the market. Mr. Richardson was one of the pioneer advocates of cycling in the west, and, in fact, in the country. In 1880 he was appointed Wisconsin agent for the Pope Manufacturing Company, at Milwaukee. It was during this year that Mr. Richardson conducted the first six-day bicycle race ever run in America. For many years he was connected with the John Wilkinson Company, selling out its bicycle stock to the Humber-Rover company, and going with the new concern himself.

WHAT THE EASTERNERS THOUGHT.

They Liked Chicago and Their Treatment —*"The Dark Secret."*

After a whole week's stay in the World's Fair city the eastern racing contingent—Zimmerman, Tyler, Smith, Dornitze, Hess—left for their respective homes on Monday afternoon, while Wheeler went to Kansas City and Culver to Milwaukee, on business matters. The departure of these prominent visitors was regretted by the members of the Chicago Cycling Club, the prominent wheelmen who become well acquainted with them, and by even themselves. For the past week they have eaten and slept at the Chicago club house and at its expense; the members tried to make things pleasant and entertaining for them and if the easterners' words are to be believed they were successful. Zimmerman expressed great admiration for Chicago, and said he had never in his life enjoyed himself more. And he was so appreciative—and so were the others, too—that the boys could hardly do enough for him. They took much enjoyment in entertaining such distinguished racing men, and will no doubt do so again.

ZIMMY WAS SHY.

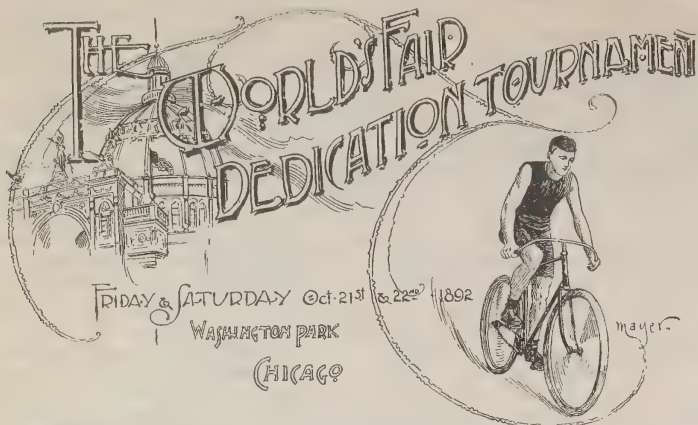
Zimmy, as usual, was shy, and when introduced to the crowd at Washington Park Saturday, simply bowed and—what a sudden disappearance he did make! Tyler was not in anything like his proper form or Sanger would not have beaten him in the two-mile open Friday. Though not very successful in the races he enjoyed his visit hugely, saw much and promised to return sometime. Dornitze says Chicago is the only place to live; Hess said: "I be back in forty day;" Smith, "Out of sight," and Wheeler and Culver were equally as expressive. Wheeler and Hess nearly became lost one night and on finding their way to the club house declared that Chicago was as big as two New Yorks. Zimmy said he hadn't seen much of the place; he was afraid he would miss one of Harry Leeming's meals, so stayed at the club house a goodly share of the time. It might be remarked that these men are terrible eaters—any one of them can easily take care of three meals suitable for an ordinary mortal.

"THE DARK SECRET."

Friday evening, when a ring at the C. C. C. front door was answered, an inquiry was made for Mr. Zimmerman. "Tell him a gentleman from Jersey is here," said the caller. Zimmy went to the door and uttered an exclamation—"What, the Dark Secret?"

It was he.

The "Dark Secret" is a young colored lad name John Backus, who was at every meet on the eastern circuit, and who would follow Zimmy through a sea of fire. When he heard that Zimmy was in Chicago he left Freehold, N. J., went straight to New York and took a "blind baggage" on the New York Central as far as Albany. This was Tuesday night. Then he made a jump to Buffalo and taking a Nickel Plate train reached Cleveland Thursday. He reached Chicago and the C. C. C. house Friday evening at an expense of thirty cents. A song and dance, which he gave, netted him over four dollars, and on that he could probably have encircled the globe. In the east he followed the cracks about, and when a jump was made during the night the "Dark Secret" would be missing. But he would turn up in time for the races in the afternoon, no matter how far he had to go or under what circumstances.



With the close of the World's Fair dedication tournament at Washington Park, Chicago, last Friday and Saturday, the western circuit and the racing season of 1892 ended, though it is more than likely that some sort of a winter circuit will be arranged. The tournament was a success in every particular and the Chicago Cycling Club is the richer by several thousand dollars as a result of much hard labor by the various committees and officers and members. This is the fourth meet given by the club this season, though the first two were but small affairs and arranged only to bring out new racing talent among the members. However, these two small meets netted the club some, \$200 and urged the club to give a larger one Aug. 26 and 27. This gave the club a profit of over a thousand dollars, and allowed a strong team to go on the eastern and western circuits, which proved a big advertisement for the dedication tournament. The profits of the meet will materially aid the club in building its new home on Washington avenue.

THE WEATHER WAS FINE.

Thursday night, when the track was being worked into shape, and when the last necessary arrangements were being made, a gloom overspread the faces of those in charge of the tournament, and the visitors and racing men were also fearful of a postponement, for the sky became cloudy and drops of rain began to fall. There were good prospects of a rainy day on the morrow, and even the weather bureau predicted such. But, happily, Friday morning dawned clear and bright, with a slight wind blowing from the southwest. At 2 o'clock it was very warm and remained so all day. Saturday was a similar day, but towards 5 o'clock the wind shifted to the northwest and the cold wave which came with it made it uncomfortable for those who were not moving about. The wind Saturday was stronger—considerably so—than on Friday, and last quarters were consequently slow.

A LARGE ATTENDANCE.

Because of the dedication exercises at the World's Fair on Friday and the large



Finish of the Invitation Handicap

number of visitors to the grounds Saturday, the transportation facilities were

inadequate, and many were unable to conveniently reach the track. For Friday a large number of complimentary tickets had been issued, and as a result some 12,000 people were on the grounds, two-thirds of whom paid, however. Saturday there were not less than 4,000 in attendance. The crowd was not an enthusiastic one, probably because the grand stand was so far from the track that the riders could not be distinguished except by those who knew them well. But there were many there who had never seen a bicycle race, and not a few expressed themselves as well pleased with the sport as with horse racing. The veranda of the club house was well filled with club members, and about the grounds many an old horseman was located, apparently interested greatly.

PROMINENT PEOPLE PRESENT.

The most prominent people in cycling saw the races and commented most favorably upon the beautiful grounds, the large attendance and the fine, smooth track. Col. Burdette, president of the league, was referee; Howard E. Raymond, chairman of the racing board; F. W. Gerould, chief consul of

The Lincoln Band was there



the Illinois division. Col. Albert A. Pope, Charles E. Randall, Fred Patee, judges. All the members of the racing board and executive were there. H. G. Rouse, T. F. Sheridan and R. C. Lennie were timers; H. B. Hanford and W. A. Shockley announced the results. L. W. Conkling, assisted by R. W. Slusser, was starter, while E. C. Bode was clerk, assisted by T. T. Roe. Marshal Herrick, two or three assistants and a half-dozen policemen kept the track clear of all but officials and contestants, so that there was little trouble in running the races promptly. Each race had a fixed time for starting and Starter Conkling was never more than two minutes behind the schedule, so that no interest in the events was lost.

THE TRACK WAS PERFECT.

Up to the Sunday prior to the date of the meet horses had been allowed on the track for practice, so that it was very rough excepting quite near the pole.

On that day, however, Supt. Connolly of the grounds began working the scraper, and by Friday a faster mile track was never seen. Its surface was hard and dry, and after the smoother had gone over it, it was as level as a cement walk and as fast, too. The eastern men said it certainly ranked ahead of Hartford—well known as a record-breaking track—and next to the half-mile oval at Springfield. The track appears to be a very long mile, but was found to be six feet nine inches short, so the starts were made back of scratch that much for each mile, while the half-mile start was made half that distance back of the post.

THREE RECORDS BROKEN.

The track was fast enough, notwithstanding the wind, to lower three records. In the two-mile handicap Friday, Johnson and Lumsden started at scratch to overtake a field of thirty men, the limit being 350 yards. The latter quit after going a mile, while Johnson overhauled man after man, but was un-

Rhodes wing the piano



able to get a place. He covered the two miles in 4:41, which is world's record in competition.

Friday after the races Winship, Merrill and Banker went for the half-mile flying start triplet record, and succeeded in making it 59 sec., the last quarter being 27 1-4. Saturday the same men made another trial and rode the first quarter in 29 sec. and the half in 57 4-5 sec. Johnson had intended going for the mile record, with the two triplet teams for pacers, but the wind was so strong that he thought it would be useless to make the attempt, and besides he was far from being in the best of shape.

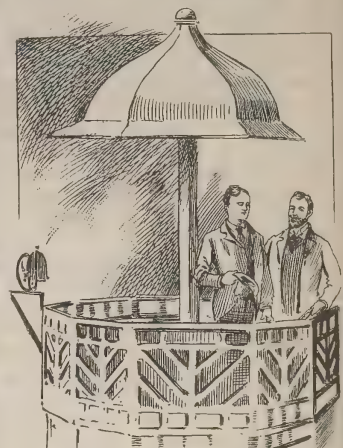
COULDN'T GET RUNNING HORSES.

The management fully intended to have Nancy Hanks, Jay-Eye-See or Mascot in a race against some of the cracks, but these celebrated horses could not be secured because they had other engagements. Running horses, hitched to sulkies for pacemaking in record attempts, was also to be a feature. A whole week was spent in trying to find suitable horses, but in vain. Horses that were fast enough were found, but had never been broken to harness, while those that would pull a sulky could not travel under two minutes for the mile and would, consequently, be of no use, for the triplet could give better service. As it was there were no horses on the grounds, so a great many were disappointed. But it was no fault of the management, for two men were kept busy looking up horses for a whole week.

ZIMMERMAN WAS THERE.

Zimmy attended the meet both days and, in fact, was a visitor to Chicago for a whole week. He was stared at and cheered by all, and when introduced to the great crowd in the grand stand the cheers were loud and long. But Zimmy didn't like it and got out of the judges'

stand and back to the track as soon as possible, while the crowd yelled for a speech. He wasn't in the speech busi-



Zimmerman is introduced

ness just then and took advantage of an opportunity to go to the half-mile post to start Wheeler in order to escape the crowd. When he went up into the grand stand he was surrounded immediately and had hard work to get through the crowd. Zimmy didn't ride, though he expected to when he started. He was not in shape and had been advised to quit racing for the season. In fact his physician had cautioned him against getting on a wheel—and he obeyed the doctor.

MUSIC AND TRICK RIDING.

The Lincoln C. C. band was on hand both days, and the fifteen members gave some excellent music. They were attired in neat cycling costumes and were greatly admired. Although somewhat new, the organization is very complete, and a year hence will prove a strong card at all the principal meets. A. J. Nicolet, of the Chicago club, gave clever performances of trick and fancy riding on the ordinary, Eagle and safety, and when he rode past the grand stand on the wheel of the latter type he was given a hearty applause. Johnson, of 1:56 3-5 fame, also attracted considerable attention, while the "Milwaukee push" saw to it that Sanger's presence was made known. Modest Harry Tyler made friends with the crowd and the racing men. He did not do particularly well, but it was owing to a fall in Canada a short time since, which prevented more than two or three days' training.

First Day's Races.

One-mile, novice—First heat—J. E. Hudson, Wash. C. C. 1; H. E. Skinner, Chicago, 2; W. E. Barnum, Eng. C. C. 3; D. Robertson, Chicago, 4; time, 2:37. There were eleven starters, and up to the three-quarter pole it was anybody's race. Hudson made a good spurt and finished ten yards ahead of the bunch.

Second heat—A. D. Kennedy, Jr., I. C. C. 1; F. C. Becker, Blue Is. C. C. 2; C. E. Jones, Chicago, 3; C. J. Guthrie, Eng. C. C. 4; time, 2:47 2-5. There were ten starters. Kennedy won by two lengths, a length separating second and third.

Final heat—J. E. Hudson, 1; A. D. Kennedy, Jr., 2; H. E. Skinner, 3; time, 2:40. There were eight starters, Hudson winning by several lengths.

One-mile, 2:20 class—W. A. Rhodes, C. C. C. 1; J. P. Bliss, C. C. C. 2; C. W. Davis, C. C. C. 3; H. A. Githens, C. C. C. 4; time, 2:30 1-5. There were fifteen starters, including Sanger, Johnson, Smith, Barrett, Hess, Keator, Dorntge and Ballard. Sanger fell on the back stretch and three others went down. He protested Davis, claiming that the Chicago man had cut in front of him, striking his wheel. Davis was disqualified. A limit of 2:40 was set on the race. Rhodes made a jump at the three-quarter pole and got a good lead. Close to the finish Bliss forged into second place. Sanger was badly scratched and several wheels were wrecked.

Half-mile, handicap—First heat—G. L. Emmerson, Eng. C. C. 70 yards, 1; D. B. Southern, L. C. C. 70 yards, 2; G. C. Smith, U. C. R. 20 yards, 3; R. F. Richardson, C. C. C. 75 yards, 4; time, 1:04 2-5. There were sixteen starters, Davis being on scratch. Emmerson won by a yard from

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Southern, who was hardly a foot in front of George Smith.

Second heat—A. E. Lumsden, C. C. C., scratch, 1; G. K. Barrett, C. C. C., 20 yards, 2; H. R. Winship, Eng. C. C., 40 yards, 3; time, 1:19 1-5. There were no other starters and no need of hurrying. Lumsden passed Barrett ten yards from the tape.

Third heat—Roy Keator, C. C. C., 60 yards, 1; H. F. Heuman, Nat. A. C., 60 yards, 2; Carl Hess, M. A. C., 85 yards, 3; time, 1:06 3-5. Some of those in the second heat were started in this heat, which was won by two yards.

Fourth (extra) heat—P. H. Sercombe, Mil. W., 100 yards, 1; W. A. Rhodes, C. C. C., 15 yards, 2; W. C. Sanger, Mil. W., scratch, 3; A. L. Leonhardt, Cal. W., 50 yards, 4; time, 1:06 1-5. Some of those who did not come out for the other heats were

the tape, while Lumsden beat Barrett out for third. The Milwaukee man received a great ovation on winning the only race in which he finished. He started in one other only, but fell.

One-mile, 2:40 class—First heat—O. C. Green, 1; A. L. Leonhardt, 2; A. T. Heywood, 3; time, 2:45 2-5. Green took things easy until two hundred yards from the tape, when he went up like a shot and won five yards to spare.

Second heat—G. L. Emmerson, 1; H. F. Heuman, 2; G. E. Wilkinson, Elgin, 3; time, 2:45 1-5. Emerson won by a half-length.

Two-mile, 5:00—C. W. Dornette, 1; J. P. Bliss, 2; E. W. Ballard, 3; O. C. Green, 4; time, 5:26 1-5. A baker's dozen started and the race began at the three-quarter pole. From that point to the tape it was anybody for first, but Dornette secured a slight lead and kept it, though Bliss fought him hard, while Ballard was close up.

**

The Second Day.

Quarter-mile, open—George C. Smith, U. C. R., 1; W. A. Rhodes, C. C. C., 2; A. E. Lumsden, C. C. C., 3; time, :35. Also rode Tyler, Davis, Barrett and Wheeler. Smith got a good lead at the start but was nearly overhauled at the finish. He won by a scant foot from Rhodes, who beat Lumsden.

One-mile, 2:40 class, final—O. C. Green, C. C. C., 1; W. Bainbridge, Col. W., 2; W. F. Heuman, Nat. A. C., 3; A. T. Heywood, L. C. C., 4; time, 2:39 1-5. There were five other starters. The limit was 2:55 and no run-over, so that a good race was the result. Green won the race in the last hundred yards.

Five-mile, invitation handicap—Carl Hess, M. A. C., 325 yards, 1; J. P. Bliss, C. C. C., 175 yards, 2; O. C. Green, 350 yards, 3; time, 14:15 1-5. A Frenchman named Osborne was permitted to start scratch, but got over only about four miles when the winner crossed the tape. Bliss made a splendid spurt at the finish and all but beat Hess. Bainbridge had 600 yards and kept a good lead until he caught Ulbricht (of the same club) who had dropped back two-thirds of a lap. Then Ulbricht made pace for him and he was first over the tape. A protest was allowed Bainbridge was disqualified and the race given to Hess. When the back-mark man caught the field a grand loaf began, no notice being taken of Bainbridge, thought it was not known to the others that he was taking Ulbricht's pace.

Half-mile, open, first heat—John S. Johnson, C. C. C., 1; W. A. Rhodes, 2; H. A. Githens, C. C. C., 3; time, 1:19. A loaf all the way, as there were no other starters.

Second heat—A. E. Lumsden, 1; C. W. Davis, C.

C. C., 2; G. K. Barrett, C. C. C., 3; Roy Keator, C. C. C., 4; time, 1:08 1-5. This was a hustling race all the way through, although the four who qualified were the only starters.

Final heat—C. W. Davis, 1; W. A. Rhodes, 2; J. S. Johnson, 3; A. E. Lumsden, 4; time, 1:44. This was such a grand loaf that those who pushed the men off and the starter mounted their wheels and finished before the contestants. But it was a fight for the last hundred yards and a good victory for Davis.

One-mile handicap, 2:30 record—E. W. Ballard, C. C. C., 75 yards, 1; J. P. Bliss, 40 yards, 2; G. K. Barrett, 40 yards, 3; O. C. Green, 100 yards, 4; time, 2:25 2-5. Bliss and Barrett caught the bunch on the last quarter, but could not overtake Ballard, who won by ten yards, half that distance being between second and third.



One-mile, dedication (piano race), prizes for quarters—W. A. Rhodes, 1; A. E. Lumsden, 2; C. W. Davis, 3; H. C. Tyler, S. B. C., 4; H. A. Githens, 5; time, 2:47. The time limit was 2:45, but the referee allowed the race. Keator was given a tip to go for the first quarter, which he got with ease. Then he kept on going, and opened a gap of a hundred or more yards, passing the half way ahead. Here he slowed up, looked around to see where the others were and again went out—for the three-quarters, which he secured. Then he went for glory and the piano, as he said, but the bunch passed him. The fight down the stretch was hot, and Rhodes won by a length. He was carried on the shoulders of two club-mates be-

fore the grand stand amid great applause. Keator certainly could have won the piano had he not slowed up after passing the half-mile post.

Half-mile handicap, final—G. L. Emmerson, Eng. C. C., 70 yards, 1; G. C. Smith, U. C. R., 20 yards, 2; E. W. Ballard, 45 yards, 3; P. H. Sercombe, Mil. W., 100 yards, 4; time, 1:04 4-5. Emmerson won by a length.

One-mile, triplet, flying start—Banker, Merrill and Winship, 1; Bliss, Githens and Barrett, 2; time, 2: 9 1-5. The time limit was 2:20 and the winners were twenty-five yards ahead at the finish. This was because the tire of the other machine went flat.

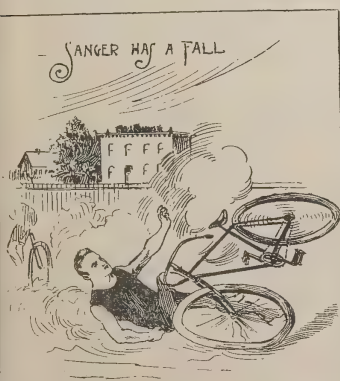
Bicycle and Trotting Races.

At the trotting races at Franklin Park, Boston, last week Wednesday, bicycle racing appeared to be the feature of the day. There were three races on the programme. The first, the novice, was won by H. P. McGeary in 2:55, A. B. Jewell second and A. R. Schultz third. In the three-minute class there were eight starters, H. W. Robinson of Malden being first in 2:44, F. H. Pratt of Linden second, and W. F. Coleman third. In the free-for-all there were a dozen starters. E. A. McDuffie was first in 2:41, P. J. Berlo second and Connolly third. H. W. Robinson made pace from the start to the head of the stretch, and then came in fourth.

* * *

The Race Didn't Take Place.

Last week Saturday Buffalians thought they would have a road race, but now it is as far off as ever. At a meeting held on the evening of last Thursday, at which the Buffalo Athletic Club, the Press C. C. and the Ramblers B. C. of Buffalo were present, and also the Genesee Wheeling Club of Rochester, through their delegates, all the details were arranged and decided upon; but it seems that when the delegate from Rochester reported there was war in the camp and his work was not accepted. The clubs had decided to make the run over the course from Buffalo to Corfu



put into this one. It was a close finish between Rhodes, Sanger and Leonhardt.

Two-mile, handicap—W. A. Rhodes, 75 yards 1; O. C. Green, 175 yards, 2; G. L. Emmerson, 275 yards, 3; J. P. Bliss, 75 yards, 4; time, 4:39 3-5. Johnson and Lumsden were the only scratch men, the latter dropping out at a mile and three-quarters, while Johnson rode to fifth place in 4:41, world's competition record. Rhodes made a good spurt and maintained it across the tape, a length ahead of Green.

Two-mile, open—W. C. Sanger, 1; H. C. Tyler, S. B. C., 2; A. E. Lumsden, 3; G. K. Barrett, 4; J. S. Johnson, 5; time, 5:13 2-5. This was the best race of the day, an even dozen starting. It was not fast except at the finish, which was close, Sanger pushing a foot ahead of Tyler when near

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and return, with six men in each team, and each club was to put up \$25 toward the grand prize. When this decision was announced the Buffalo A. C. at once backed down and out, which was considerable of a surprise to everyone, as it has been hankerin' for a go between itself and the Rochester boys. The B. A. C. was the only club to do any kicking, and everything pointed to an interesting race between the clubs remaining.

It was expected that an interesting run of 200 miles between Foell of the Press and Klipfel of the Ramblers as per challenges would have been a thing of the past by this time, but now that, too, is thrown over. Foell waited so long before he formally answered Klipfel's challenge that the latter got tired and settled down to business and politics, and when Foell's answer came Klipfel said, "too late"

* * *

A California Field Day.

The Los Angeles (Cal.) Athletic Club gives its fall field day at Athletic Park Thanksgiving day, when the following cycle events will take place: One-mile, novice; one-mile, open; one-mile, 2:35 class; half-mile, open; two-mile, handicap.

* * *

Philadelphia's Local Meet.

The race meet of the Tioga Athletic Association on Columbus day was a genuine local affair, their being no "cracks" what-ever present. There has, however, been no meet this season where the majority of the finishes have been so close, the natural result of so many evenly-classed riders. Following is the summary:

One-mile, novice—First heat—Frank Bennett, 1; W. C. Wunder, C. C., 2; W. Carson, 3; time, 3:15 1-5.

Second heat—S. N. Lafferty, Eclipse Wheelmen, 1; C. M. Simpson, Eclipse Wheelmen, 2; H. Koehler, Dorian A. C., 3; time, 3:14.

Final heat—S. N. Lafferty, 1; W. C. Wunder, 2; time, 2:52.

Third-mile, scratch—H. T. Wunder, C. C., 1; J. J. Diver, A. C. S. N., 2; O. S. Brandt, M. A. C., 3; time, :49 4-5.

One-mile, 3:00 class—First heat—C. A. Marple, T. A. A., 1; S. H. Rich, C. C., 2; Joseph Huston, Dorian A. C., 3; time, 2:55.

Second heat—S. N. Lafferty, 1; C. Miller, E. C., 2; G. F. Bowman, Q. C. W., 3; time, 2:19 4-5.

Final Heat—S. H. Rich, 1; A. C. Marple, 2; C. Miller, 3; time, 3:20.

One-mile, handicap—H. Butcher, E. W., 135 yds., 1; J. J. Diver, 70, 2; J. C. Donnelly, O. W., 30, 3; time, 2:32 2-5.

One-mile, tandem, handicap—A. A. Gracey and H. T. Wunder, 25 yds., 1; E. E. Hersh and A. L. Biery, Allentown, 90 yds., 2; time, 2:38 2-5.

One-mile, 2:40 class—H. N. Swank, P. A. W., 1; J. J. Diver, 2; W. Hunter, 3; time, 5:55 3-5.

Two-mile, handicap—H. Butcher, 250 yds., 1; W. Pollock, Dorian A. C., 170, 2; H. N. Swank, 160, 3; time, 5:22 4-5.

One-mile, handicap, T. A. A.—H. T. Wunder, scratch, 1; A. C. Marble, 90 yds., 2; J. C. Donnelly, 30, 3; time, 2:30.

* * *

The Scheme is Off.

The prospect of Messrs. Quin and Hinkle renting the Milwaukee Exposition building during the present winter has been abandoned, as they were unable to make a satisfactory lease. It was their intention to have bicycle races every Saturday evening, and at that rate it would not have taken long to destroy all interest in the sport. Mr. Quin is proprietor of Athletic Park, and is considering very seriously the advisability of building a quarter-mile track. If he should do so, there is no doubt that it could be made very popular.

* * *

Tournament at Newark, Ohio.

The first tournament of the Licking Cycling Club of Newark, Ohio, was held at the fair grounds on Friday afternoon last, and was an unequalled success. About two thousand people were present and the club will realize a neat sum from the affair. The weather was perfect and the track in fair condition. The races

were interesting and the finishes close in nearly all events, although French easily won every open race, carrying away two go'd watches and a diamond pin. The officers were: Referee, B. V. K. Schulz, Zanesville, O.; judges, S. M. Culbertson, Zanesville; E. P. Moore, Columbus; E. F. Appy, Granville.

SUMMARY.

Half-mile, club—J. J. Daniels, 1; J. R. Brown, 2; H. D. Simpson, 3; time, 1:19.

One-mile, 2:50 class—E. Zarskey, Akron, 1; F. W. Elliott, Zanesville, 3; S. I. Wilson, Columbus, 3; time, 3:03.

Half-mile, boys under fourteen—Fred King, Newark, 1; Harvey McCreary, Mt. Vernon, 2; Fred Johnson, Newark, 3; time, 1:31 2-5.

One-mile, open—A. N. French, Columbus, 1; E. Zarskey, Akron, 2; W. C. Hughes, Zanesville, 3; time, 2:45.

Quarter-mile, county—J. R. Brown, 1; H. L. Simpson, 2; B. B. Jones, 3; time, :38 1-5.

Five-mile, club—J. J. Daniels, 1; H. L. Simpson, 2; H. D. Rank, 3; time, 16:30.

Half-mile, open—A. N. French, Columbus, 1; E. Zarskey, Akron, 2; F. W. Elliott, Zanesville, 3; time, 1:16 3-5.

Two-mile, lap, open—A. N. French, 13 points, 1; S. I. Wilson, 6 points, 2; W. C. Hughes, 2 points, 3.

Fifty-yard, slow—George Boyles, 1; H. D. Rank, 2; time, 1:26.

One-mile, county—J. J. Daniels, 1; H. I. Holmes, 2; Grove B. Jones, 3; time, 2:43 2-5.

Two-mile, team—Newark, 44 points; Granville, 40 points.

Consolation, H. Dorsey, 1; C. E. Harris, 2; C. B. Allen, 3.

Just About the Size of It.

It would be a hopeless and thankless task to even attempt to raise the present cyclists to a pure amateur basis; I fear they are imbued with the taint of professionalism beyond redemption; they do not want a pure amateur basis; by their own confession they would prefer money prizes, and they are racing to-day solely for what they can make out of it.

It must be extremely mortifying to American sportsmen—it is to me—not to be able to point with pride to the fast riding of our racing cyclists as the work

of amateurs. How can one be proud of a countryman, be his work ever so clever, who is riding under false colors, which is tantamount to saying he is leading a dishonest life? A man who is dishonest in his sport I would not trust in any walk of life. There are no degrees of honesty.

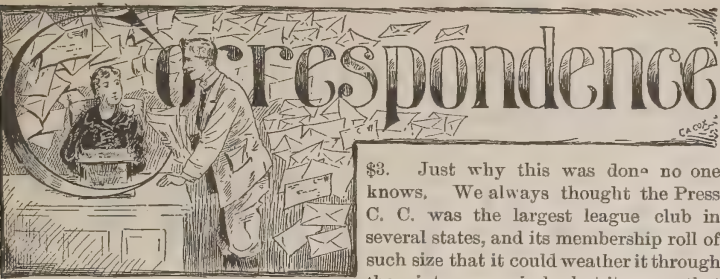
I claim that some of the manufacturers and some of our clubs are responsible for the souls of many unsophisticated young men whom they have led astray. I have no language strong enough to express my contempt and the contempt of all fair-minded men for the officials of clubs who deliberately plan the pollution of the innocent and ignorant lads for the sake of securing a few more points than the rival club.

This question of legislation in amateur sport is too lightly considered, and entrusted too often to men not in touch with its truer and higher significance. Sport is an educator of the boy; if he is honest and fair in that, he will follow a similar course in the more serious walks of life. If a trickster in his play, he is likely to carry it into his business.—C. W. Whitney, in *Harper's Weekly*.

Prince Didn't Sell the Race.

Jack Prince, in a note to the REFEREE, denies that he sold a race at Springfield, Ohio, on which a bicycle agent had made a bet of \$500. He wants to know who ever heard of a "poor, white amateur bicycle agent betting \$10, let alone \$500." He claims to have ridden twenty-nine races against horses this season, twenty-six of which he won.

At the annual fall athletic meet of Amherst College last week Wednesday, the one-mile safety event was won by Barnes, '95, in 3:20 1-2; Law, '95, second and Burnham, '95, third.



News From Rochester.

ROCHESTER, Oct. 24.—Once more the delegates to the Rochester Wheelmen's League have cast off the armor of jealousy and have all put their shoulder to the wheel, as it were, for better legislation in the association.

The bitterness which had prevailed so long was not washed away until a few evenings ago, when the Genesee Club withdrew its resignation; the removal of the old secretary was made and a substitution of two delegates was necessitated. As a result, harmony and unitedness is the rule, and now the members are better organized to advocate plans for the advancement of cycling in the city. A meeting was held last Wednesday evening in the rooms of the Rochester Athletic Club, when business of a constructive nature was transacted.

That dreaded disease, known extensively among the cycling and other organizations as dissatisfaction and mismanagement, has been contracted by the West End club with fatal results. The disease attained such malignant proportions that the patient succumbed last Thursday evening, and the burial occurred a few days later. So what was once one of the largest and most dignified wheeling clubs in western New York has now passed into oblivion.

The Ramblers' entertainment committee is hustling, and a pleasant time is anticipated for the cold nights. A theater party is the first event on the programme.

PANHANDLE.

Elections at Grand Rapids.

GRAND RAPIDS, Mich., Oct. 22.—Elections are thicker than hops for the G. R. B. club; it has three different elections at present. First comes the club election on Nov. 1, then the presidential, and during this time the division election is brewing and will be decided Nov. 15. The nominating committee of the club has just put two tickets in the field, both of which are good. The candidates on the first are: President, J. H. Taylor; vice-president, Dr. C. H. Hold; secretary, C. W. Mangold; treasurer, C. E. Richmond; assistant treasurer, Morris White; directors, W. B. Folger, H. W. Stebbins, James Steward, E. P. Crozier, H. L. C. Hall; captain, P. S. Hunt; first lieutenant, W. E. Dyer; second lieutenant, George Andrus; color bearer, George Chase; bugler, W. J. Gouldsbury.

The other ticket contains these names: President, H. W. Stebbins; vice-president, Frank Escott; secretary, Frank Heath; treasurer, P. S. Hunt; assistant treasurer, F. V. Garrett; directors, A. B. Richmond, Fred Denny, R. B. Hain, Leo Andrus, W. S. Turner; captain, J. H. Taylor; first lieutenant, W. R. Simmons; second lieutenant, A. I. Saliers; color bearer, F. S. Gilbert; bugler, W. S. Van Amberg.

The club will give a fine athletic entertainment on Thursday night.

Tuesday night Miss Cora Stebbins will entertain about fifty of the club, at her home, with pedro and dominoes.

QUI VIVE.

Buffalo Cyclists Busy.

BUFFALO, Oct. 24.—The Press C. C. has reduced its entrance fee from \$5 to

\$3. Just why this was done no one knows. We always thought the Press C. C. was the largest league club in several states, and its membership roll of such size that it could weather it through the winter very nicely; but it seems that they are after more members and are in need of their dues to make their expenses balance. The committee of arrangements for the grand ball to be held at Music Hall soon reports everything in good shape for a successful issue.

One afternoon last week W. H. Pensingers, of the B. A. C., made a new mark over the Corfu course. The record was previously held by F. C. Fuhrman, of the Ramblers, at 3 hrs. and 10 min., but it is now reduced to 2 hrs. and 50 min. by this latest effort. This course is becoming the "proper thing" to tackle for record. The brothers Buse, on their tandem, made the fifty miles in 2 hrs. and 45 min. a day or two after Pensingers. Pensingers holds the fifty-mile straightaway record at 2 hrs. 11 min. 30 sec., made Aug. 1, 1891, at the time of the Press-Rambler road race. Speaking of the Buse brothers, we are reminded that these boys are doing some very fine riding on their tandem, and are in good condition, giving their friends some idea of what may be expected from them next season, and they certainly are able to fulfil all expectations.

Centuries were made by nearly all of the 100-mile runners yesterday, as the roads in this neighborhood were in good condition, and the fine state of the weather was such that the opportunity could not be passed. Among those who made these runs were Foell, of the Press C. C., who finished his thirty-second century for the season; F. F. Klipfel, of the Ramblers, making his twenty-fourth; also Cleveland and Buss, of the same club, each added another 100 miles to their records. Yesterday saw several of the Buffalo B. C. club members out for a run, and they showed that, although not so prominent as some of the other clubs in affairs of the road, they are still in it when the occasion demands or they feel like it. This club has arranged a good programme of winter amusements, and will see that it is carried out with careful attention to the least of the details for the comfort and gratification of its members and their friends.

If a pleasing programme, a full house and perfect satisfaction at the conclusion of the evening's amusement constitutes a successful event, the Ramblers were right in it. A schedule of boxing and boxing events had been arranged and was most evenly carried out, terminating in a burlesque fight between two of the club men disguised as noted pugilists, which fairly took the audience by storm, and produced no end of hilarity and fun. This last was quite a novel idea, besides being something new to this part of the country, and is deserving of considerable praise. The gymnasium of this club is to receive several new pieces of apparatus, and the work, which is to begin in it at once, will be under the personal supervision of Instructor Brunner.

WILLIE DUNN.

Vice-President Follansbee, of the Garford Manufacturing Company, is in Boston showing '93 Garford saddles to the New England manufacturers.

It is reported that the Pope Manufacturing Company spent \$243,000 in advertising last year, and that the profits of the business were not far from \$700,000.

ZIMMY AND SANGER NOT MATCHED.

There Was Talk of Such a Thing, but That Was All.

The cycling public in general, and that of Chicago in particular, has been thrown into a state of excitement over the report that Zimmerman and Sanger were to ride a series of races for a prize of \$1,000 a side and a side bet of \$20,000, or something like that. Several daily papers in Chicago came out with "scare heads" announcing all this, when as a matter of fact there is not a particle of truth in the story, and once again the cycling scribes of the *Post*, *Tribune* and *Inter Ocean* have "fallen down." It came about in this manner. P. H. Sercombe, of Milwaukee, whose wheel Sanger rides and is shortly to sell on the road, was talking with several others about the relative merits of Sanger, Zimmerman and others. Sercombe said Sanger could beat any man living and offered to bet \$500 that he could. Troy and Zimmy were both within hearing and immediately jumped up. Zimmy said he could get fit in ten days and assured Troy he would ride against Sanger if the stake were large enough. Troy said the Jerseyman would not consent to go south and train for such a race unless the stake was at least \$1,000, for half that amount would be eaten up in traveling and training expenses. But he was willing to put \$1,000 on Zimmy and *Sporting Life* had plenty more if necessary. That was the last heard of the Milwaukee bluff, and it is not at all probable that a match will ever take place. The *Tribune* had this to say:

Mr. Sercombe evinced an anxiety to have the match come off at the Exposition Building track in Milwaukee. It would never do, for the track is something like ten laps to the mile and anything but speedy, though it would be good enough for a spectacle. If either man should elect to have a good, stiff race, a first-class track would be the prime requisite. If it is to be a series of loafs and final dashes, the matter might as well go to Milwaukee as any place else. But there is an imperative demand for speed, uniform speed, and that can only be obtained on a half-mile or a mile circuit. It is proposed to set a time limit of 2:26 on the mile event, a limit of 5:00 on the two mile, and a limit of 13:00 on the five-mile race. This would net something worth witnessing, give full opportunity for head work or track science. Even pacemakers might be allowed to insure remarkable speed from these remarkable men. Several small bets and one or two considerable ones were recorded yesterday at 2 to 1 in favor of Zimmerman. The betting is done on public form, Zimmerman having a record of a flying start mile in 2:06 4-5, as against Sanger's 2:10. But then the Milwaukee man never had the advantage of his great rival. At two miles Zimmerman without a peer until the other day, when Windle displaced his record. Windle also effaced his five-mile record. So on public form Zimmerman is entitled to the call in the betting, for Sanger holds no records.

The above is nicely gotten up but there are no facts about it; it is merely the work of a reporter who was compelled to serve up some news in the cycling line. We have great respect for Sanger's riding ability, but we miss our guess if Zimmy couldn't cross the tape twenty yards ahead of the Milwaukeean in a mile race. It must not be forgotten that Sanger did not dare take up Barrett's challenge for a series of races, and Barrett is by no means the equal of Zimmerman.

THE MILWAUKEE SIDE OF IT.

MILWAUKEE, Oct. 25.—Mcney to bet on Sanger, should the race between he and Zimmerman be arranged, is as plentiful in Milwaukee as the most enthusiastic sport could desire. From many sides comes the assurance that Sanger's friends are legion, and that they will not be afraid to back their convictions that the Badger boy is the peer of any wheelman of the universe. He has advanced in one season from almost obscurity to a leading position among the representative racing men of the world. The friends of Sanger are endeavoring to

arrange a series of races between he and A. A. Zimmerman. As an evidence of their integrity in the matter a forfeit of \$500 has been deposited by P. H. Sercombe and F. H. Bolte of the Sercombe-Bolte Manufacturing Company, with the sporting editor of the *Chicago Tribune* as part of a stake of \$1,000 (in the form of a trophy) to be contested for. Mr. Sercombe states that they have no choice of tracks, and that they will be perfectly satisfied with the surface of any track selected.

It may be the opinion in some quarters that the talk about a race for the championship of the world between Sanger and Zimmerman is only a bluff and an advertising scheme, but I am informed by the Milwaukee parties interested that they are in earnest and mean business from the word go. The Milwaukee people claim that the matter was pushed onto them and they have accepted the challenge with the avowed purpose of seeing it through, cost what it will.

A Sad Occurrence.

The team race of the South End Wheelmen on Columbus day at the Point Breeze track were marred by a sad occurrence. The race was between two teams chosen by the two lieutenants from those entering, the plan being that the team scoring the greatest number of points was to be entertained at supper by the losers. Shortly after the finish of the race W. H. Marriott, one of the riders, dropped suddenly to the ground unconscious. Efforts were made to resuscitate him by those present, and one of the best men dispatched for an ambulance. But efforts were of no avail, as he had evidently expired shortly after falling.

Mr. Marriott was an enthusiastic wheelman, having taken up the sport some three years since by advice of his physician, who said that he could not live long unless he took some active exercise, being subject to the disease which caused his death—heart failure. On this account and because of his age (52) he was never known to over-exert himself, and while riding in this race he did so only for amusement, starting and finishing last, making no effort to do more, his only idea being to be eligible to the festivities which were to follow. Mr. Marriott was an ardent supporter of anything connected with cycling affairs, an esteemed and popular member of his club, of which he was one of the board of directors, and was the father of F. B. Marriott, one of Philadelphia's fastest riders. He was a prominent down town business man.

Bert Myers to Wed.

Bert Myers, the well-known racing man, is about to take unto himself a better half; in fact by the time this paper goes to press the affair will have taken place. The lady is Miss Grace Hazard, daughter of S. B. Hazard of the firm of Rouse, Hazard & Company. She is one of Peoria's four hundred and is held in very high esteem by all who have the pleasure of her acquaintance. The wedding is booked for Wednesday evening, Oct. 26.

Nancy as a Trade Mark.

The McIntosh-Huntington Company has been granted a patent on a trade-mark, a cut of which is shown herewith. The trade-mark is to be used on bicycles and articles accessory thereto. The trade-mark is No. 21,873, and was registered at the patent office Oct. 18.



THE MORGAN & WRIGHT TIRES

Have now been before the public for one year, and it is upon the record which they have made on road and path that we must base our claim to further patronage. We trust it will be remembered that we have never made exaggerated claims for our tires. As we have always held the opinion that such claims, in the present state of the art, would be premature. We are still seeking improvement in our tires, and have the satisfaction of seeing those we have made during the past year imitated and copied by a number of makers whose ideas as to what constitutes a good tire have not in the past met with public approval. We have seen letters and heard trade arguments put forth by our competitors, who are now copying our tires, to the effect that they are using better material and making better tires than we can produce. We are perfectly willing to leave these claims to the test of time.

We ask our friends and patrons, however, to consider carefully these claims of superior quality and material. The selection of material for the **Morgan & Wright Tire** has been the work of over a year, and after innumerable tests in our factory and on the road, we have made such changes as experience has shown to be needful. During the past year we have made all repairs free of charge, and this has enabled us to learn from the experience of thousands of riders throughout the United States the weak points in our tires, and the public can rest in confidence that we know more about the quality of our goods and what is necessary to produce a perfect article than competitors who simply copy our methods and depend upon the stretching of a SAMPLE of rubber, before the eyes of a customer, to convince that they have more ability as rubber manufacturers. The head of our concern has been an experimenter in rubber fabrics for twelve years, and the business of our concern has been built up from very moderate beginnings, under the pressure of necessity. We do not claim superiority over every one on earth, and we are still experimenting, as we wish to keep up with the times. We shall never descend to detraction of the goods made by others; and what we have to say is in self-defense, against trade arguments being used by competitors, which, should they appear in public print, would give good grounds for an action for libel. We can assure our friends that we use the best material obtainable, that we shall improve our tires just as often as experience points the way, that we have manufacturing facilities and abundant capital to fulfill all our contracts, and with this we know we shall receive all the patronage which our product may deserve.

We have applied for patents on our tires and have every reason to believe that our work of the past year has discovered patentable features, and that our claims to such will be allowed.

All tires made by us after November 1st will be branded with our firm name and be marked "Patent applied for."

MORGAN & WRIGHT, CHICAGO.

STARLEY ON THE TRADE

THE WELL-KNOWN ENGLISH MAKER
GIVES INTERESTING FACTS.

American Cities, He Thinks, Are Immense, but Chicago Leads All—Condition of the Market—The Safety and Geared Ordinary.

This is my first visit and my first acquaintance with America, and although I had formed an idea that you were very advanced in many ways, and that for energy, ability and intelligence in the pursuit of productive enterprise there was very little to be desired, I am bound to confess that I am astonished at the wonderful strides that have been made. To an ordinary Englishman who has not visited your country it is difficult to conceive without personal observation just what position you are in. I had, of course, formed impressions as to the general character of the Americans from coming in contact with them in England and, generally speaking, had considered that one of the marked characteristics was this—that they looked ahead and set a value upon prospective possibilities, whereas we in England are more likely to judge of a thing by its past. The former has always seemed to me to offer advantages in many ways, though it also has its disadvantages. For instance, they may open to receive anything new, that speedily becomes a thing of the past; whereas in England, although it may take in many cases a long time to take up anything new, it may be a long time before the thing that is taken up is found useless and is discarded. It is astonishing to me to find how quickly your knowledge is circulated through America. Although it is such a vast country, it seems remarkable to what extent any new idea or thought that is known the community in one part of the country is made known to the other, and how quickly the new idea is grasped.

CHICAGO LEADS ALL.

One can not help feeling impressed as he enters New York harbor of the general style of the city. Also its busy ways and large buildings, together with the very handy, though, to our way of thinking, unconventional manner of conveying passengers by the elevated railway, are all very striking features. The tall buildings also are quite astonishing. The unconventional is further illustrated by a trip to Washington, a city totally different to New York, and one which has many attractions. But for energy and growth and for wonderful strides, Chicago seems to be decidedly ahead. When I visited the French exhibition and saw the perfect manner in which all details were carried out in connection with the buildings and the surroundings of the buildings in the grounds of that exhibition, I was strongly of the opinion that no other country could work up so perfect a sight as the French, but I am bound to say that after a visit to your World's Fair it promises to become far greater than anything else ever yet done. It is really astonishing, and no one can form an opinion of it unless they see it.

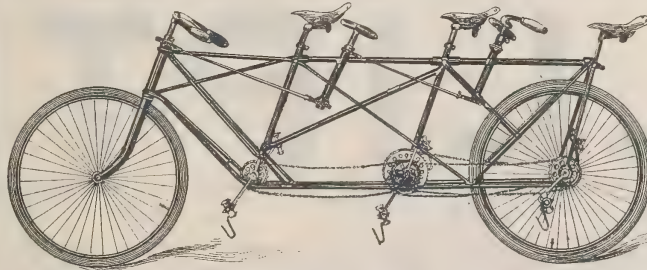
With regard to the trade in America, although I think there will be a good demand for English bicycles for the next year or two, I am of opinion that it will not be many years before you will make nearly all the machines you will require for your use. More especially will this be so when the cycle becomes an established form of machine, as your method of production are much more thorough than ours, and where the form and de-

tails become established so that a quantity can be made you will have a still further advantage. But while our principles of production in many instances are not so thorough as yours, they admit of changes without loss, and enable us to adapt ourselves to altered circumstances more readily than does your system of producing, and hence it is, while the bicycle in form and detail is subject to change from time to time, we shall always have a certain advantage. Apart from this, the industry having been established longer in England, we manufacture more parts, which is an additional help to us, we also control the fashion, which is also in our favor.

IN THE BUSINESS TWENTY YEARS.

I find it was just twenty years last May since I entered the cycle trade, and since that I have seen a great many changes. It is incalculable the number of forms the various parts have taken from time to time, and the improvements or supposed improvements that have been made in them. Then apart from this, there has been seven or eight distinct forms. The first bicycle was, of course, the hobby horse. After that came the bicycle worked with pedals, attached to cranks driven from the front wheel, which has had such a long run, and which is to-day known as the ordinary, I presume in consequence of having been the first form of bicycle that took the public taste. Some few years

fully warranted in the estimate we had formed as to its advantage by hearing constantly of riders who were able to ascend steeper grades than they had ever been able to before, either on a bicycle or tricycle, which fully proved that our estimate was a correct one. It had always seemed to me an omoly that a tall man should ride a high wheel and a short man a low one, as in the case of the ordinary bicycle, and that the distance he sat from the ground was determined by the length of his legs, for in some instances a short man is stronger than a tall one and has quite sufficient power to impel a large machine if he could only reach it, and with a geared-up machine this can be regulated beside. It is quite clear that the nearer one sits to the ground the less he is affected by wind pressure, which is a serious item under certain conditions. In addition to this, with the ordinary bicycle in going up hill the weight is distributed over the two wheels, and a larger weight placed upon the back wheel than when going along a level road, which is distinctly the reverse of what is desirable, and the same principle applies to the geared ordinary. I am strongly of the opinion that the geared ordinary is a step backward and not a step in advance. There are some riders who require a change, I fully admit, but I think the general public will be slow to take such a machine. Indeed



The Winton Triplet.

The Winton triplet, upon which Banker, Merrill and Winship broke the records at Washington Park Saturday, has thirty-inch wheels, one and three-quarters-inch front and two-inch rear tires, six and a half-foot wheel base—nine feet over all—seventy five pounds in weight, eighty gear, special anti-friction chain gearing, and sprocket steering arrangement. The wheel is splendidly braced and the riders obtain the same position as on a single wheel.

after this the tricycle was made in such a form that it could be ridden with less fatigue than was caused by walking, and for several years this came in for a fair share of attention until it became a very perfect machine. But it was found inconvenient to store it. Nevertheless its safety had induced many to ride the tricycle who would never have ridden the bicycle. To get over the difficulty of storing, a bicycle known as the Facile was introduced, and had a very good run on account of its safety. This soon led to the introduction of a machine known as the Kangaroo, and that in turn made way for the Rover. I often think it is our pity that in order to distinguish it, its should have been termed a "safety," for although it was safe, that is only one of its good points, and in introducing the Rover, although I was quite alive to the value of the safety of the machine, it was certainly not the cardinal point I had in mind when I introduced it, but rather this: I felt confident there were principles in cycle construction that had, up to the time of the introduction of this machine, never been obtained, and I felt confident that there was still a valuable force that had never been utilized before, and it was to obtain this force that I placed a man on the bicycle in the position I did.

SOON LEARNED THE GOOD QUALITIES.

It was not many months after the introduction of the Rover before we were

I feel convinced that for middle-aged riders there will be very few who would care to change from a rear driver to such a machine. Not only do I believe it is not a bit faster, if so fast, as the rear driver, but I believe the tendency to distribute the weight between the two wheels instead of bringing it almost entirely upon one, as in the case of the Rover, is a wrong one. In addition to this, I do not think it is possible that any kind of gearing can be made that will run so easily as a chain, which, provided it is kept clean, is one of the best means of connection that it is possible to make. That it is open to serious objection at the present time there can be no doubt, as being near the ground and exposed to dust and dirt, it can not, of course, work perfectly, but cover it in with some dust-tight cover (oil-tight, if preferred) and it would be perfect. I don't think any first-class machine will be considered complete without it.

MAY BE RIDING ONE WHEEL SOON.

I think the only thing that makes a geared ordinary possible is the pneumatic tire. As I have already expressed my opinion of this tire, it is hardly worth while to mention it here. When the bicycle was first introduced it was looked upon as rather an accomplishment to be able to balance upon two wheels, but to-day it is regarded as a matter of perhaps two or three hours' practice. I am strongly of the opinion

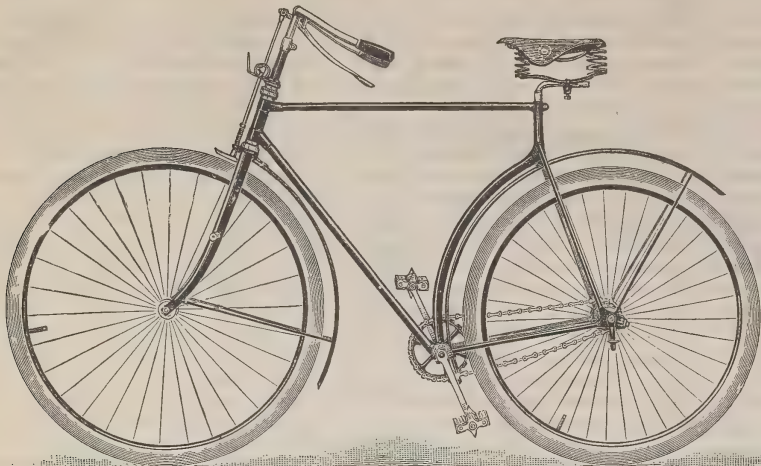
that the time is not far distant when it will be regarded as a great advantage to ride almost entirely upon one wheel, and with this idea in mind, I took out a patent about a year ago for a bicycle, for which I registered the name *bunicycle*, which combines as nearly as possible the words *bi* and *uni* cycle as I could claim, and it was intended to convey the idea that although it was a bicycle, in effect it was a *unicycle*. I am strongly of the opinion that it will not be long before the advantage of such a machine will be fully realized. The fact that riders have during the last year or two found it better to sit well back over the rear wheel proves that the machine runs more easily when they are placed in that position, and I think when the additional advantage of a spring is obtained in such a manner that they will be still more isolated from the vibration set up by the uneven surface of the roads, such a machine will be regarded as the best, so that apart from the mechanical details there is a distinct difference in principle between the rear driver and the geared ordinary. One distributes the weight over the two wheels, especially uphill, while the other carries it almost entirely upon one, and I think there is no doubt that the latter will prove itself the best in the end.

TRADE WILL BE MORE DIVIDED.

I see no reason to think there will be less demand in England and Europe generally than there hitherto has been. In consequence, however, of so many makers starting up during the last year or two, it will be much more divided than heretofore. There is, however, one feature that is most marked, and that is the almost universal desire for one form of machine. At one time many makers used to claim it as an advantage to make a large number of patterns, but that would not be considered an advantage to-day, as the form seems very clearly established. Since the introduction of the pneumatic tire we have had to depart from all former ideas of strength, and are now enabled to make machines that we should have considered quite unsafe to carry the weight of a rider a few years ago. There can be no doubt that a machine fitted with a pneumatic tire can be made ten pounds lighter, at least, than could have been made when the small solid tire was used. There is, however, a medium to all things and I am strongly of the opinion that, although for a light expert rider, who is within easy reach of a repair shop, a machine can be made that will carry him over ordinary roads safely, to weigh not more than thirty pounds; that a similar machine, weighing thirty-five pounds, would be found to be a better weight in the end, and for ordinary touring purposes and for riders over middle weight, a machine weighing forty pounds complete would not be too heavy.

MAY NOT MAKE GEARED ORDINARIES.

We shall not make a geared ordinary unless circumstances prove it to be decidedly a superior machine, which we think is not likely to occur. We shall confine ourselves to what we conceive to be the best machine that can be made, and not engage in the trade for anything that may only last a brief season. One of the greatest charms of the ordinary was the ease with which it was steered, but this is entirely lost where the wheel is geared up to revolve faster than the pedals, and the fact that a gear cannot be made to run as easily as a chain, and bearing in mind that no spring can be used in connection with the geared ordinary to lessen vibration, will tell much against its chance of becoming popular to any extent. In addition, it has this almost fatal drawback: You cannot place



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

—END—

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,

COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND

WORKMANSHIP GUARANTEED.

Such Times Were Never Equalled

JOHN S. JOHNSON'S PERFORMANCES ON AN

ELLIPTIC

BICYCLE, FITTED WITH AN ELLIPTICAL SPROCKET WHEEL.

	Quarter.	Half.	Three Qrs.	Mile.
Standing start.	31	58 3-5	1:34 1-5	2:04 3-5
Flying Start....	26 1-5	55 1-2	1:28 1-2	1:56 3-5

These records were all made on the Rush Park Track, Independence, Ia.

FREEPORT BICYCLE M'F'G COMPANY,

Makers of the "Elliptic."

FREEPORT, ILL.



Going
To Buy
a Wheel?

You Want

"THE BEST"---THE SYLPH.

—It's a SPRING FRAME SAFETY with the spring in the right place—Directly Under the Load—

"Sylph Cycles Run Easy!" Their riders say, so say we. All who try them are surprised at the EASY RUNNING QUALITIES and when they take a spin over a rough road or pavement, are still more surprised at the EASY RIDING QUALITIES. No bumps, no jars, but complete pleasure and comfort—features not noticeable in rigid or any other spring frame machines. There is no loss of power to rider, and the frame is rigid in every direction (except up and down). Others have discovered the merits of SYLPH CYCLES. Try one and you will discover them also.

Catalogue Free Agents Wanted.

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.



the handles far enough forward without making the steering very erratic. Before the introduction of the Rover, the difficulties of determining the position of the handle was a serious one to contend with, and for a long time I was in doubt as to where it should be placed, as it seemed to me that to sit behind the axle of a wheel and apply a downward force to the pedal five or six inches in advance of the axle and have the handlebar behind the axle also was a mistake, and I had almost arrived at the conclusion that whatever distance the rider sat behind the crank shaft, the same distance forward of it was the right position for the handle to be placed if he was to be able to exert all his force upon the pedals. It was to obtain this position that compelled me to adopt the form of machine now in use, to enable riders to sit further over the pedals than would be safe on any other machine. I do not think the importance of the work of the handles was realized until the Rover was made. It was with the introduction of this machine that I bent the handlebar backward and sloped it downward. The handles were confined to two kinds—the straight handlebar with pear-shaped handles and the one known as the gimlet handle. It seems quite clear by the universal adoption of the present form of handles, with two slight modifications, as to the curve, etc., that I was quite right in my forecast as to its value.

THE EXTENDED WHEEL BASE.

I think there is a proper position in which the rider sits relatively to the back wheel, and that if his position is to be maintained a tall rider will require the crank shaft further forward than a short rider to equalize the difference in the length of the leg. I think a short rider will do as well without any extension of wheel base; but with a tall rider it is different; with three or four inch extensions he is simply equal to the short rider without it. I can not see any advantage other than this. I do not favor the present form for riding? By no means; I think to lean over doubled up, for ordinary riding, is quite a mistake; while I believe for rapid speed it is right and necessary. I am decidedly of the opinion it is as distinctly wrong for ordinary riding and will have a bad effect upon those who indulge in it to any extent. I would not advocate bringing the handlebar back, but rather that it should be raised until the rider can sit upright, which is the most natural and best position in which to ride. Cycling is a distinct gain to the many methods of locomotion by which the world keeps going, and to those who indulge in it temperately it forms an exhilarating and healthy pastime. It offers without undue fatigue twice to three times the speed of walking, which is quite sufficient in itself to commend it thoroughly to Americans, in addition to which there is a charm in the smooth, gliding motion that can be obtained in no other way, and provided discretion is used in obtaining the right position for riding, that the proper speed is ridden, it will be found an inestimable boon.

J. K. STARLEY.



The Lincoln Cycling Club indoor ball team played its first game Wednesday evening at Irving Park. J. M. Erwin has decided to accept the management of the team and will, with the boys' help,

land it well towards the top or nowhere. Fred Tilt is captain, Slusser pitcher and Crouse catcher, the other players including Short, Niesz, White, Walton, Braun and other leading lights.

Employees of Morgan & Wright, the tire manufacturers, have formed a cycling club.

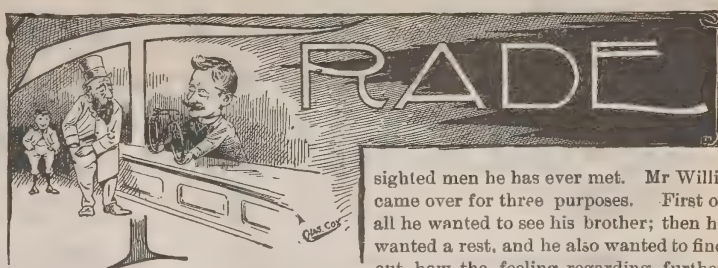
The Cycle Signal Corps, of Denver, Col., in Chicago to attend the dedication last week, was a neatly-equipped body of young men, thirty in all. Among the number were several of note. John S. Filmous was captain; W. A. Wilson, first lieutenant; B. H. Merchant, second lieutenant; sergeants, W. L. Spring, Horace Gray and Johnson, and corporals, John H. Kellogg, George E. Smiley, Whipple and Skinner; privates, F. Sperry, Crawford, Adams, Smith, George Apple, Taylor, Dougall, Zollars, Mack, Waybrecht, Lewis, Tom Dillon, W. Wyeth, Charles Waughwant and F. Clark.

The constitutional committee of the Century Road Club met at Winter's last Tuesday evening for supper, and thence proceeded to Mr. Gerould's office, where the constitution and by-laws were read and prepared for presentation to the club at a meeting called for next Tuesday evening at the Grand Pacific. Everything is in good running order, and before another week the C. R. C. will be in good running order, tickets mailed for an election, and the greatest road club in the world launched upon what is sure to be a great career.

The Chicago Cycling Club indoor ball team will miss those sterling players, Lumsden, Tober and Anderson, this season. The first two will be found with the Kenwoods, and the latter with the Carletons, in the Midwinter League. The Chicago team as formed is as follows: Henry Bingham, pitcher or catcher; Joe Clare, second base; Ben Becker, left field; Rob Brooks, short stop; J. P. Bliss, short stop; C. W. Davis, first base; Joe Card, pitcher or catcher; A. J. Nicolet, third base; W. B. Young, right field or catcher.

Sunday, Oct. 16, Miss Lucy Porter rode her seventh century, accompanied by Ed Porter, whose thirteenth century it was. To Aurora and Joliet, returning via Blue Island, was the course covered in thirteen hours. Miss Porter has ridden six centuries this season. Miss Heggerty also rode a century over the same course on the same day, her sixth bar earned and fifth this season. These two ladies rank as the leading long-distance riders of America, and so well trained are they now that a century is but a circumstance, and neither one admits that she is in any manner injuring herself. Each had ridden a century over the Elgin course only the Sunday before.

The Lincoln Cycling Club has issued a schedule of attractive social events from Nov. 5 to New Year's eve. On the evening of Nov. 5 a Japanese smoker will be given at which only Jap costumes are eligible, and a rice eating contest, free for all, occurs. One week later an informal smoker occurs, at which each must "sing a song, tell a story, dance a jig or lose a button." Nov. 19, a band concert, L. C. C. band; Nov. 26, Escen and Ranchen, whatever that may be; Dec. 3, another characteristic smoker, this kind called a Pumpkin smoker; hayseed costumes only, and a pie-eating contest for prizes, no handicaps for age, sex or previous condition of servitude; Dec. 17, some more "Essen and Rauchen;" Dec. 24, musical smoker; Dec. 31, banquet and second annual run of the midnight wheelmen, the old year out and new year in. To this run cyclists of the city are invited.



To Handle Quintons.

Mr. Gordon, of the Quinton Cycle Company, writes under date of Oct. 12 that they have made full arrangement with the Bretz & Curtis Manufacturing Company to handle the famous Quinton Scorchers in large quantities for 1893. Mr. Curtis, who has been in England for some time, sailed for home on the City of Paris. The contract between the two companies is such that the manufacturers are bound to make early deliveries. When Mr. Gordon came to America last year he made a deal with the Bretz & Curtis Manufacturing Company, promising early delivery. The company lived up to its contract and the assurance was that the American agents were able to fill orders and to guarantee delivery on certain sales. Mr. Curtis assures us that last season's trade was a good one and next season will be largely increased. The Quinton wheels are up to date and the '93 design, a cut of which was recently published in the REFEREE shows a very handsome wheel.

Represents Bayliss, Thomas & Co.

H. Hadden, representing Bayliss, Thomas & Company, spent last week in Chicago, and closed with J. Hoyle to



handle the Excelsior for the states of Illinois, Iowa, Indiana, Michigan, Minnesota and Missouri. The contract is an important one, and it ushers into the cycling world another importer. Mr. Hoyle is, however, well known in this city, having carried on for the last two years a very profitable repairing business, also as an agent for the Excelsior through the Sweeting Cycle Company. The wheel is a good one and will no doubt have a large sale. Mr. Hoyle will, as soon as samples are received, send out travelers.

Eastern Trade Affairs.

NEW YORK, October 25.—Robert Willis, of London, the president of the English Ormonde company, and a brother of E. J. Willis, of the American Ormonde company, is in New York. Mr. Willis is young in years, but old in cycle trade wisdom, so Messrs. Bridgeman and George S. McDonald declare. The Londoner is barely twenty-five, but is an encyclopedia in regard to the trade, and, as McDonald says, one of the most far-

sighted men he has ever met. Mr Willis came over for three purposes. First of all he wanted to see his brother; then he wanted a rest, and he also wanted to find out how the feeling regarding further trade runs in America. I had a five-minutes' talk with the Britisher on Warren street, and at the Ormonde company's place the other day. Condensed, here is what the young man said: "Trade is bad in England, prospects gloomy enough, and the whole trouble has been brought about by over-production—too many starting in the business, which swamped the market. Seriously enough, we have arrived at the conclusion that to other fields rather than to our own local one, we must in future look for our trade. Although only having been here a week I can feel the pulse of trade beating with a vigorous beat, which contrasts greatly with the weakness of our home trade. The future looks bright here, and I hope America won't overdo the thing in manufacturing, although it is sure to come to that sooner or later.

GENDRON'S NEW SULKY WHEELS.

Peter Gendron, of Toledo, was in New York this week, and told the REFEREE about some new safety wheels his concern, the Gendron Wheel Company, is building, which the genial Toledian thinks will greatly assist the gee-gees in annihilating time. He has just made two pairs of wheels 52 and 54 inch, of wire wheels, ball bearings, and one and a quarter inch cushion tires, with five-eighth inch holes, the walls being five-eighths of an inch thick. Gendron thinks the cushion is faster than the pneumatic for trotting purposes, and to get the best results the greater the speed the better. He figures wind resistance and surface contact as being four seconds in favor of his idea, and says many of the western trotting sports are in line with him. Gendron is anything if not practical. Secretary Vogel, of the Gendron company, is about to break in a pair of elks and drive them to the Gendron ball bearing, cushion tired idea, using a four wheeler.

BOUGHT A GOOD PATENT.

E. J. Phelps, of Phelps & Dingle, called on the REFEREE to say that he has just purchased an important patent, the Frederick Shroder, No. 466,517, issued Jan. 5, 1872, same being applied for Dec. 30, 1891. This, the firm says, antedates every other for a clamping device. The claim is a broad one, as follows: "Claim 2. The combination of the U-shaped tire, the fellow, an inflated tube confined by said tire, and an internal clamping device between which and the fellow the U-shaped tire is secured, substantially as set forth," etc. Mr. Phelps called attention to an error made in timing him recently at Passaic in removing the tire and exposing the inner tube. "The outer tire was removed and the inner tube exposed in fifteen seconds, and the whole replaced ready for inflation in forty-eight seconds."

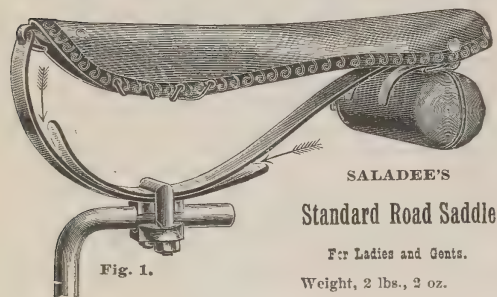
TO HAVE LARGER QUARTERS.

The Anglo-American company has found its present quarters much too small for the large and wonderfully increasing trade in parts, so it will move on the first of November to 213 Pearl street, where nearly the whole of a large and commodious building will be occupied. This company now does business with nearly every manufacturer in America, and has built up its present

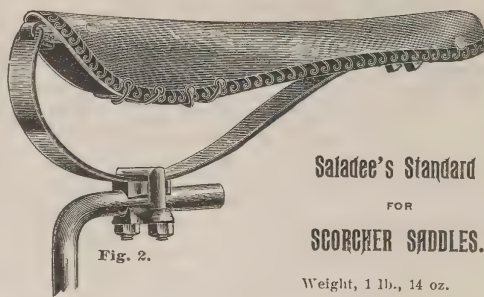


SALADEE'S PATENTED INTERNATIONAL STANDARDS

For the UNITED STATES, CANADA, ENGLAND, FRANCE,
GERMANY, BELGIUM, AUSTRIA and SWITZERLAND.



SALADEE'S
Standard Road Saddle
For Ladies and Gents.
Weight, 2 lbs., 2 oz.



Saladee's Standard
FOR
SCORCHING SADDLES.
Weight, 1 lb., 14 oz.

The arrow points in FIG. 1 indicate the open spaces between the plates of the spring in front and rear of the clasp, and which are closed as the weight is applied to the seat, reinforcing the spring as it is depressed, and thereby affording an AUTOMATIC ADJUSTMENT, to a light or heavy rider. Never before attained in cycle saddlery.

Correspondence Solicited for
next season's trade.

The Whitten-Godding Cycle Co.
PROVIDENCE, R. I.
Sole Manufacturers for the U. S.

The simplicity, style, and comfort embodied in FIG. 2, as a "Scorching" Saddle, has never yet been equalled.

In this spring, the weight of the rider is so balanced, in relation to the L-Rod, that the absolute rigidity of the old "Hard Shell" is avoided, and hence a degree of comfort is retained that all expert cycle riders riding a "Scorching" will duly appreciate.

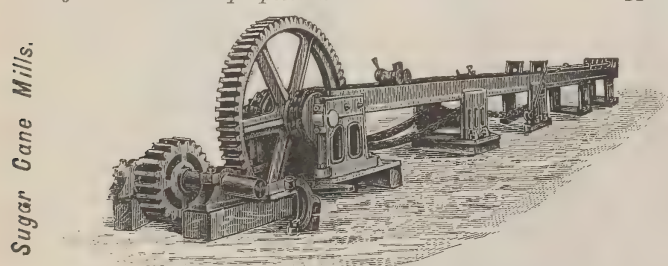
Send for our Illustrated and Descriptive Circular, and PRICE LIST.

SPECIALTIES!

Machinery and Complete Plants of Most Modern Practice for Making

SEAMLESS COLD-DRAWN STEEL TUBES

For Cycles and all other purposes. Seamless and Brazed Brass and Copper Tubes.



Improved Drawbench for Seamless Steel Tubes.

MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

NEW

BIRMINGHAM, ENG.

THERE ARE OILERS AND OILERS

But only one "PERFECT." Be sure to get the best. There are other good oil cans, but the "PERFECT" Pocket Oiler is still unexcelled. Ahead of all others in neatness, durability and popular favor.



"PERFECT" POCKET OIL HOLDER

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.



"PERFECT" Pneumatic Pump Holder

Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.

Racer 23 Lbs.

Light Roadster 33 Lbs.

Won Over 30
Races This
Season.

Lyndhurst

Factory,
Lyndhurst,
N. J.
Agents Wanted.

McKEE & HARRINGTON, 173 and 175 GRAND ST. New York.

Send along your name, address and two dollars and receive

The Referee

For one year. Once a subscriber—always a subscriber.

= THE = SUNDAY SUN \$2.00 a Year

Containing more reading matter than any magazine published in America.

Address THE SUN,
New York

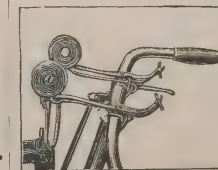
25-2

Bargains! ♦ For Sale!

Columbia '92 Racer, 26 pounds, gearing 68, has not been ridden ten miles, without a scratch, \$175, for.....\$150 00
Columbia Light Roadster, cushion tires, \$135, for..... 80 00
Swift, Model C, '92, cushion tire, \$120, for.. 90 00
Victor, Model C, '92, cushion tire, has not been ridden 50 miles, \$135 for..... 100 00
Ladies' Juno, '92, cushion tires, almost new, \$75 for..... 45 00
Lovell Diamond, '92, cushion tire, with bell, whistle, stand and lock, \$100 for.. 65 00
Rob Roy, '92, 28-inch wheels, cushion tires, \$75 for..... 40 00

Any of the above wheels will be sent C. O. D. on receipt of \$10, with privilege of examination.

F. R. ZEIT, Medford, Wis.



LAMSON'S LUGGAGE CARRIER

No. 1. Convenient, durable, noiseless, cheap. \$1.
Other popular carriers are on drop front No. 45.

No. 4d for two bundles, and our No. 5 Special Tourists' Carrier, used by the Ellwell tourists. Made by

C. H. LAMSON,
203 Middle Street, PORTLAND, ME.
Originator of the L. A. W. Badge
Send for Carrier and Badge Circulars.



THE
STANDARD
CAP
COMPANY



56 West
Houston Street,
New York.

Originators of the

Long Visor Eton Cap.

Eton and Bicycle Caps

Of all grades.

TRADE ONLY SUPPLIED.

WANTED—An experienced man to take charge of the assembling department of a high-grade bicycle manufactory. None but the best need apply, Address, SUNOL BICYCLE Co., 16th and South Jefferson Sts., Chicago.

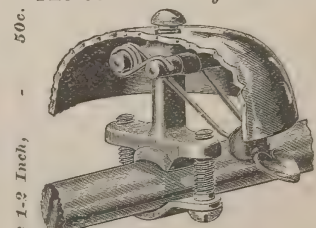
WANTED—Party with experience to act as inspector in a bicycle manufacturing business. Must be competent to judge of the correctness of all work on various parts. Address, SUNOL BICYCLE CO., 16th and Jefferson Sts., CHICAGO.

The Bicycle Repair Shops.

Remodeling & Repairing

CYCLES BUILT TO ORDER.

W. H. FAUBER, Manufacturer of
The Sentinel Bicycle Bell.



35 East Van Buren St., Chicago.

Geo. H. Benedict & Co.,
175-177 So. Clark St., CHICAGO.

Hello!—1700

ELECTROTYPING,

PHOTO, Zinc, Etching, Map and Wood Engraving.

BICYCLE CUTS A SPECIALTY.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, labels, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.

W. E. AUGINBAUGH,
McGill Bldg. 908, 24 "G" Street Washington, D. C.

connection by selling reliable goods at the right price, and giving constant watchfulness and promptness in business relations with customers. Messrs. Perria and Friedenstein are two hustlers hard to beat. A large cargo of tubing arrived for the firm last week.

ONLY ONE SMITH.

Howard A. Smith & Company, of Newark, N. J., have, in Crondel and Kirkpatrick, two lively people who never lose an opportunity to advance the interests of their firm, be it in a talk with a newspaper man or with a prospective customer. It has been generally supposed that this lively pair was part of the company, but such is not the case. Writing recently, Howard A. Smith & Company said: "We notice in a write-up in the REFEREE you speak of 'Howard A. Smith & Company, eastern agents.' In future kindly say, 'Newark, N. J.'" There are many Smiths, but only one Howard A. Smith, after all.

THE FIRE-FLY LAMP.

The Fire-FLY pocket lamp, about the size of a stylograph pen, has just been placed on the market by the Trade Specialties Company. George C. Card, the manager, thinks the little lamp will catch on with the cyclists. The idea is simply this: The cylinder is fitted with oil and wick in one end and 50 small explosive caps are fitted in the other, which unscrews. A pin or hook is used for igniting the caps which lights the lamp wick, which can be used to light the cycles lamp, gas or cigar. A thousand extra caps, for ten cents, goes with the lamp, and 250 are given the purchaser free.

NEW HOWE AGENCIES.

The New Howe deal with Joseph Ketchum & Company, of Brooklyn, fell through at the last moment, over territory dispute, it seems; but the smooth Golder went to work and commenced dividing the territory among other houses, and Amos Shirley, of Eighth avenue, got New York state. Golder has experienced much inconvenience and delay with the customs, and the red tape and formality has lost him much valuable time in getting his excellent goods through the tariff gate, election time no doubt being responsible in a measure for the delay.

ON AMERICAN SHORES.

Among the arrivals from abroad in New York last week was the well known Samuel Snell, of Birmingham; George Curtis of Bretz & Curtis, Philadelphia, and S. Betterman of the Triumph Cycle Company, Coventry. The former will remain in New York for a few days and then go west on a business trip, and will represent Warwick & Son and other English houses as well as the lamp industry. Mr. Curtis shipped to Quaker City and Mr. Betterman will go west in a few days representing, of course, the Triumph.

MISCELLANEOUS MATTERS.

The John Leng Son's Company, of Fletcher street, New York, is going into the tubing and parts business on a large scale. The firm has just received a large-shipment of diamond frames and tubings, also a shipment of parts.

The Gormully & Jeffery company, which had a sort of chattel mortgage on the wheels and office fixtures of Agent Emanuel, recently found it convenient to close up its account with the young man, so the REFEREE is informed.

The well-known Sydney Bowman has just bought out the interests of his partners, Collins and Nuthel, and in future the jolly young vegetarian will go it alone. A bright business young man is Sydney, and he sells and believes in 'blue rims.' Bowman's store is uptown on Eighth avenue.

Arthur Barrows and Percy Stevens sailed for the old country this week, feeling kindly disposed toward Uncle Sam and everybody else. The Coventry men called to bid the REFEREE adieu and stated that the Rudge and Secure would be heard of much in the future on this side of the divide.

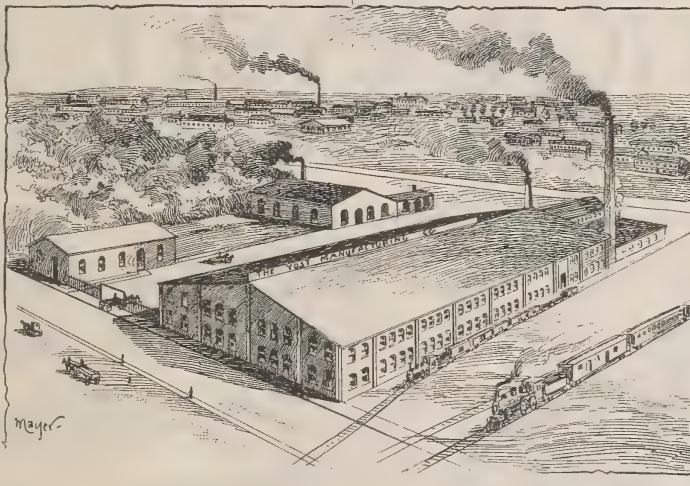
The George R. Bidwell Cycle Company will spring something sensational in tires one of these days. Mr. Bidwell and Frank White gave the REFEREE man an exhibition of the merits of the new thing in tires recently, and it is a stunner to all appearances and purposes, but they wished the particulars kept secret until their patents are safe in Uncle Sam's hands.

George Hendee says that Hurlburt Brothers & Company are making great preparations for next season. The wheels this firm will push next season will be the Majestic, manufactured at their Worcester factory, and Mr. Mushing's well known King of Scorchers. The report that Hendee had left or is about to leave Hurlburt Brothers & Company is erroneous. George is apparently satisfied and so is the firm.

Mr. Yost's New Factory.

Ever since the separation of Lozier & Yost the trade has watched the movements of Mr. Yost with considerable interest. Numerous rumors were circu-

lated that he intended locating in California, then Oregon and in various other places, but the fact was that Mr. Yost had gone to California to recuperate before again starting in the manufacturing of bicycles. On his return to Toledo a new company was at once formed and called the Yost Manufacturing Company, with a large capital. Three acres of ground were purchased in one of the suburbs and buildings put up, and last week the writer was shown through a factory in almost complete running order. The factory is situated on the right hand side of Dorr street, and about a block from the Yost station of the Lake Shore road. Three acres of ground are owned by the company. The railway company has built over six hundred feet of siding for the use of the Yost company, and the arrangements are such that all goods are carried from the factory by the railway company to the freight houses and from there distributed. There are three buildings. One is used for the offices, and is a one-story brick, 48x20, divided into four rooms. The first is used by the book-keepers, the second by Secretary-Treasurer W. F. Dewey, the third by Manager J. L. Yost, and the fourth is set apart for the stenographers and typewriters. The rooms are all nicely furnished and have every convenience. A few yards from this building stands a one-story structure which contains an enameling room 24x36, having three ovens, two 12x12 and one 6x6. The floors are of cement and the walls and ceiling sheet-iron. The plunging room is 16x16. The ovens are arranged for fuel gas, natural gas and coal. The main building was next visited. The machine room is 76 1-2x156 1-2 inside. It is now partly filled with the latest improved machines, which were running to their full capacity. The forge and blacksmith shop, 35x50, contains one trip and four drop hammers, and ten brazing fires, which are fed with natural gas. In the engine room is a 125-horse-power engine and a hundred-horse-power boiler. Enough room has been reserved to duplicate this. This building is 30x40. The tool room contains fourteen machines, and next to it is the draughting room. Before leaving the machine room our attention was attracted to several fine machines made by the Toledo Machine and Bolt Works. One of them was an automatic chain machine. With this the company will make its own chains. Near this was one of the finest rim machines manufactured. The six turning machines were also worthy of notice. Near these was a machine (the only one in use in the country) which would take a bar of cold drawn steel and turn out cones and bushings. Then there were spoke header and threading machines, also one for the turning out of sprocket wheels. Of the latter there is only one



or two in the country. Mr. Yost was thoroughly at home in describing these machines, and wore a broad smile of satisfaction at the hum of the numerous machines on this one floor. The second floor of this large building contains an assembling room, polishing room with ten polishers, finished stock room, plating, coppering and buff rooms. In the construction of these works no expense has been spared and Mr. Yost is determined in his new departure to be in a position to fill all contracts promptly and to have sufficient capacity to increase his output at will. The company has ample capital. We congratulate Mr. Yost upon his resuming manufacturing under such favorable circumstances, and we wish him success. In a few days samples will be in the hands of travelers.

The Philadelphia Show.

The committee in charge of the third annual cycle show announce that it has finally succeeded in making arrangements for the holding of this year's exhibit. The only obstacle in the way was that of the lack of a suitable building, but this has finally been overcome, as the managers of the new Philadelphia Bourse (at the head of which, by the way, is George E. Bartol, who, as a member of the Philadelphia Bicycle Club, organized the Associated Cycling Clubs, under whose auspices the shows have been given) have decided to allow

the use of the market-house which now occupies the site on which the mammoth Bourse building is to be erected. This building contains some 37,000 square feet of floor space, being about the size of the Madison Square Garden, in New York, and three times as large as Industrial Hall, in which the exhibit was held last season. The show will be opened on January 4, continuing ten days, and a prospectus of the same will shortly be mailed the trade, following the announcement which has already been sent to all manufacturers. The date, as will be noticed, is somewhat earlier than last year, but it is thought will prove fully as satisfactory to exhibitors. The reason for this was the fact that the building could not be secured later. The committee proposes to change the quarters into a handsome show hall regardless of expense, heating it with steam and lighting it by electricity. An office will also be immediately opened in the central part of the city for the transaction of all show business. There now appears to be absolutely nothing to stand in the way of the 1893 exhibit being far superior to either of those previously held, as the fact of adequate quarters having been secured will ensure the entire support of the trade, whose only objection last year was on this score. The Philadelphia show is now looked upon as an annual trade fixture, and the "base imitations" of last year in other cities only served to establish it more firmly in the estimation of those most interested, as the result of the REFEREE's canvass amongst the trade fully proved.

The New Swift Factory.

E. M. Newman, a member of the Lincoln C. C., is completing plans for the new factory of the Coventry Machinists' Company, at Richmond, Ind. There will be four buildings. One will be three stories, 55x250 feet, one two stories, 60x100 feet, another two stories, 40x60, and another two stories, 60x80 feet. They will be of brick, with mill constructed interior. With equipment the cost will be \$100,000.

The New Works Started.

Under date of Oct. 22 the Eclipse Bicycle Company writes from Beaver Falls, Pa., as follows: "We started our works yesterday and have things in good shape, and are about ready to commence with a capacity of at least 1,000 machines per month. We expect to build a very much better wheel this year than ever before, and one that we know will be as good as anything made. If you want to see one of the finest plants in this country, and one that is true to the picture on our letter heads, come down and we will be glad to show you around. The machinery is operated by water power and the buildings heated entirely by steam and lighted by incandescent lamps, the current taken from our own dynamo. We think everything is in shape to do quite a business."

Peoria Trade.

A representative of the Grant Anti-Friction Ball Company, of Fitchburg, Mass., was in Peoria last week showing samples of its new process balls. The salesman in question was Robert Grant and he claims his company has the best steel ball for the money on the market. He managed to secure a number of good orders before leaving the city.

Charles E. Duryea, of flying machine and bicycle fame, has taken up his residence in Peoria. He will superintend the construction of the Sylph and Rudge cycles, which will be built at the new factory recently started here.

F. H. Henning, of Kirkwood, Miller & Company's bicycle department, has gone

...:GIVE US A REST:...



We Hear Them Cry,

When "Raleigh wins," so oft they spy—
'Tis Zimmie here and Canter there,
And gallant Linton, of Aberdare;
Kempsey and Bate keep up the game,
With Banker and Hess of U. S. fame,
Gericke, Lister, Walker, Stott,
Jacques, Wheeler, Hartford, Kidd and Scott,
For Raleigh riders, legion named,
Throughout both hemispheres are famed.



THE RALEIGH CYCLE CO., LTD.

GREENWICH and BANK STS., New York.
(ABINGDON SQUARE.)



Cushion-Tires, \$135. Pneumatic Tires, \$150.

BRETZ & CURTIS

MANUFACTURING CO.,
of PHILADELPHIA,

Are shipping the

Scorcher Safeties

to the best people in the land.

HADN'T YOU BETTER TRY ONE YOURSELF?

Hollow Rims on all our Machines.

"It runs the easiest of any machine I ever rode." That is what every one says who rides our wheel.



THE SMALLEY MODEL D.

Weight 34 lbs., wheel base 48 inches, front wheel 30 inches, rear wheel 28 inches, Morgan & Wright pneumatic tires, full ball bearings, rat trap pedals, cork handles. Enameled red or black as ordered.

The workmanship and materials used are the very best.

Geared to 64 unless otherwise ordered.

A rider can push our wheel geared to 64 as easily as he could most wheels geared to 58.

Mr. Otto F. Merpall is in charge of our wholesale and retail store, 271 Wabash Ave., Chicago, Ill. General office and factory, Plymouth, Ind.

Correspondence solicited. Please mention this paper.

THE MARBLE CYCLE M'FG. CO., - - - PLYMOUTH IND.



CHRISTMAS

ISSUE,

1892,

*Will be the Finest of all
the Referee's productions.*

CONTRIBUTIONS

*from the Most Famous of
English and American Cyc-
ling Journalists.*



Profusely Illustrated..



NEWS,

HISTORY,

STORIES,

HUMOR,

COMMON SENSE.



To Subscribers,

FREE!

To Others,

25 Cents

Per Copy.

east with a full line of Telephone cycles. Before returning home he will appoint a representative to handle this line in the New England states. The past season has been a very successful one for the Telephone, and the outlook for 1893 is encouraging.

The four large jobbing houses in Peoria are at present busily engaged in testing samples of pneumatic tires, which have been put upon the market for 1893, to find the best and be in a position to know what they are buying.

Luthy & Company will continue to handle the Sanspareil for next season. They report a good trade on them this year, and are making extensive preparations for pushing them to the front next season.

Rudge Cycles to be Made in America.

Rouse, Hazard & Company, Peoria, Ill., are announcing their lines for 1893, and that they are going to be decidedly in it is evident from the fact they are to manufacture the world-famous Rudge cycles in this country from finished bearings, forgings, etc., imported direct from the parent factory, while the weldless steel tubing, from the Weldless Steel Tube Company, Birmingham, Eng., will be used throughout. This new arrangement will have the tendency to make the Rudge more popular than ever in

the cheaper and heavier. The other tire can be made to weigh three and a half pounds for racing purposes. The Bidwell company will put these tires on the market at popular prices, and they guarantee the very best Para rubber and will use their own valves, which in the past have given satisfaction.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

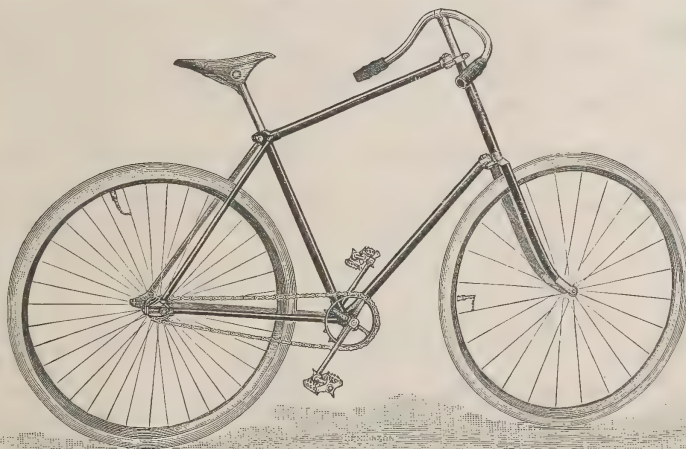
481,420, sectional pneumatic tire; Francis Gleason, Philadelphia, Pa.; filed Feb. 27, 1892; serial No. 423,041.

484,492, chain adjustment for bicycle; James S. Copeland, Hartford, Conn., assignor to the Pope Manufacturing Company, Boston, Mass.; filed April 20, 1892; serial No. 429,822.

484,675, vehicle or other wheel; Arthur W. Robinson, Sheldon, England; filed April 9, 1892; serial No. 428,479; patented in India May 20, 1889.

484,681, adjustable seat support for bicycles; George H. Smith, Rhodes; Richard K. Hartley, Chadderton, and Isaac S. McDougall, High Broughton, England; filed Oct. 29, 1891; serial No. 410,233; patented in England March 21, 1891.

484,712, bicycles; Richard K. Hartley, Chadderton, England; filed Aug. 31,



20-POUND RUDGE RACER (RED RIMS).

this country, as the saving in duty will allow R. H. & Co. to furnish these most popular wheels on much more favorable terms. They already have English-made samples in stock, and Fred Patee is now in the east with same, and will, without doubt, do business. A twenty-pound Rudge racer with red rims, illustrated in this issue, will be placed on the market at an early date. It will be heard from several times during the season of 1893.

The New Bidwell Tire.

Frank White, of the Bidwell Tire Company, is now at the Palmer House, Chicago, entertaining a host of bicycle manufacturers in showing the new Bidwell tires. The one that struck us most forcibly was the tire made of cotton fabric with a rubber covering. The two are separate, but when put on the rim they are cemented together very slightly. The peculiar feature about the fabric was that inflating did not expand it, but contracted the tire, and therefore the harder it was blown the closer the tire would hug the rim, and also that the tire could be contracted to fit a thirty-inch or a twenty-eight-inch rim. Another tire had the fabric vulcanized to the rubber covering. The former need not necessarily be cemented to the rim. For repairing, an opening seven inches from the valve is unlaced. The vulcanized fabric tire is

1891; serial No. 404,280; patented in England Sept. 6, 1889.

Trade marks, 21,873; bicycles, velocipedes and accessory articles; The McIntosh-Huntington Company, Cleveland, Ohio; filed Sept. 17, 1892; essential feature, the representation of a horse and the words "Nancy Hanks."

The New Garford Factory.

The Garford Manufacturing Company, Elyria, O., writes: "The new factory is fast approaching completion, and will be under roof within the next ten days. Contracts for machinery have been placed in the main. The engine and boilers are being put in, and before a great while we shall expect to see smoke issuing from the new stack. Nearly all of our machinery is to be automatic. Our capacity in the present factory it is estimated will be at least 1,000 saddles per day. Present contracts, however, indicate that even this capacity will be more than pushed next year, and negotiations for increased facilities are already under way."

Increased the Stock.

The Toledo Bicycle Company a short time ago decided to increase its capital stock, and last Wednesday the last of the new stock had been taken by local capitalists. The company is now in a



CHRISTMAS

ISSUE,

1892.

*If you are a Maker, Im-
porter or Jobber of*

CYCLES,

TIRES,

BELLS,

LAMPS,

PEDALS,

DROP

FORGINGS

TUBING,

OR

SUNDRIES OF ANY

KIND,

*You are invited to send
details for insertion in
our . . .*

TRADE DIRECTORY

Free of Charge.



The Christmas Issue will be Larger, Better and generally more interesting than ever.



To Subscribers,

FREE!

Single Copies,

25 Cents.



NO, THANK YOU, WE DON'T WANT THE EARTH.

Unlike some people in the Bicycle business (who are not satisfied with less than 100% profit) we always try to make—



CLOSE FIGURES on all of our Wheels, knowing that we are giving full value for the money, and that—



A GOOD JUDGE can readily see we are making—



A BIG OFFER when we sell a High Grade Pneumatic for \$90.00 that would cost you \$135.00 elsewhere.

COLD DRAWN WELDLESS STEELFACTS AND LOW PRICES,

TWO VERY ESSENTIAL POINTS FOR BICYCLE RIDERS TO CONSIDER.

- | | | |
|--|----------------|---------------------|
| No. 123—20 inch Boys' and Girls', Enameled and Nickered, Tangent Spokes | List, \$22.50 | Net, \$12.60 |
| No. 121—22 inch Boys' and Girls', Enameled Frame, Nickered Trimmings | List, \$25.00 | Net, 13.80 |
| No. 1—24 inch Boys' and Girls' Combination, Cone Bearings, Tangent Spokes, Solid Tires | List, \$35.00 | Net, 18.00 |
| No. 130—24 inch Boys' and Girls', Combination, Ball Bearings all around, Solid Tires, SPRING FORK | List, \$40.00 | Net, 24.00 |
| No. 125—25 inch Boys', Cone Bearings, Solid Tires | List, \$30.60 | Net, 18.00 |
| No. 124—25 inch Boys', Cone Bearings, Cushion Tires | List, \$35.00 | Net, 21.00 |
| No. 128—26 inch Boys' and Girls', Combination, Ball Bearings to Wheels, Cranks and Pedals, Cushion Tires | List, \$50.00 | Net, 30.00 |
| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tire to rear Wheel, | List, \$75.00 | Net, 45.00 |
| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tires to both Wheels, | List, \$80.00 | Net, 48.00 |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tire to rear Wheel | List, \$90.00 | Net, 54.00 |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tires to both Wheels | List, \$100.00 | Net, 60.00 |
| No. 201—30 inch Ladies' and Gents', Combination, Ball Bearings all around, Tangent Spokes, Nickered to intersection, Diamond Frame, Cushion Tires to both Wheels | List, \$90.00 | Net, 63.00 |
| No. 210—30 inch Dunlop Gents', Ball Bearings, Garford Saddle, Cushion Tires, Cork Grips | List, \$120.00 | Net, 72.00 |
| No. 221—28 inch Ladies' 2-inch Dunlop Pneumatic, Ball Bearings, all around, Garford Saddle | List, \$150.00 | Net, 90.00 |
| No. 250—Meacham Dunlop Pneumatic, 30-inch wheels, Ball Bearings all around, Cork Grips, Garford Saddle, Diamond Frame, | List, \$150.00 | Net, 90.00 |
| No. 8—Meacham Scorchers, Gents', Wheels—30 inch Front, 28 inch Rear, 2-inch H-T. Perfection Pneumatic, Ball Bearings all around, H-T. Saddle, Weight 34 lbs | List, \$160.00 | Net, 96.00 |

E. C. MEACHAM ARMS CO.

—CAPITAL PAID IN, \$300,000.—

SEND FOR CATALOGUE.

ST. LOUIS, MO.

position to increase its capacity, which is being done at this writing. W. C. Brewer is the new manager and since assuming the management has infused new life and energy into the work. The spring safety will not be pushed, but in its place 100 twenty-four pound racers will be made, and for the regular stock there will be a thirty-three pound scorcher with a forty-five inch base, ten and a half inch head and twenty-eight and thirty inch wheels. The roadster will weigh thirty-eight pounds. We are able in this issue to show illustrations of the Dauntless, both ladies' and gentlemen's. For the 1893 trade the Toledo company is able to show an empty warehouse, having sold all of the 1892 stock, and now with a capital stock of \$200,000 the Dauntless will be heard of throughout the country.

Chicago Trade Jottings.

Prince Wells was in town last week. Mr. Hughes, of the Quadrant Cycle Company, is still in Philadelphia. The T. D. Gause Cycle Company expects to carry over very few '92 wheels.

Martin Rotier, editor and proprietor of the *Pneumatic*, Milwaukee, called Thursday.

W. W. Kenfield, of the Rochester Cycle Company, was in Chicago last week.

With several of the houses trade remains good, a wheel or so being sold every day.

Considerable capital has been added to the Illinois Cycle Company, of which H. J. Winn is president.

The Gormully & Jeffery company has now gotten to where it can attempt to fill orders for G. & J. tires for the English market.

F. Howard Tuttle leaves Nov. 1 to enter his position with E. C. Stearns & Company, for whom he will travel in the northwest.

It is rumored that Fred Patee is to join the Chicago forces as manager of a large retail cycle establishment to open in the spring.

Mr. Blake, representing Luthy & Company, was in Chicago last week; so also Frank Henning, the popular manager of Kirkwood, Miller & Company.

Charles H. Meade, of the Humber-Rover Cycle Company, will be married Nov. 22 to Miss Catherine McKenzie, at the home of the bride, 423 Fulton street, Chicago.

P. H. Sercombe, of Milwaukee, called last week, and the first thing he did was to hand the clerks a liberal supply of advertising matter. Mr. S. is all business and push.

F. J. Reville, of Boston, has taken R. D. Garden's place as manager of the Pope company during Mr. Garden's absence at Hot Springs, for which place he left early last week for his health.

L. W. Friedberg has established a repair shop at 2760 Commercial street, Ravenswood, where in the evenings he does many jobs for the suburbanites. He is at work on a tandem for his own use.

The Heartly Machine Works, Toledo, is running to its utmost capacity on orders for special machines for bicycle manufacturers. Mr. Heartly spent last week in Chicago and was a visitor at the REFEREE office.

W. W. Kenfield spent the best part of last week in the city, and favored the REFEREE with a call. Mr. Kenfield is president of the Rochester Cycle Manufacturing Company, a concern which has met with considerable success. The agents who handle the Rochester are

among the best in the country. Mr. Kenfield is now in Peoria.

Stephen Golder will be in Chicago this week, so report says.

The Hill Cycle Company, Chicago, was incorporated Monday with a capital of \$50,000. The incorporators are Mr. and Mrs. Hill and Mr. Fowler.

R. S. Beard, of Milwaukee, forwarded to the Coventry Machinists' Company, last week, a case of twenty-four bottles of Milwaukee export beer, in appreciation of the excellent qualities of a Swift safety, ridden by him. Rather an elegant testimonial!

Among the callers last week was Alfred Bednell, of Taylor, Cooper & Bednell, Coventry, manufacturers of the Raglan. Mr. Bednell has closed with his agents in this country for another year, and sails in a few days for home with the satisfaction of knowing that

livery, and at this time of writing 800 have been delivered. The W.-H. Company has booked orders for every one of the thousand. E. R. Larned, formerly with Horton, Gilmore, McWilliams & Company, is now on the road for the house.

Miscellaneous Trade Jottings.

The Ames & Frost factory is finished and machinery is being placed.

It is reported that the Stover company will use Air-Tight tires this season.

The Peerless Manufacturing Company, Cleveland, is hard at work on the 1893 samples.

The B. F. Goodrich Rubber Company shipped a few days ago fifteen hundred tires to England.

A. U. Betts & Company, whose goods were first put on the market through the medium of the REFEREE, report a phenomenal season. Mr. Betts is now

company controls considerable territory on these wheels.

We wish to draw the attention of our readers to the announcement of the Bretz & Curtis Manufacturing Company regarding its 1893 saddle. The Solid Comfort has caught on.

The Rovers for next season will be a leading line. The racer will weigh twenty-three pounds, road racer thirty pounds, roadster thirty-eight pounds, and ladies' wheel thirty-five pounds.

The Thistle eighteen-pound racer, built by the Fulton Machine Works, has proven all its builders could have asked of it. After trials on the road under heavy men it still stands rigid and true.

The Quinton Cycle Filling Company of Coventry is illustrating, in this week's issue, its specialties. The company says it is in a position to execute large orders, and claims its fittings to be made of the very best material.

J. Elmer Pratt says: "We will see the greatest reaction in the bicycle business next year ever known. Old dealers will continue to increase their business owing to their immense agency system and selling capacity."

J. K. Starley busied himself, while in this country, gathering data for after-dinner speeches in Coventry, where he is an alderman and noted speaker. He visited the stock yards, Dwight and many other points of interest in and about Chicago.

The Chapman Hardware Company of Toledo, recently purchased the stock of C. W. Munson of the same city. The latter gentleman thus retires from the bicycle business and is now negotiating to sell his interest in the stand which he put upon the market this season.

Grah, the Columbia agents in Toledo, failed recently, and the Pope Manufacturing Company has appointed the Chapman Hardware Company agent. The Overman company on learning that the Chapman company had been appointed agent, withdrew the Victor agency and placed it in the hands of Collon & Hickock. A merry war is now going on between the two firms.

W. W. Kenfield, president of the Rochester Cycle Manufacturing Company, has recently made the following agencies: George Worthington Company, Cleveland, for the state of Ohio; Anderson Manufacturing Company, Detroit, the eastern half of Michigan; Perkins & Richmond, Grand Rapids, western half of Michigan; H. T. Hearsey, Indianapolis, state of Indiana; G. C. Sweet, Buffalo, for that city, and Benjamin Andrews, Syracuse.

Trade in the western country has been greatly overstocked this season by irresponsible salesmen, who predicted an unprecedented boom to induce sales. J. Elmer Pratt found one firm with fifty-eight of one make of wheel left over. Salesmen who have the best interests of their houses at heart sell a man only such a quantity of goods as they think he can sell. The boomer must suffer in his next season's trade, if he dares travel in that region again.

Gormully & Jeffery's fall business is astonishing. Not a day goes by that one or more wheels have not been sold, the majority being the new diamond frame Rambler, 1893 model. In bringing out and marketing this wheel this fall, instead of waiting until spring, Gormully & Jeffery have made no mistake. Other dealers could have followed the example and, by selling part of the trade now, saved the inevitable rush and shortage of goods in the spring.

John Palmer has for the past few months been at work with the B. F. Goodrich Rubber Company, Akron, O.,



the Raglan has gained a firm foothold in the United States and Canada, and also that the orders he received on the trip are far in excess of those of last year. Harbor Brothers, Bloomington, Jansson of New York, and Bostwick & Company, Toronto, are the wholesale agents.

H. T. Sperry, president, and W. L. Speery, secretary and treasurer of the Sperry Cycle Company of Denver, Colo., were in Chicago last week with the Cycle Signal Corps of Denver. W. L. Sperry is the young man who, with two bones broken in his hand, coasted down Pike's Peak with Eugene P. Blake of Luthy & Company on a tandem.

The Woodruff-Hanchette Company, of this city, manufacturers' agents, has been dabbling in wheels to a more or less extent this year, and has sold upwards of 300 high grade wheels. A few days ago a contract was closed with the C. F. Stokes Manufacturing Company for 1,000 medium grade wheels for immediate de-

making arrangements to double his output for 1893.

Monarch racers and road racers for '93 will have twenty-inch front and thirty-inch rear wheels.

Cushman & Denison, New York, deny that they intend putting on the market a high grade wheel next season.

The Stover company has sold every machine of its '92 output. Next year's output will be greatly increased.

The Machine shop of the Indiana Bicycle Company, Indianapolis, was destroyed by fire Tuesday night. Loss, \$30,000.

Thomas Knight, of the Knight Cycle Company, St. Louis, and a prominent wheelman, died at Owen Sound, Can., Oct. 16, where he was visiting his former home.

The George Worthington, Company, Cleveland, will again handle the Ariel, Rochester and Grand Rapids cycles. The

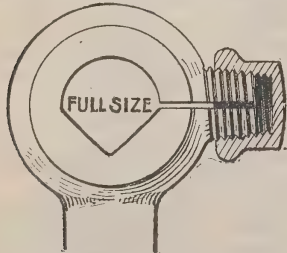
perfecting his tire and improving it in every way. The work is now about finished and samples will soon be in the hands of travelers. Our readers are familiar with the tire. The valve is a new one, on which patents have been applied for. From the one shown we conclude it will be a success. The patents for Palmer's fabric tire has not as yet been granted.

The Hackney Hammer Company, Cleveland, has incorporated its bicycle department into a new corporation, to be known as the Hackney Bicycle Company. A new building has been secured and new machinery purchased, and the 1893 samples will soon be in the hands of its travelers. Mention of this concern was made some time ago in the REFEREE. Heretofore the output of the Hackney company has been contracted by the Birmingham Hardware Company, Cleveland.

Morgan & Wright tires for 1893 will be branded with the firm's name and "patent applied for." The firm finds this necessary, owing to the many imitations of its tire on the market. Despite these imitations, Morgan & Wright retain all their trade and are securing new contracts daily. Users of this tire last season will not soon forget the many favors granted them by this firm, nor that M. & W. had a year's experience on the very tire others are claiming to make better. As during the past season, M. & W. will repair tires free of cost.

Sercombe-Bolte's New Crank.

The cuts herewith show the new crank manufactured by the Sercombe-Bolte Manufacturing Company of Milwaukee. The concern writes the REFEREE as follows about the new device: "We shall supply these cranks to the trade at an unusually low figure, although they are by all odds the best cranks on the market. They are very stiff, very light, and fastened to the crank-shaft by a device that has more strength than six cotter-pins combined, at the same time by two revolutions of the nuts they can quickly be made so loose that they can be taken off with the hand without further use of tools whatever. To explain more clearly, the thread on the clamp portion is also cone-shaped, and by screwing the nut down it grasps the axle so firmly that no one will ever suffer from a loose crank."



At the same time, for repairs they are more quickly removable than any other make. Owing to the shape of these cranks we can have them drop forged so that very little work is required to perfect them."

Stolen.—\$15 Reward.

WORTH, No. 1,180, both wheels white enameled, \$15.00 reward. Repair shops please look out for this wheel.

24 Cash Prizes.

We desire to thoroughly introduce our Sunol Bicycles throughout the United States in 1893, and in order to give them such an introduction, we realize that we must advertise liberally and well. We are willing to advertise liberally, but that it may be done well, we must have a supply of bright original advertisements. We therefore make the following offer for the best 24 advertising ideas, first prize to be awarded to the author of the best, second prize to the author of the second best, etc.; decision to be made by three competent judges:

1st Prize, \$200. 2nd Prize, \$100. 3rd Prize, \$50.
4th Prize, \$25. 5th to 24th Prize, \$10.

We will also pay \$5.00 for each idea not securing a prize that we think we can make use of. Contest closes January 15th, 1893. For particulars as to the nature of advertisements required, etc., address—

The McIntosh-Huntington Co.,

Adv. Dep't.

Cleveland, Ohio.

THE RACING BOARD'S DOINGS.

Bliss and Keator Suspended—Johnson's Record Sent Back.

The racing board, with every member present, labored long at its session at the Great Northern Hotel. All of Saturday morning and Saturday night, and up to the early hours of Sunday it was in secret session, while the remainder of the Sabbath was devoted to a meeting of the board and the executive committee. The readers of the ordinary cycling journal must wait a week to learn just what transpired at that meeting, while the official hand-organ will be permitted to dish it up in its next issue. But, of course, some things leaked out, and it is now known that Roy Keator has been suspended pending an investigation into his amateur standing. Just what the charges are not one of the board will state. It is also known that Julien P. Bliss, of the Chicago C. C., has been laid on the shelf for sixty days. It is claimed that Bliss repeatedly entered and rode in class races to which he was not eligible, and that the evidence was so strong against him that the board could do nothing but suspend him. As a result he loses several prizes he has won in class races.

Windle's records were all accepted, but those of Johnson were not. However, they will be, though they will be in a separate class. It seems that Johnson's claim for records was in type-written form, signatures and all, and as the rules provide that the signatures of the referee, judges and timers must be attached, the application was sent back for these necessities. Windle was given credit for a flying mile in 2:02 3-5 and 2:05 3-5 for the standing start mile. The flying half in :57 4-5, two miles in 4:28 3-5 and five miles in 11:41 were also

records that were allowed the Milbury man. The board wrestled with several suggestions made to improve the racing rules, but the members were too secretive about this.

When the executive committee and the racing board met in joint session the subject of international races—likely to be held in Chicago next year—was taken up. There were many who were only too willing to go to England to confer with the delegates from other countries regarding the matter. Each pulled his own wire, but it was finally decided to send the league's president as the representative from the United States. Then the joint session took up the mighty amateur question. The members of that august body think they have hit upon a solution of the great problem, but they wouldn't give out any facts—they will appear in the hand-organ. It is doubtful if any of the members are in favor of cash prizes—Col. Burdette isn't, for he said so. He is alleged to have said this to a daily paper's representative: "If the League of American Wheelmen ever adopts the iniquitous divisible cash-prize system it will be when I am too dead to oppose it. The very influence which has prostituted that branch of cycle racing known as the professional or cash-hunting crowd, will disintegrate the entire fabric of the association and fill the ranks with prototypes of those very personages that are now pigeon-holed and tabulated as 'objectionables.'"

For Better Roads.

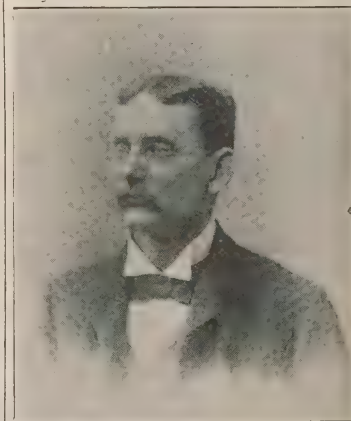
There was a good representation at the good roads convention at Central Music Hall, some of the most prominent men of the country being in attendance, among them Col. Pope of Boston, Clem Studebaker, Col. George Pope, S. T. K. Prime, Gov. Fuller of Vermont, Gen.

Roy Stone of New York, and Judge Griswold of Connecticut. Gov. Fuller was made temporary chairman. Addresses were made by Gen. Stone, Isaac B. Potter, Prof. Campbell, Gen. Post, J. G. Berrykill, Dr. C. B. Ripley, W. L. Webber, Clem Studebaker and others. Gen. Stone said that in the state of Illinois the money loss by bad roads to farmers alone is estimated on good authority at \$16,000,000 per annum. This, of course, is not the whole tax, since the people in towns bear their full share in loss of trade and increased cost of living, but it will be a safe basis of calculation, and at this rate the total loss for the United States would approximate \$300,000,000 per annum. The average earnings of capital in this country may be taken at three per cent, at which rate this \$300,000,000 is the interest on \$10,000,000,000, or one-sixth of the entire wealth of the country.

Judge Thayer, of Iowa, was elected president, and S. T. K. Prince secretary. The following committee on constitution was named: Gen. Roy Stone, New York; Horace Porter, New York; P. S. Post, J. N. Stahl, T. H. Hackett, F. W. Gerould, Illinois. A. A. Pope, Massachusetts. The committee presented a constitution and the convention adjourned.

The Triumph Cycles.

Mr. S. Bettman is now in this country locating agencies for the Triumph. We herewith present a portrait of one of the managers of this company. The gentleman is well known throughout the cy-



M. J. SCHULTE,
Manager Triumph Cycle Company.

cling centres in England and the continent and is also a speedy rider. The last time the writer saw him he was lugging off a valise as a third prize in a mile race in Coventry.

At the fall games of the Cornell College A. C., at Ithica, N. Y., last Saturday, C. D. Dreier of the Chicago C. C. won the two-mile bicycle race in 6:07 2-5. The former Cornell record was 6:15 4-5.

LOST.

Derby bicycle, No. 407, from hallway No. 162 South Canal street, about 2:30 p. m., Oct. 19. Has no lamp bracket, brake or chain guard, and is fitted with Strauss' pneumatic tires, 2-inch rear, 1 3/4 front, Garford Scorcher saddle and rubber pedals. Handle-bar is of the upward curved pattern for tall rider and has cork handles. \$25.00 reward for recovery and conviction of thief.

DERBY CYCLE CO.,
162 South Canal St

SUBSCRIPTION PRICE OF THE REFEREE
—\$2.00—

NOTICE.

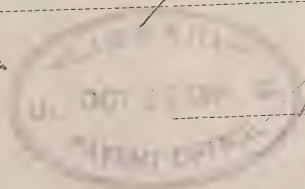
All pages missing from this volume are those of ADVERTISEMENTS only, and a specimen of each advertisement published in the volume will be found in the issue 3

of *Nov. 4, Dec. 23 and April 1st.*

no. 5 missing.

~~and in the selected sheets~~

~~at the end of the volume.~~



K. L. M. M. M.

Librarian.

THE Referee.

AND TRADE JOURNAL.

Examiner Skinner
Room 240 U S post office

A Weekly Record and Review of Cycling and the Cycle Trade.

Vol. 10. No. 1.

CHICAGO AND NEW YORK, NOV. 4, 1892.

\$2 Per Year.

2:02 $\frac{3}{5}$
Flying Start.

WORLD'S RECORDS —ON— COLUMBIA PNEUMATICS.

2:05 $\frac{3}{5}$
Standing Start.

On Friday, Oct. 7th, at Springfield, W. W. Windle, on a Columbia, lowered the flying start mile to 2:02 $\frac{3}{5}$, making the half-mile in 59 $\frac{4}{5}$,

On Saturday, Oct. 8th, the same rider, again on a Columbia, lowered the standing start mile to 2:05 $\frac{3}{5}$, and the standing start three-fourths mile to 1:34. He also placed the flying start half-mile at 57 $\frac{4}{5}$.

Thus are the links forged in the chain of evidence that places at the head the

COLUMBIA PNEUMATICS.

OPE M'F'G Co., 221 Columbus Ave., Boston.

12 WARREN ST., NEW YORK, N. Y.

291 WABASH AVENUE, CHICAGO.

FACTORY: HARTFORD, CONN.

You Can Now Make Up Your Mind

that we are doing some severe thinking, the results of which we shall soon be prepared to show in our '93 wheels.

We feel sure that we gained your confidence in '92, and shall be in better position than ever to successfully compete with every other high-grade machine on the market in '93.

UNION CYCLE MFG. CO.,

WE USE DOT AIRTITE.

166-170 Columbus Ave., BOSTON, MASS.

SPEED is a Good Quality in a Cycle. So is SAFETY
YOU COMBINE THEM IN THE

PILGRIM

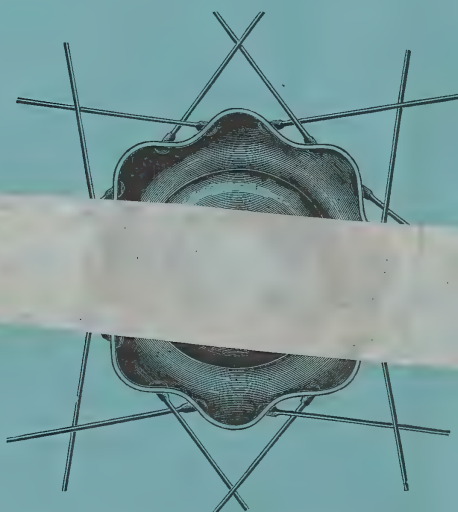
The BEST All Round Wheel Made.

WARWICK CYCLE M'F'G CO., SPRINGFIELD, MASS.

THE STERLING— —CORRUGATED HUB



Combining the best of the two styles
of construction, known as DIRECT
and TANGENT SPOKES.



DIRECT TANGENT SPOKE.

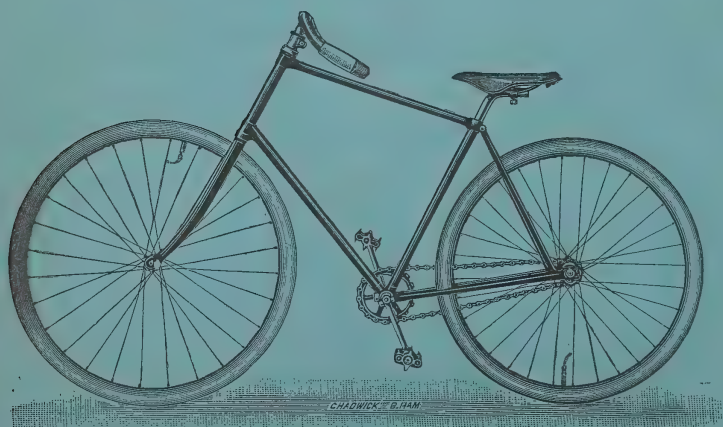


The object of this method will be
evident at a glance, as we secure all
the strength as well as



CHAS. F. STOKES MFG CO.,
293 Wabash Ave., Chicago.

BRANCHES, DENVER,
MILWAUKEE,
CHICAGO.



REFORM LIGHT ROADSTER.

THE T. D. GANSE CYCLE COMPANY,
... 508 State St., CHICAGO,

Have received samples of our ...

1893 WHEEL

And are now booking orders for early delivery. Write
them and get agency. Reform wheels are in it.

THE REFORM CYCLE CO
COVENTRY, ENG.

THE Referee.

AND CYCLE-TRADE JOURNAL.

A Weekly Record and Review of Cycling and the Cycle Trade.

VOL. 10, No. 1.

CHICAGO and NEW YORK, NOV. 4, 1892.

\$2 PER YEAR.

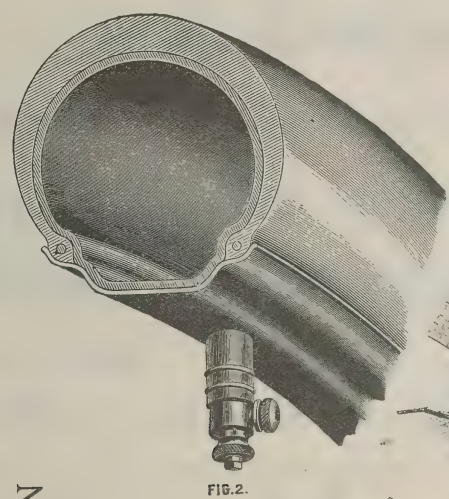
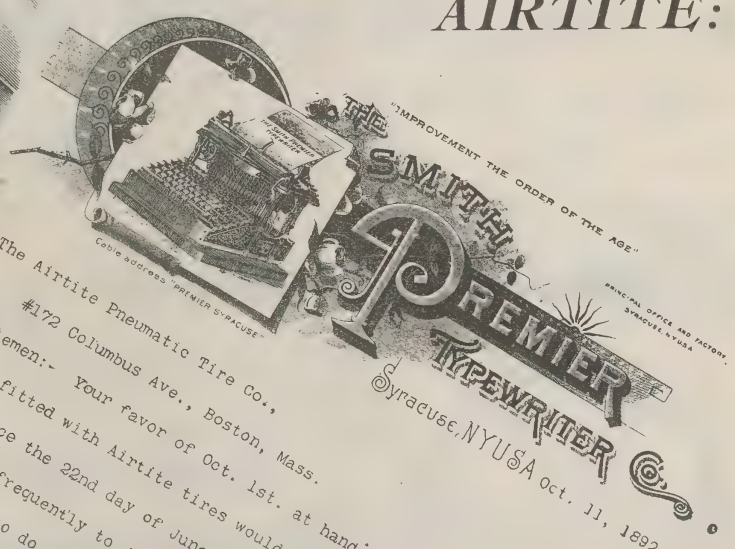


FIG. 2.

See what Smith, the
Type-writer man, has
To say about the
AIRTITE:



HAVE YOU SEEN
IT?

The Airtite Pneumatic Tire Co.,
#172 Columbus Ave., Boston, Mass.
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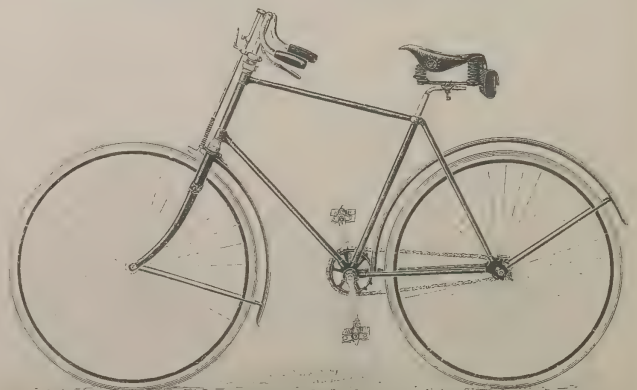
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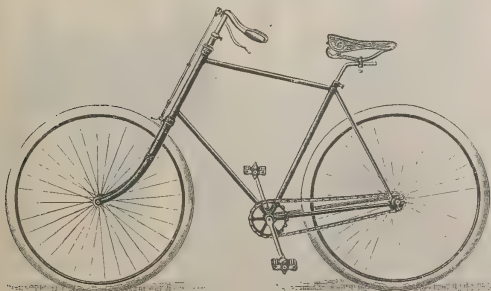
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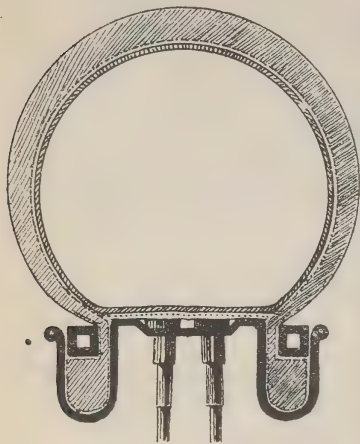
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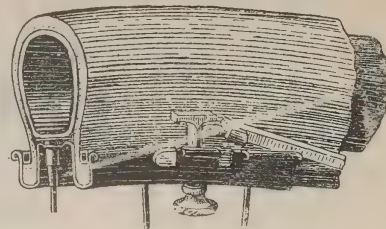
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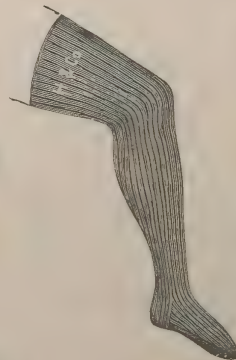


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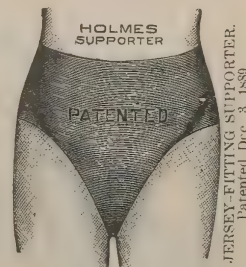
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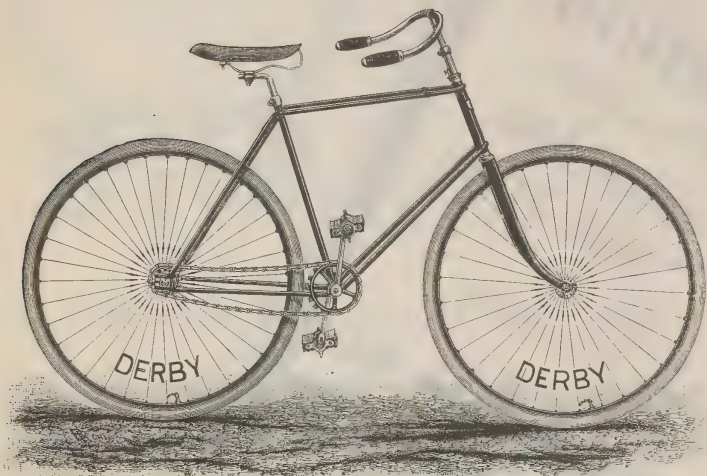
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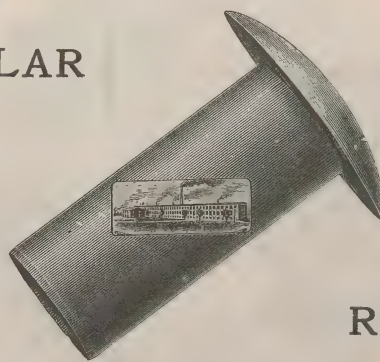
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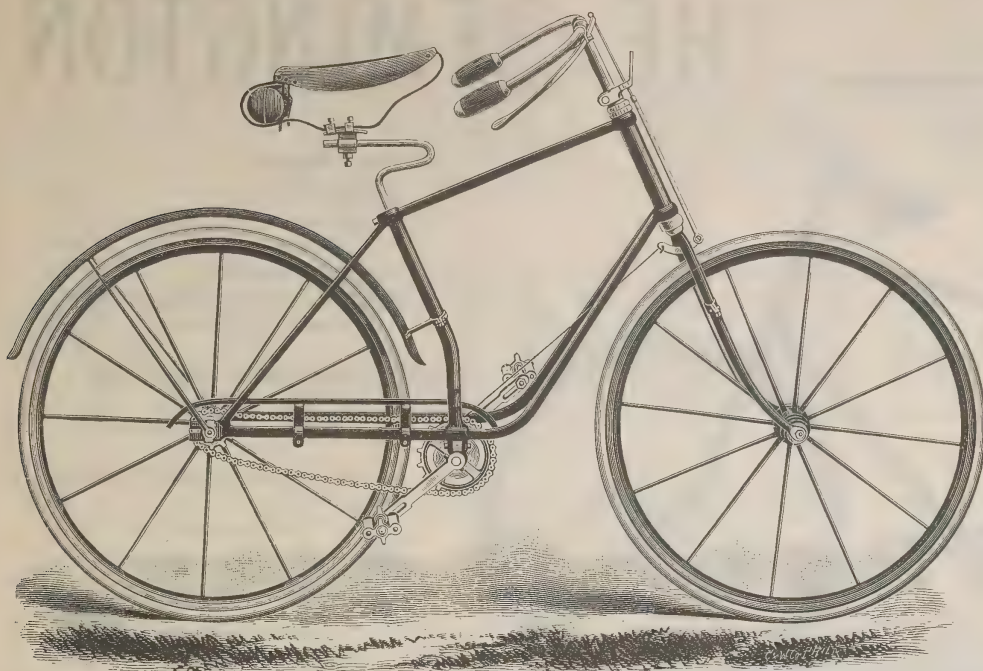
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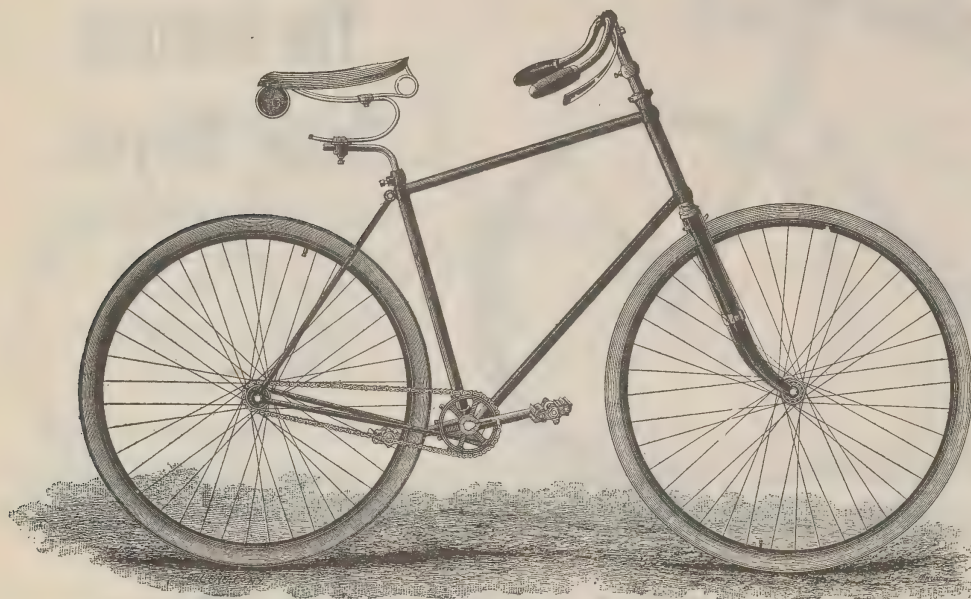
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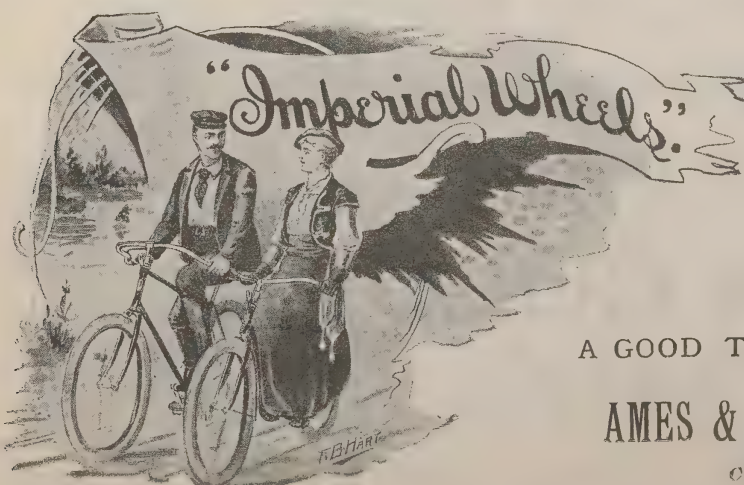
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S. A. MILES, - - - Editor.
CHAS. P. ROOT, - - - Associate Editor.
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IT LACKS CONSISTENCY.

The racing board as a body, and the members thereof as individuals, look upon some rules promulgated by this same body in a way that seems to be most inconsistent. When the board began its official life the first act was to chop up, add to and make over the rules as laid down by its predecessor, the board of 1891. A good many changes were made—some very good, some not so good, and some bad. There never was and probably never will be a perfect set of laws, and it is not to be supposed that any future racing board of the League of American Wheelmen will ever form a perfect set of rules by which the racing men of the country may be governed. Any body of men is entitled to be excused when the rules or laws made by that body are not just what they should be. They may have been all right at the time they were made and probably well answered every purpose. On the question of the correctness of the rules—any rules—here is always room for argument and always a chance for betterment; but on the enforcement of these rules there is but one thing to be done, and that is to enforce them. Those who have watched the racing path and know pretty well the 1892 board's rules, also know that they have been enforced in the most hap-hazard manner. The poorest and most foolish rules have been strictly enforced, while some of the more important ones have had no attention paid them.

In the early part of the season referees were instructed, through the medium of the racing rules, that they must enforce the rule which provided that "shirt and breeches shall not bare shoulder or knee." How well this has been enforced, the racing men themselves know too well. A big howl was made at the beginning of the season on this subject, but beyond one or two instances the rule has been as well enforced as if it had never existed. The rule was a little far-fetched, but it was a rule, and why was it not enforced? Some of the members of the racing board have given it out that they "were going to let up a little on that rule." This they evidently have done, and also in several cases of greater importance. The board claims it must have specific charges in order to convict. It has always been the habit to convict and then let the victim prove his innocence. When a member of the racing board is approached with "Don't you know that Jones has sold his prizes?" or "Don't you know that Brown had his

expenses paid by the management of the meet?" or "Aren't you aware of the fact that Smith is receiving a good, fat salary for riding So-and-So's wheel?" he will say that he has heard these rumors, but he has no proof to convict. Just the same he knows that such cases exist. If he knows these men are guilty, why not inflict punishment? Why not say, "You're guilty until you prove your innocence?" The board does this in some instances, why not in others? Such was the case with Keator, of Chicago; but some big guns escape punishment easily enough.

The board is not only lax in enforcing some of its most important rules, but it permits officials to make rules of their own, though there is no written authority for such work. For instance, a referee, through the starter, will tell the contestants in a race that "looking back will disqualify." There isn't a doubt that looking back frequently causes a fall, but where does a referee obtain his authority for the enforcement of this alleged rule? He has none whatever. If a rider, through looking around, causes a fall, it would be quite right to disqualify him for reckless riding, but we cannot see how a referee can take upon himself the right to make rules. It would be a good plan for the board to make a rule as suggested to fit such cases. The board might adopt another rule—compel the attendants and pushers to leave the track within thirty seconds after the start, under penalty of having their men disqualified. If this was adopted and enforced the riders would see to it that their pushers were men who would obey the rules. But if, like many other rules, it should not be enforced, it might better never be made. All in all, the racing board, of the present, at least, is a most inconsistent affair; seemingly lacking of the necessary qualifications to enforce some of the most simple rules created by itself, and utterly blind as to the many infractions of these same rules by some of the most prominent racing men of the country.

THE "OFFICIAL REPORT."

Long after the interest in its doings had ceased, the racing board gave to the cycling public the "official report" of its doings at the Chicago meeting. We learn from this "official report," published in the *Haul Organ*, that some four violators of the amateur law were reinstated, among the number being Gerwing of Denver. Roy Keator "was suspended for sixty days pending investigation, on charge of having accepted cash for expenses for fancy riding," but nothing was said about the eastern men who received their expenses from the Chicago club while attending the Washington Park tournament. All of the eastern men's expenses were paid on the western trip, but not a word was said about it by the racing board, while they took occasion to suspend Keator when he had done nothing more than have his hotel bill paid, as we understand. This may be justice, but it's a new kind. The board was compelled to pass this resolution:

"It having been brought to the attention of the national racing board that a cycling paper has stated that it proposes to promote a tour of the country by bicycling racing men, amateur wheelmen are hereby warned that they have no right under the constitution of the A. L. W. to accept or in any way receive from or through a cycling paper, or any other parties interested in the trade, money for their expenses or compensation for attending such tour for the purpose of racing, and any attendance upon such a trip will be closely scrutinized by the board."

There isn't a doubt that "any attendance upon such a trip will be closely scrutinized by the board." Its members will be interested to know who are the ones to go on the trip, and they will also

watch with interest the results of the three months' races. But will all the men who take in the trip be asked for an explanation of their actions; will they be suspended for receiving expense money? It is understood that each man who goes on the *Sporting Life's* trip is to pay to that paper \$1 per week, and for this princely sum the journal agrees to carry them through. If this isn't violating a clause of the amateur rule, what is it? This is what the rule says:

(d) Accepting directly or indirectly for cycling, any remuneration, compensation or expense whatever from a cycle manufacturer, agent or other person interested in the trade, or from any other person having a pecuniary interest in the sport, except that a cyclist may accept from the cycle or athletic club which he represents his necessary expenses in training for the and attending race meetings.

There isn't a bit of danger that any of the pure whites will be molested in the least by the board. If there were, say, six, third or fourth raters going on the trip, we should expect to see an even half-dozen suspensions.

L. A. W. MACHINERY.

While praising the grand record recently made by the ocean greyhound, the City of Paris, the lay press made no special mention of the machinery of the great boat, her engineers, oilers and stokers. Now, to accomplish great things the machinery must be in perfect working order. When the ancient and honorable *Bicycling World* recently declared, editorially, that Charles L. Burdette could again secure the league presidency if he wished, the statement was no doubt made advisedly, the organ evidently knowing the machinery of the L. A. W. ship to be in record-breaking order and that the engineers and oilers had done their duty in case a trial-trip is needed. The machinery of the good ship L. A. W., as everybody knows, is of Connecticut and Massachusetts build, and is of exceptional quality. The chief engineer is a well-known young man and his assistants are faithful, while the oilers are noted. It was a bold statement for the ancient and honorable to make when it said "he can succeed himself if he so wishes." It proves that during the summer days the machinery has been well cared for by the chief engineer, while stokers and oilers are ready for a test of speed if needed. The REFEREE readers need not worry about Charles H. Luscomb being an opponent of Burdette for the presidency. Mr. Luscomb knows how futile his efforts would be after reading the *World* editorial; he knows the machinery is in too good working order to be monkeyed with.

WHEELING says that Johnson's "performances are valuable only to show the possibilities of the cycle. For comparison with English records they are worthless. If Harris were shielded from the wind and paced by horses on a kite-shaped track, we would back him to do better time than Johnson's." It has been claimed that Zimmerman, Tyler, Windle and possibly one or two others could do much better than Johnson under similar circumstances. It does not alter the fact that Johnson *has done* what others *could* do. If these good men can do so much better, why don't they? Johnson has made the records, the others have not, and it is only fair to give the young man credit for having been the first to pedal a mile on a bicycle inside of two minutes.

THESE lines appeared in the *Bicycling World* of Oct. 28: "Mr. Sanger will appear on the 23d and try conclusions with the eastern and western cracks." [The italics are ours.—Ed.]

ILLINOIS will have convict labor improving the highways next year.

NOTES AND COMMENTS.

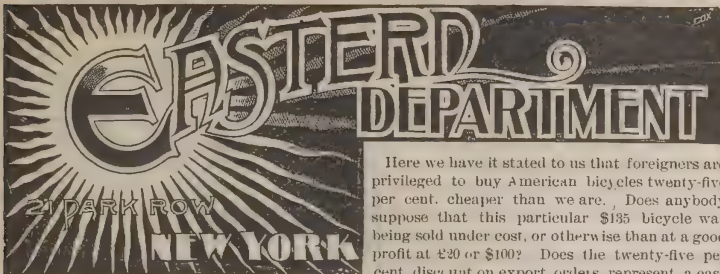
The wintry winds have begun to blow; the dedication exercises in New York and Chicago are things of the past; the leaves are sore and yellow, and the cycling season of 1892 is history. A strange season, too—the most unsatisfying and the most eventful season that has ever been, and the most trying to maker, dealer and rider. It has left us in the most uneasy and unsatisfied condition, from a trade standpoint, that we have ever known. What will the morrow bring forth? It is a pertinent question and one that all would like to answer. It is certain the business is in an unsatisfactory condition; it is certain that a change in business methods must obtain before the trade can be placed on a solid basis; it is certain that makers and dealers must come to some understanding before the new season opens, or next year will be worse than this, and yet no steps have been taken toward such an understanding. To the thinking mind affairs look anything but pleasant. The struggle for place has already begun and the drummer is abroad in the land; but the man in the office is uncertain, the man in the shop is still more uncertain, and neither knows what to do. Jobber or dealer, light or heavy wheels, what kind of tire, where shall we sell our goods—all of these things are nightmares, and, like Banquo's ghost, will not be down. Over all stand the twin bogies, the cholera scare and the Columbian exposition. I don't envy maker or dealer when either dreams of 1893.

* * *

The New York parade was a failure, and I am glad that the Chicago people had sense enough to keep out of a similar catastrophe. Daylight parades behind a band and a couple of mounted coppers, are bad enough, Lord knows. In the range of my experience I have never seen even an unmixed parade that was not in every sense a fiasco, and think of putting a lot of cyclists behind and in the midst of a struggling, irritated crowd in the night! Ye gods, forbid. Such exhibitions as the one in New York will do more to retard the sport than years of hard work can do to advance it. The time has come when L. A. W. meets, lantern parades and all the tom-foolery attached to both should be eliminated from the sport. Let us try our hands at being men awhile and see what the result will be. Business men and business methods must and will surely come into the trade and the sport in time. It has been a wonderment to me for years why they have delayed so long, but until they do come we must expect all sorts and conditions of nonsense, and must put up with it. But the parade fiend, the badge fiend, the beer fiend, and that most uncomfortable of demons, the crank who roars and yells club call, ought to be sat upon.

* * *

Tom Eck has said it; he has "perpetrated his last fake." Now if Prince and Knapp will only come forward to the mourners' bench and confess righteousness, what joy would be in the fold. Bring forth a halo with forty golden spokes, a Feathers one tire and an elliptical sprocket wheel, and crown the glorified Thomas. O, ye racing board; let let the harp that you give him be made from weldless tubing and strung with founding spoke wire; let the world rejoice that Eck has ceased to fake. No more will he mix promiscuously among the Flannagans, Ashingers and Princes of the cycling arena. Pure shall be his name and doubly washed his nature, and he will attend strictly to bringing out unknown wonders on unheard-of tracks and help them gain impossible records—but never a fake. LA COTE MAL TAILE,



The Tariff on Bicycles.

The subject of tariff on bicycles and raw material has not been discussed by American cycle journals, nor have the British journals thought fit to enquire into the act introduced by William McKinley and its bearing on the trade of both countries. The cycle journals possibly have good reasons for not debating the question. A paragraph in this paper, as a "feeler," last spring, did not start the ball rolling. It has been left for the lay press to discuss the important question, and, as usual, both sides are confident of being in the right. The REFEREE representative, in a talk with a very conservative English manufacturer, is told that the McKinley bill, as far as bicycles are concerned, acts as a balance wheel between the American and English manufacturer, and inflicts no hardship on either side. Cycling Editor Turner of the Springfield Republican (Dem.) sends the following editorial, which appeared in his paper last Sunday:

It is impossible to say how many bicycles are in use about Springfield, but the number must be extraordinarily large. They cost from \$135 to \$150 or more—good ones—and yet their use is not confined to the class which we should consider alone able to indulge in such a luxury. Clerks on very limited pay have them. Mechanics who find close calculation necessary to make the two ends meet, seem to be able to support these costly machines. Workingmen and boys ride to and from their day's labor on bicycles more often of the latest styles and improvements than otherwise. There is scarce a street in Springfield that can be traversed at morning, noon or night without seeing numbers of the machines go spinning by.

People must often have marvelled how so many of supposedly limited means were able to command the indulgence of a \$150 horse and carriage, as it were. We have heard men who must command \$2,500 and more a year say that they could not afford it. Is this number of bicycles in use a fair measure of the financial condition of what are commonly called the "working classes"? Probably not. But such is the fascination of the sport or exercise that severe self-denial in all other directions will be practiced to gratify the desire for bicycle riding. It cannot be otherwise, however, than a most healthful and beneficial sport. When men can get out of a morning and take a twenty-mile spin before breakfast and think nothing of it, we may well say the wheel craze has come to stay. And we hope it has. It is a most encouraging feature of the life of the day. It is bringing the riders to an acquaintance with the fields and woods and hills and fresh air such as they never have before experienced. Out of it largely is growing this helpful demand for good country roads in place of those which, in their present badness, are doing so much to isolate country communities and injure the markets for farm produce both to the farmer and the town consumer.

Why, then, should the price of bicycles rule so high? Here is a demand for them that is coming to be well nigh universal among all classes and both sexes. It is a demand that can be satisfied with great advantage, not alone to the individual but to society. But at present prices it is simply asking the average man to starve himself to enjoy this simple and healthful exercise. Is there any call or justification for such prices? The common impression—we do not vouch for its truth—is that the best wheel can be sold at a large profit under \$100 or under even \$75. We have on hand some interesting proof of this. During his stay in England last Summer an American traveler applied to the manufacturer of the Victor bicycle, who was then in London, for a wheel. He received this answer:

"FIRST AVENUE HOTEL, BLOOMING, LONDON, W. C., Aug. 15, 1892.—Dear Sir:—Replying to your inquiry for Victor bicycles, with Victor cushion tires, you can procure the same of the Overman Wheel Company, Chicopee Falls, Mass., U. S. A., for \$135, less twenty-five per cent. on account of export. Or, if you care to send me £20, I will see that your order is filled at once. Our cushion tire is not to be compared with the so-called cushions here. It is marvelously good. We make but one grade bicycle, the highest. Awaiting your commands, I am, very truly yours,

A. H. OVERMAN.

Here we have it stated to us that foreigners are privileged to buy American bicycles twenty-five per cent. cheaper than we are. Does anybody suppose that this particular \$135 bicycle was being sold under cost, or otherwise than at a good profit at £20 or £100? Does the twenty-five per cent. discount on export orders represent a case of throwing surplus stocks on the foreign market for what they will bring; or, rather, does it not represent the conditions of a regular and profitable business? The situation seems to be just this: Bicycles of foreign make are taxed forty-five per cent. at our custom houses. Behind this tariff tax the domestic manufacturers, protected also by patents, have been enabled to combine and keep up their prices quite to the full extent allowed by the duty. When they venture outside of this tariff wall they are at once obliged to reduce their prices to the untaxed level of the world's market—which they are perfectly willing to do, and apparently able then to pocket a handsome profit. Consequently in this case each buyer of a bicycle is being needlessly taxed from thirty-five to forty-five per cent. "on account of the tariff."

There appears to be no justification for the present excessive charges for bicycles imposed on

machinery is better than in England. Our material costs about the same. It is no exaggeration to say that our wages are double theirs.

As to the price charged for the trifling number we export, it would matter little if we got nothing for them. * * * We would still accomplish our purpose of having them known abroad. I should be perfectly willing to accept as a profit on my business the difference between the wages I pay and the wages paid in England for similar work. I employ from 100 to 1,000 men, and am well informed of the prices paid for bicycle work in Europe. If the protective tariff were removed I should invite my men to work for half the price they are now getting. If they declined I should be obliged to close my mill. This argument should be a good one in manufacturing Massachusetts, where our welfare depends greatly on the intelligence and position of the workmen about us. If you care to publish facts regarding wages for skilled workmen in Europe I can give you the result of careful investigation in England, France, Belgium, Germany, Holland, Switzerland and Italy during the past ten years.

Very truly yours, A. H. OVERMAN.

THE "UNION'S" SIDE OF THE CASE.

The Springfield Union (Rep.) notices the subject editorially as follows:

The Springfield Republican, in an editorial entitled, "The Uses and Prices of Bicycles," devoted nearly a column on Sunday to a big discussion of the tariff. The entire article was simply a miscellaneous collection of fallacies put together in a manner that was intended to give the readers

A SUGGESTION FOR A NEW LEAGUE EMBLEM



We believe we are correct in stating that there are Chinamen and negroes in the league; but it is not generally known that a bull pup is also a member. Such is the case—L. M. (Lincoln Mascot) Snaix is a member of the league and of the Lincoln club. Do all want the addresses published?

* *

Burdette and Divisible Cash.

If the telegraph reported the president of the L. A. W. correctly at the meeting for mothers of the L. A. W. only, held in Chicago, the colonel became somewhat excited, and, bringing his fist down on the table, said: "When the L. A. W. adopts the iniquitous divisible cash prize scheme, it will be when I'm too dead to oppose it." If I understand the constitution, as adopted by the L. A. W., President Burdette is a salaried or cash prize servant of the body of cyclists, not its master, and bears much the same relation to the L. A. W. that President Harrison does to the nation, but with powers possibly a little less autocratic. Therefore, when the genial Hartford colonel gets mad and attempts to coerce or dictate to the 31,970 cyclists as to what they should or should not do, I'm afraid the gentleman from Hartford will run against a stone fence. The "iniquitous divisible cash prize scheme" has not made many great sinners of some good citizens of this country in divisible cash prize horse racing, among them governors, senators, preachers and some of the very best citizens of Hartford, so with the iniquitous divisible cash prize scheme

the American consumer. Why should the foreigner be favored in this market to the extent of twenty-five per cent. over him? It is an imposition that cannot be lightly regarded. Plainly, patent protection gives the manufacturers all that is needed in this case. All above this is being used to enable the few proprietors of patents to accumulate so much the more excessive fortunes. The bicycle makers should be more moderate in their exactions. Let the prices of bicycles be reduced at once.

MR. OVERMAN GETS IN A WORD.

Mr. Overman does not agree with the Republican evidently, for he writes that paper as follows, under date of Sept. 24.

Answering your inquiry, it is true that we occasionally sell a bicycle in England for twenty-five per cent. less than our retail price. We sacrificed our profit because we are compelled to in order to introduce our bicycles; compelled by the fact that bicycle manufacturers and bicycle wage-workers in Great Britain are forced to work for cheap prices, since they have no protective tariff to defend them in their enjoyment of their home market. We generally have more orders than we can fill at home, and do not care for foreign trade except that we should like to have our bicycles known in Europe in the event of our ever being compelled to go there for a market, which might arise if the protective tariff was taken off.

We charge more for bicycles here than English makers charge, for the reason that we pay our workmen double the wages paid theirs, and our

impression that the tariff is a tax. This could only be possible, however, in cases where the Republican's readers were as unfamiliar with the principles of protection as the editor of that newspaper appears to be. There was, in fact, scarcely a line in the cleverly written leader that will stand the test of argument based on fact.

The Republican printed a letter written by A. H. Overman while in Europe last summer offering to sell one of his \$135 bicycles for \$100, and jumps to the conclusion that there was a good profit on the wheel even at the smaller price. In consequence, the Republican argued that the wheels could be sold in this country, with a good profit, at \$100 or even less, and drew the conclusion that purchasers of wheels were compelled to pay \$135 or \$150 for bicycles because the Republican principle of protection enables American manufacturers to combine and keep up the prices.

Space at this time does not permit reference to all the misstatements and inconsistencies in the Republican's editorial. It will be perfectly clear to every fair-minded student of economic questions, however, that American manufacturers—of bicycles or any other articles—cannot sell their goods at as low a figure as foreign manufacturers, for the reason that the American manufacturer pays double the wages paid by foreign manufacturers. The American manufacturers neither expect nor attempt to sell goods manufactured by high-priced American labor at a profit in competition with the starvation-priced labor of Great Britain and other foreign countries.

Mr. Overman does not export over half a dozen

I don't believe the country and its cyclists will go the demnition bow-wows—provided the L. A. W. or any other well-organized association takes care of the scheme. Of course we of the cash prize persuasion would not like to see the genial Hartford colonel dead—too dead to oppose us—but a colonel would not be missed in L. A. W. politics or in the nation's affairs, for, in the words of the immortal Garfield, "the government at Washington would still live." I fancy the L. A. W. would also. The danger with the L. A. W. seems to be a centralization of machinery power, but it never will be a one-man concern. The president should and will do the bidding of his employees, the rank and file, and not the few salaried favorites, who receive divisible cash prizes for their services, and who are conspicuous for their devotion to the test of the national organization. I do not know what President Burdette's idea is now on the amateur question, but last summer in Hartford he told me the only difficulty was in "proving to the satisfaction of the racing board." Well, here is something that may help the racing board solve the question—an extract from a prominent eastern manufacture to a racing man not far removed from the L. A. W. racing board's machinery. In order to prove the genuineness of the letter the original was shown to the secretary of the League of American Wheelmen, and it remains to be seen if the L. A. W. will allow manufacturers and racing men to go on in the present way, or to come out for cash flatfooted, and not perjure themselves and let the money in a way that cannot improve their manhood or self-respect.

"Of course the leading men would still ride for manufacturers, and ride their best, or they would not be retained long, if cash prizes were introduced," said a prominent tradesman last week, "and the only change would be in giving the cash openly instead of the behind-the-back method." This man, who knows all the best men, and knows something of the cost to his firm for racing, was right.

Here is the letter referred to, or at least an important portion of it:

"We would like to know whether or not you care about going to California with the *Sporting Life* team, to ride one of our bicycles. The trip, of course, will cost considerable money, and as you probably know, six of the representative racing men of the country, including Zimmerman, Windle, Taylor and Tyler, and one or two others, will go. As we have agreed to furnish and to pay for one man, we would like, if your arrangements are such that you can accept, to have you go. The trip will last about three months, and there will be racing twice a week through California, Mexico and Texas and the southern states. The writer asks you to keep this in strict confidence, and to mention it to no one. Let us hear from you as soon as possible, as we wish to settle who is to go for us. Yours very truly."

Notwithstanding such letters being public property, the racing board has failed to enforce the beautiful amateur rule. Where does the iniquitous part of the programme come in, President Burdette? Keep your eye on that divisible car load of pure ones which will shortly sally forth under the protection of the L. A. W. racing rules.

Mrs. Peck's New Club.

Mrs. M. L. Peck, L. A. W. 40,914, is a hustler, if that term can be applied to the fair sex. Mrs. Peck was marshal of the fair squad of the cyclists division in the late New York parade, and ran

things quite correctly. Now Mrs. Peck has another scheme, and she called at the REFEREE office to ask the assistance of the paper in booming a club formed of both sexes. The first meeting towards forming an organization was held last Wednesday evening on Seventy-second street, when several officers were chosen as follows: President, Mrs. M. L. Peck; vice-president, L. P. Dosh; treasurer, George F. Adams; secretary, Emma C. Owen; assistant-secretary, J. Charles B. Smith; first lieutenant, Mrs. Bessie D. Farman; second lieutenant, Mrs. Seers; color bearer, Mrs. W. E. Smith. The object of this club will be to encourage the sport of cycling among the ladies and to cultivate a stronger feeling of sociability among the women riders of the wheel.

It will be noticed that a captain was not chosen—he will be a brave man who tackles the position. Anyhow, the REFEREE is invited to a moonlight run next Wednesday in Central Park, and will train on "Nervine" between now and then.

Fees For Handicapping.

E. C. Carter, the national Amateur Athletic Union handicapper, it disconsolate and will not be comforted and happy until things are evened up in handicapping fees. Said E. C. to the REFEREE man: "Wouldn't I like to be a bicycle

too. For instance, Mike Quinlan had the gout and "Doc" recommended a mustard poultice. Quinlan had to wear a carpet slipper for a whole month after using it. Frank Ray, the G. & J. New York manager, complained that his two-months' old infant was not in record-breaking condition, and bought a baby carriage from the Gendron Wheel Company. Alex sells all New York and Brooklyn cyclists carriages, and allows a discount if a father or mother is an active rider. With Ray's carriage he sent the following note:

"I know what is the matter with your kid; he wants a change of diet. Stop feeding him with oatmeal and beefsteak, and other food suitable for record-breaking; you just feed him with the bottle of sterilized milk I sent in the carriage. Wheel him out twice daily and show him the Columbus monument, which will give him hope and inspiration, while the milk will do the nutrition part of the business. When he grows up let him ride a Gendron."

Ray believed in all the advice and will act on it.

Luscomb's Workers are Hustling.

Mr. Luscomb has appointed his nominating representative committee, and the committee in turn has nominated the ticket representatives, who are expected to vote as they are directed. A well-



The Bidwell Tire Factory, New York.

handicapper for a year! All the Union allows me is \$5 for 100 entries; over 100, \$10; under 400, \$15. At the Passaic games, for instance, the handicapper, Prial, got \$50 for 200, and I got \$10 for the same number in the athletic events. Is it any wonder I am getting thin? I complain, not because I begrudge Prial his \$50, but because I want a little more generosity displayed toward me by the Union." With that Carter moved slowly and mournfully down Broadway. Speaking of the fees of handicappers, it is said that Prial made the past season as much as the secretary of the L. A. W. gets per year, \$3,000, and Goodman was close up. The sum of \$50 charged for a few events at a small meeting of a small club does seem high. But it is the club's own fault; it should give class races. What does a man in New York know about the form of a man in a country town near Buffalo? Handicaps in the United States have been more or less a failure and will continue to be so.

"Doc" Schwalbach.

Alexander Schwalbach, of Brooklyn, and likewise of Chambers street, New York, is a very versatile young man, with a large and interesting family. Alex looks young, but is old in wisdom. He was a horse doctor before going into the bicycle business, and is now called "Doc" by the majority of his friends. He keeps up his veterinary knowledge,

defined ring can be seen by looking closely at the paper called a ticket. One of the representatives nominated, however, seems to be from the outside, as he stated the other morning that the honor was a surprise to him, and he immediately asked two cyclists what was expected of him and what would his duties be. One of the young men volunteered the information that the best thing he could do would be to "vote with the gang." He thought he would.

Off For the Indies.

Achille Philon, the spiral tower man who created such a sensation in London two years ago, and at San Francisco last winter, called at the REFEREE New York office last week and outlined an extensive South American and West Indies trip. Philon rides a Century Columbia, his wife rides a Premier, and he will take along with him Charlie Price, the Milwaukee amateur, and Lillie Williams, the Omaha cycling soubrette, for exhibition racing purposes. The party will sail for Jamaica next week, and will give exhibitions through the Indies. Price will act as engineer of the steam road carriage, a Philon invention, and will race against amateurs where they can be found, while the fair Lilly will ride her Sercombe & Bolte Telegram safety against Mrs. Philon to the edification and instruction of the numerous spectators the Philon show will attract.

Price will also ride a Telegram, and Mr. Philon assures the Milwaukeeans that their cyclist will remain a pure amateur on his travels with the professional aggregation. There is another side to the trip. Philon proposes to give the tournaments with a view of starting a cycling boom in the islands of the sea, and will, if possible, establish agencies for cycles in the larger places. He says the roads in the British West Indies are the best that can be found, through the manipulation of native and criminal labor. The roads are for the most part macadam, with a layer of cement. Stretches for miles in the country form an ideal road for cyclists. A column notice in the leading Jamaica paper welcomes Philon and his troupe.

Sullivan's New Company.

The American Sports Publishing Company, with Colonel James Sullivan of the *Sporting Times* as president and E. C. Newell secretary and treasurer, has been incorporated for the purpose of publishing an athletic library, and will treat all branches of athletics in a monthly book the company will issue. The extensive knowledge of athletics of the president of the concern, assisted by the athletic and sporting editors of the New York dailies, will assist in giving the athletic world something reliable and interesting. The company will also control the advertising of several large concerns in the athletic goods business.

Guy Wilson a New Yorker.

Guy P. Wilson, late of the Baltimore *News*, has forsaken the Oriole city and will in the future make New York his home. He will become connected with one of the big dailies. Mr. Wilson has been a prominent Baltimore cycling figure, and worked hard for the sport in Maryland. He thinks, however, that there are more kicks than honor in being a worker in the cause of cycling, and doesn't yearn for any more distinction on that score. He will join the New York Cycling Press Club when the latter is reorganized, and it is hoped the club will have the active assistance of the clever writer and hustler. What is Baltimore's loss is New York's gain.

MORGAN.

A Good Scheme.

A "starting" novelty is about to be tried on the new Paris track. Instead of the historic man with the pistol, a series of posts, each being fitted with a sonorous bell, will be placed at distances of twenty-five metres round the track. Electric wires will connect these bells, and the starter, instead of risking death by explosion from an old blunderbuss, will merely touch the button and set the whole (including the riders) in motion. Now, Herne Hill.—*Wheeling*.

There's a Difference, You Know.

The "Yankees" are endeavoring to obtain a portion of the grounds at the Chicago exhibition, which will be held next year, for a comprehensive exhibit of roads and their construction and maintenance. The rural highways in the land of "stars and stripes" are, be it said, most atrociously irregular and uneven, and while a considerable improvement has been manifest of late years, there is still much to be accomplished ere the cyclists of the States will understand the pleasures of travel as they are known to their cousins on this side of the "herring pond."—*Cycle Record*.

And notwithstanding this knowledge, the Britishers wonder why we can not make road records.

William E Hunter of Lynn, Mass., has just reached his home, having ridden to Chicago. He covered the 1,200 miles in sixteen days, arriving at the World's Fair grounds Oct. 14.

The first annual meet of the Dallas Wheel Club will go down in history as the largest and best ever held in Texas. The races were deferred a week, owing to incessant rain during the past two weeks. On the 27th, the first day of the races, the wind blew a gale and the track was miserable, but Old Sol beamed forth in all his glory, and the boys were full of good cheer. Fast time was impossible, but the quarter was ridden in 33 1-4. W. A. Parker, of Waco, had everything his own way, being beaten but once. Friday evening the club entertained the visitors with an elegant banquet and smoker, mingled with songs and speeches, Mr. McGarvey, of Kentucky, rendering a quantity of the latter. The summary:

SECOND DAY.

G. W. Hubbard, 2; Roy Spore, Houston, 3; time, 2:50.

Carruthers, Houston, 2, Woodurnth, Dallas, 3;
time, 3:19 2-5.

The officers were: Referee, L. W. Hope, Sherman; judges, T. L. Lawhon, John B. McCraw, Hugh Blakenee, all of Dallas; timers, L. A. Cohn and G. Harris of Dallas, and A. Q. Nash, of Sherman.

Bert Harding, of the St. Louis Cycling Club, tackled Hal Greenwood's De Soto round trip record Sunday, and the way he took that record down was a caution. Quite a number of things were against him on the trip. The road's had just been repaired and Harding encountered a good deal of new gravel. It was a cold, raw morning when he started from the club house, the start being made at 8:02 a. m. Point Breeze was reached at 8:36; Maxville, 9:24; Bulltown, 10:05; Hillsborough, 11:08, and De Soto at 11:57. Here he stopped for a lunch, leaving at 1:10 p. m. He passed through Bulltown on the return trip at 2:45, Point Breeze at 4:26, and reached the club house at 5:25 p. m.

His time on the down trip was 3 hrs. 57 min., only about seventeen minutes behind his time the day he broke the single trip record. Every hill was climbed on the way down, but coming back he

w lked Frisco and Kimmswick, as, owing to a brak in his wheel, he was afraid of breaking the frame. The tme for the round trip, 9 hrs. 25 min., is 2 hrs 31 min. ahead of the record made by Hal Greenwood in his ce'brated race with Perce Stone five years ago. Harding practically made his own pace the entire way, though members of the cycling club kept with him at different stages of the trip, mostly for the purpose of checking at points along the road. Harding was pret'y tired when he reached the club, and showed it very plainly, but after a good rub-down he seemed to feel all right. He rode an Imperial light roadster.

The timers were G. M. Wilder and W. P. Laing at the start; Thomas Coburn at DeSota, Frank Ayers at Point Breeze, and Wilder, Laing and Rule at the fin-

daily. The racing board of the Milwaukee Wheelmen has the meet in charge, and is working hard to make it a success. Chairman Schroeder states that the prize list will be first class, as many valuable prizes have been guaranteed, and the club will add many others.

If the *Sporting Life's* excursion to California and the south proves a go, assurances have been given by Mr. Troy that the car, with all the great racing representatives of the country, will be in Milwaukee during the tournament to participate in the races. Zimmerman, Windle, Tyler, Taylor, Berlo and others would prove great drawing cards and make the meet a doubly-assured success.

JACK ROYAL.

Buffalo Race Matters.

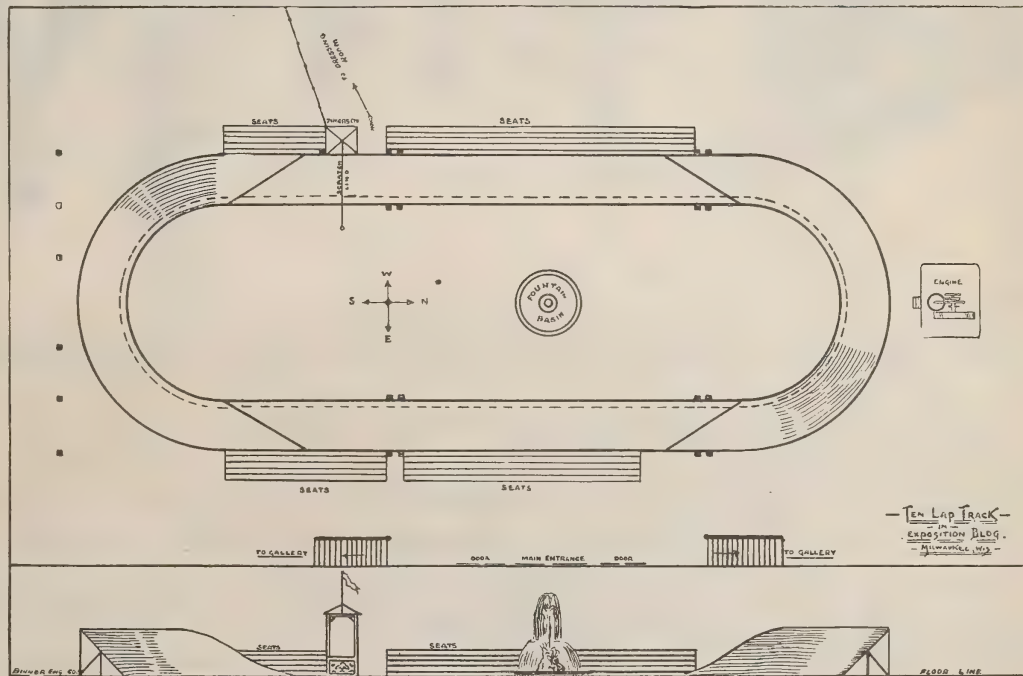
"To be or not to be" seems to be the question regarding "that" road race. The Buffalo end of the dispute is willing from all accounts, to concede any or all courses if the Rochester end will only come in; but it won't, and the Buffalo end may suit itself regarding detail. On Saturday forfeits were posted with H. C. C.

was won from scratch by the former in 13:28 1-2, while Rhodes dropped out. Neither man was entered and got to the track just in time to start in the race, the referee having allowed them to ride. Some of the Nashville people didn't understand this and thought there was something wrong. At any rate, Johnson had not received his prize at last accounts. The results were as follows:

Five-mile, handicap—J. S. Johnson, Minneapolis, 1; J. L. Newsom, Jr., 2; J. B. Farmer 3; time, 13:28 1-2.

SECOND DAY.

One-mile, scratch, open—J. H. Gardner, Nash



Milwaukee Wheelmen's Indoor Bicycle Track—Exposition Building.

ish. A claim will be made to the Century Road Club to have this record put on its books.

Milwaukee's Coming Tournament.

During Thanksgiving week the Milwaukee Wheelmen will hold a tournament at the exposition building. A race track will be built, and when completed will be the fastest indoor track in the country. The designer of the plans, Martin Palitz, visited Minneapolis, Chicago and New York for the purpose of obtaining all the information possible in regard to the way tracks had been built in those cities. The track will be built the same as the one in Madison Square Garden, New York, and will be ten laps to the mile. One especially meritorious feature of the construction is that a rider going at a 2:15 gait will find it impossible on the turns to strike his pedals, while it will be necessary for him to go at a three-minute clip if he wants to keep on the track. Work on the track is now in progress. It will be built of one-inch boards, with a regular covering of flooring, and when completed, which will be some time this week, all racing men who have entered the races will be allowed the free use of the track.

Martin by the Press C. C. and the Ramblers B. C., so the prospects for a race are a little more encouraging than before. The time now agreed upon is Nov. 5, and all interested are hoping and praying for good training and racing weather. The Press C. C.'s men are training for this event under the direction of C. H. Callahan. The Ramblers B. C. boys are not saying very much just now, but they have their working clothes on, and the amount of training going on is enormous. The team for the road race next Saturday is hard at work under the care of Captain Klipfel, and the men are in the pink of condition. Captain Klipfel is sure that he has the winners in the team, and Callahan is equally sanguine.

WILLIE DUNN.

Johnson Won at Nashville.

Nashville's big two-day meet last Thursday and Friday did not pan out very extensively. Dan Canary, who returned Saturday, said there must have been seventeen people in the grand stand the first day and twenty eight on the second. The meet was given at Cumberland Park, under the auspices of the Capital City C. C. Johnson and Rhodes started in the five-mile handicap, which

ville, 1; J. M. Rains, Nashville, 2; W. C. Paine, Evansville, 3; time, 2:52 4-5.

Half-mile, handicap—J. M. Rains, 20 yards, 1; Jay Newsom, Nashville, 10 yards, 2; W. S. Pearson, Nashville, 30 yards, 3; time, 1:12 1/2.

One-mile, handicap, open—J. H. Gardner, Nashville, 20 yards, 1; J. M. Rains, Nashville, 40 yards, 2; R. E. Bennett, Nashville, 100 yards, 3; time, 2:41 4-5.

Two-mile, handicap; open—Jay Newsom, Nashville, 50 yards, 1; R. E. Bennett, Nashville, 250 yards, 2; J. B. Farmer, Nashville, 100 yards, 3; time, 5:33 1-2.

Half-mile, open—First prize, J. H. Gardner, Nashville, 1; W. C. Paine, Evansville, 2; J. M. Rains, Nashville, 3; time, 1:16 3/4.

One-mile, handicap—O. B. Gardner, Nashville, 250 yards, 1; W. S. Pearson, Nashville, 250 yards, 2; Jay Newsom, scratch, 3; time, 2:55.

One-mile, handicap—Fitz Bachmann, 575 yards, 1; W. J. Potter, 500 yards, 2; Jay Newsom, 100 yards, 3; time, 1:59.

Two-mile, handicap—Jay Newsom, 400 yards, 1; J. H. Gardner, 350 yards, 2; J. S. Johnson, scratch, 3: time, 5:05 1-2.

The officials were: Referee, J. C. Combs; judges, C. H. Bader, J. M. Gardner and William Cox; timers, T. C. Petri, J. I. Newsom, Jr., and Charles W. Woodward; clerk of the course, Henry J. Stack; starter, J. Elmer Pratt, Chicago.

Newton Won from Scratch.

The Beloit, Wis., twelve-mile road race was held Friday last, twenty-five men starting and finishing before a large



An illustration of Racing Board methods, adopted for the benefit of the official organ to the detriment of the league at large.

crowd of people. The road was in good shape, but a strong, cold wind prevailed. E. A. Newton finished first from scratch in 55 min., thus securing first place and time. F. N. Pratt was second and George Whitford third.

The M. & W. Road Race.

The M. & W. Cycling Club held an eight mile road race last Saturday over the Oak Park course. W. Whitman, the fourteen-year old office boy, won handily. His handicap was twenty minutes. F. W. Morgan was a contestant. The summary follows:

Name.	Hand'p.	Time.
W. Whitman.....	20:00	35:35
B. F. Campfield.....	45	30:47
E. Ulbricht.....	scr.	27:00
J. Herkenhoff.....	7:30	33:40
C. B. Van Dyke.....	7:30	33:52
T. Morris.....	7:30	33:55
J. E. Hammond.....	4:00	30:27
F. W. Osmun.....	45	37:25
H. S. Mallory.....	2:00	23:58
F. W. Morgan.....	45	29:24
H. Voigt.....	4:00	32:33
George Stenile.....	7:30	36:12
J. Rau.....	4:00	33:40

Chicago C. C. Ordinary Run.

The road officers of the Chicago C. C. have called an "ordinary run" for Sunday from the club house to Pullman and return. None but solid-tired ordinaries will be permitted on the run. It is a novelty surely, these days, and there is now a demand for the g. o. o. Safety riders will not be permitted to accompany those on the ordinaries under pain of having the valves taken off their machines and a walk home. It is proposed to impose a fine of twenty-five cents for every header and ten cents for dismounts, the "pot" to pay for dinners at Pullman.

Race Chat.

An indoor meet at Madison Square Garden is talked of by the Harlem

Wheelmen, and will be arranged for some time in December.

The Baltimore club will hold its annual ten-mile road race Thanksgiving day.

The Capital City Cycling Club of Lincoln, Neb., has arranged for a ten-mile road race. The course will be to Havlock and return. The race will take place Nov. 10, with perhaps thirty-five entries. Fifteen prizes will be given.

Last week Fred Hatch of the St. Paul C. C. broke the local hundred-mile record, going from St. Paul to Northfield, and then to Minneapolis and St. Paul, in 7 hrs. 52 min. This is three minutes better than the mark made by T. L. Bird two weeks ago.

Races will be held by the Washington Wheelmen of Tremont, Pa., election day, on the Westchester course, consisting of mile, novice; mile, handicap; half-mile, handicap; 100-yard, slow race; two-mile, handicap; ten-mile, handicap, and mile consolation.

The Centaurs of Baltimore will hold a sealed handicap ten-mile road race election day. The club championship medal will go the man making the best time, while other prizes will go to those finishing first, second and third. If permission can be obtained, the race will be held in Druid Hill park, otherwise on the shell road.

Saturday last Worth & Sterner, the West Madison street cycle dealers, gave a youths' century race. Five of Chicago's sturdiest young riders started. Earl Hamilton, whose age is 18, and Harry Geer, 16, allowed Ralph Kinney, 17, Fred Henderson, 14, and Lawrence Reed, 16, an our's handicap. Harry Geer came in a winner in 8:30, clipping off two hours from the best known youths' time. Henderson completed the run in 9:40, Lawrence and Kinney rode 45 miles

and Hamilton completed a half century before stopping. Harry Geer is not unknown in the local cycling world, this being his fourth century the present season, all ridden on a forty-six inch pneumatic tired Eagle. Hendersn has ridden two centuries this season. Both men finished apparently fresh Harry Geer rides under Minnette club colors, and is a hardy long-distance rider.

The New York papers say that in the race of the Newark Letter Carriers Cyclers the third man was Robert Clunich, a one-armed postman. This is the first instance of a one-armed man competing in a bicycle race, and, as the distance was five miles, his showing was a good one. Mr. Clunich rides a wheel while serving his route, and is a familiar figure in Newark.

More About Johnson's Records.

John W. Evans of the American Trotter, writes the REFEREE as follows about the records made by Johnson on the kite track at Independence, Ia.:

"I notice in your issue of Sept. 30, under the heading of 'One mile in 1:56 3-5, the following: 'There were only one or two watches which were over 1:57, while several others were well under 1:56 3-5.' I would like to contradict this. When Johnson went his mile not one of the official timers had it over 1:56 3-5. Two had 1:56 1-5, two had it 1:56 2-5, and two had it 1:56 3-5. I was in the stand when they compared watches, and they decided on the slowest, which was 1:56 3-5. We can put up from \$1,000 to \$10,000 that he can come back and do the very same thing he has done. This will be a good chance for the people who doubt these performances to come here and make a little money if they have anything in the way of 'oof' to put up."

ENGLAND'S EX-CHAMPION.

Osmond the Disappointment of the Past Season.

Longfellow in Sport and Play.

There can be no disguising the fact that Osmond has been the disappointment of the past season. All his friends have been hoping that he would do something before the frosts came again worthy of his great reputation; this friendly patience has gradually given way to disappointment, his most faithful adherents have ceased to find excuses, and to day it has to be acknowledged that it is hopeless to expect the brilliant rider of 1891 to add to the laurels won so handsomely in the days that are past. The reflections of those who have honestly believed in his prowess and his capability of accomplishing a really great feat on the path may not be pleasant; but they are inevitable. It is out of my province to attempt to make excuses; but I may perhaps be allowed to add my keen regret to those which have been expressed in all quarters at his recent failures.

Our American visitor has proved himself such an exceptionally good rider that any attempt to deprive him of a vestige of the halo with which the American press has invested him would be unchivalrous. No! Zimmerman has won his honors; let him wear them as a conqueror should. They might have fallen into less modest and more unworthy hands. But although our cup of disappointment was well nigh filled when the championships were carried once more into distant climes, it was not overflowing, and we were all hopeful that Osmond would rise to the occasion, and, at least, uphold the reputation of English cyclists. We must not forget the one brilliant burst of "plucky little Harris." That, however, is another story. Some have given it out that Osmond's

1893.

1893.

ALWAYS IN THE LEAD!

We now have samples of Telephone
Cycles for "1893."

AGENTS wanting exclusive territory for a strictly High Grade machine
will do well by corresponding with us.

GENT'S WHEEL Weighs 34 Lbs.

LADY'S WHEEL Weighs 36 Lbs.

Kirkwood, Miller & Company,

PEORIA, ILL.

system of training has been the wrong one; and other excuses have been made. He is, probably, not constitutionally strong, but when in August we saw him set himself going something after his old style, and leave his fellow competitors in the last lap of a mile handicap as though they were standing, we were amongst those who held the opinion that at last the hour and the man had come. When the great crowd at Aston cheered him to the echo, as he flashed past the tape a winner, we felt a thrill not often experienced.

Since then we have waited for his onslaught on the records at Herne Hill in vain, and we feel that it is too late for anything to be done this season. Of late we have heard a good many harsh expressions used concerning his comparative failures—nothing at all unusual from hero worshipers—but we may expect the same people to go to precisely the same extremes if Osmond should ever succeed in doing a big ride. Just now he is the recipient of plenty of advice—cheap, too. Forgetful, I suppose, that cycling champions are only human, all manner of "quacks" are prescribing, whose nostrums will, of course, be religiously avoided. Most of his Midland friends are bitterly disappointed; but most of them will wait a little longer before they begin to "throw stones."

The "Wheel" in Chicago.

The *Wheel* has decided to open an office in Chicago and has placed in charge Andrew Cahill, who has for over a year been connected with the advertising department of the *Bearings*. Mr. Cahill is well acquainted with the trade throughout the country and particularly in the west, so that the venture should prove advantageous both to himself and the paper he represents,



THE LATEST—TRIPLETS.

ALL FOR GOOD ROADS.

Legislative Candidates Place Their Views on Record.

Under date of Oct. 20, Secretary Prime, of the Illinois Highway Improvement Association, sent to the candidates for the Illinois legislature a circular asking for their views on the road improvement question, and a large number of answers were received. The circular explained its own mission and said: "The road question is above any politics, but we would like to know who are the men we can depend upon in the next legislature to help us in the direction indicated." The following questions were asked:

1. Are you in favor of convict labor to be used either in preparing material or for actual labor on our highways?
2. Are you in favor of, or opposed to state aid for road improvement?
3. Would you favor a modification of our present road laws that would enable townships and counties to raise money for road improvements by the issue of bonds?
4. Give us your general ideas on the road question.

Every candidate who answered the questions was most decidedly in favor of using convicts for improving the highways of the state, and all were greatly in favor of good roads. A few of the answers are given in full to show the feeling on the subject, and in addition a

list follows of those who have expressed themselves in a similar way:

William H. Olsen (Rep.), Chicago—Am in favor of convict labor to be used in preparing material or actual labor on our highways. Just as important for state aid in building roads as of other great improvements. Am in favor of a road law to enable townships and counties to raise money for road improvements by issuing bonds.

S. D. May (Dem.), Chicago—Am in favor of convict labor being used entirely both in preparing material for use of and actual labor on the roadways of the state. We have our board of agriculture, horticulture and railways. Why not our board of highways, possessing authority under the act creating it to enter on a speedy but permanent improvement of the roads?

J. Wiley Howey (Pro.), Newton—I have no sympathy with the idea that a lot of criminals should be kept wholly at the expense of the state. Let them earn their grub. Yours for less criminals and better roads.

J. H. Hackett (Rep.), Jacksonville—See no other solution of the vexed question in regard to convict labor except they be employed in some way looking to the improvement of our highways. Agitate, educate, and something better than we now have will result. The people are ready for a change and are seeking information so as to be able to act wisely when the time comes to make a change in our laws regarding highways.

Samuel Wood (Pro), Quincy—Am in favor of convict labor, to be used both in the preparation of material and actual work on our highways; favor any reasonable measure looking to the state aiding road improvements. Also a law enabling townships and counties to raise money for the same purpose. This enterprise should in all legitimate ways be fostered and encouraged. Good roads are a necessity to the best interests of the consumer and producer.

Albert Campbell (Rep.), Effingham—Am in favor of employing convict labor, both in the preparation of material and in actual labor on the roads of the state. This will give employment to the large number of convicts without bringing their labor in direct competition with non-criminal labor. Also in favor of state aid for road improvement where necessary. No objection to empowering counties or townships to issue bonds to improve their roads.

George W. Minier (Pro.), Minier—What better can we do with our convicts than put them to work for the good of the people? It will be for the good of those unfortunate men to give them labor in the air.

E. H. Griggs (Rep.), Chicago—Will be glad to co-operate with the friends of the highway improvement in any practical measure that promises to give us better roads in the country districts of the state.

C. J. Schultz (Pro.), Elgin—Use convict labor on our highways wherever practical. Favor state aid in road improvements; also law to enable townships to raise money for road improvement.

Others who had answered the circular and expressed themselves in favor of convict labor in road improvement were:

J. W. Drury, Dem., Waterloo; U. S. Ellsworth, Rep., Deer Park; W. C. Dean, Dem., Ava; L. K. Byers, Dem., Altona; George Murray, Rep., Elmira; Thomas H. Creighton, Rep., Fairfield; James Boston, Rep., Duquoin; J. Zimmerman, Dem., Mount Carmel; S. H. West, Dem., Arrow-smith; S. W. Seawell, Dem., Greenville; J. Huston, Dem., Blandinsville; John Holmes, Dem., Alta; C. A. Ambrosius, Dem., Collinsville; J. E. Miller, Dem., Belleville; J. H. Baer, Pro., Sterling; William Stuart, Dem., Dakota; A. G. McQueen, Peoples', Flora; P. Paddock, Pro., Raymond; E. T. Potter, Dem., Wilson; D. S. Berry, Rep., Savanna; George Pickle, Rep., Plainfield; George B. Winter, Pro., Onarga; George W. Curtis, Dem., Stockton; E. L. Henning, Dem., Plano; Hugh Greig, Pro., Oneida; J. M. Jones, Pro., Lafayette; J. A. Hoopes, Pro., Ipava; W. A. Moore, Dem., Morton; George W. Lucas, Rep., Mount Station; William Thieman, Rep., Itasca; B. A. Gower, Rep., Odell; W. I. Guffin, Re., Paw Paw; Henry M. Dunlap, Rep., Savoy.

The St. Nicholas Manufacturing Company has sold its entire output for next year to Hibbard, Spencer, Bartlett & Company and the George R. Bidwell Cycle Company.

FAILURES IN ENGLAND.

SEVERAL SMALL MAKERS ARE FORCED TO THE WALL.

Trade Generally Quiet Abroad, Though Brisk With Many—All Are Building Front Drivers—Preparing for the Stanley Show.

BIRMINGHAM, Oct. 22.—The threatened "bad time" in the cycle trade would seem to be upon us. During the last week or two quite a number of failures have been announced and several more are already talked about. Besides these several agents have been effecting private arrangements. The failures at this season last year were, as a rule, confined to agents who had stocked too heavily and were unable to meet their engagements. This year it is the manufacturers who are putting up the shutters, although those who have gone have not up to the present been people in a very large way of business. The biggest failure so far is that of the Basford Cycle Company, of Nottingham, people who only began trading last season and were supposed to have plenty of money. Their liabilities are a little short of £5,000 and their assets are estimated at about £2,200. Among the creditors are, I believe, the Pneumatic Tire Company, for an amount of something like £600. The Maxim Steel Tire Company, the Orient Cycle Company (T. T. Sims) and the Cornbrook Cycle Company, all of Birmingham, have also failed and executed deeds of assignment, and Frankenstein & Company, the saddle and accessory makers and platers of Coventry, have within the last few days stopped payment. In this case the liabilities are over £2,000 and the assets reach £900. The firm had an overdraft from the bank of something like £1,100. There are several other affairs which are very shaky, and I should not be surprised to hear at any moment of another half-dozen failures.

OTHERS DOING WELL.

In the midst of all this it is very satisfactory to hear of the good business which is being done in a quiet way by several firms. Among these is the Quinton Cycle Company, which, with an order of two thousand machines from the Bretz-Curtis Company of Philadelphia, to be going on with, has already all its hands on at full time. What with a fire which destroyed its premises just as it had got a fair hold on the trade, and other misfortunes, the Quinton firm has had more than its share of bad luck, and I am pleased to see that it is now obtaining the success which the perseverance and conscientiousness of its principals deserves. Instead of paying a big dividend this year the directors have been content with a moderate return and have placed a substantial sum to the reserve fund to provide for future emergencies.

HUSTLING FOR BUSINESS.

There has been quite an exodus this week from London of the cycling journalists and advertising representatives. They have with one accord fled to the Midlands, where they have been scurrying round to the factories in anticipation of the Stanley show. At present a cycle manufacturer's lot is not a happy one. He is doing nothing all day besides describing his novelties for next year—of which, practically, he has none—to the reporters and declining to listen to the blandishments of the canvassers who wish to book his order for advertisements. In Coventry this week I saw

Messrs. Maycock and Browett, of the Coventry Machinists' Company, who have returned well satisfied with the result of their visit to America. B. Riley is also back from his travels on behalf of Bonnick & Company, and expresses himself as being very well pleased with the outlook of the trade for City cycles in the States.

TIRE MAKERS VERY BUSY.

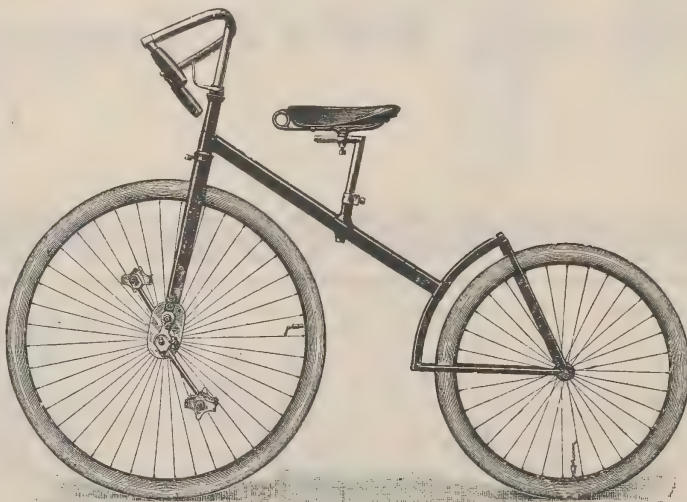
The tire makers are probably the busiest people in the cycle trade just at present. This week I had an opportunity of trying the new Clincher tire, which is being put on the market by the North British Rubber Company. It is a great improvement on the old pattern. It is two and one-half pounds lighter, and is faster and is more resilient. In spite of these advantages it is just as easy of repair as the Clincher always was from the first. The Fleetwood has also been much improved, being lighter and more simple than it originally was. Yet although the opposition is so much greater the Dunlop people have already taken far more orders than they had on their books this time last year. George Ducros, the youngest of the family who are so much concerned in the company, is at present over from New York and is

ous feature. Hundreds of provincial clubs have passed resolutions promising support to the show. Numerous excursion trains have already been arranged for on the northern lines. The invitation Bohemian concert, given this week by the Stanley club, aroused great interest amongst the metropolitan clubs, which were well represented.

LONDON'S CYCLING LANDMARK.

Goy's is the name of one of the oldest and best known cycle agencies in the city of London. Twelve years ago it was hither I went to order my first bicycle. To-day the flourishing west end cycle depot, situated in Praed street, near the Edgware road, forms an important local centre in the London wheel trade. For at Goy's one may view a good selection of most of the best makes found on the viaduct, besides the Fleur de Lis and Witch, two machines made and sold by the firm. The Witch appeared at the beginning of this year, as a sound, up-to-date, second-grade mount, and its success has proved phenomenal. With one or two trifling modifications it will take its place amongst Goy's 1893 models, which, as usual, will be found at the Stanley show. In response to inquiry I learned that the firm would take

THE EADIE F. D. SAFETY.



This wheel has, in its short life, received a great name. The frame is very rigid and does not have "that back wobble," as the maker, the Eadie Manufacturing Company, Hunt End, Eng., says. The machine was specially designed by R. W. Smith, the works manager. This company also makes several other handsomely-designed wheels, and may, another season, try for American trade.

learning the whole mysteries of the new tire at the Coventry factory.

NEW SCHEMES TAKING.

There seems to be a "boom" coming along in two-speed gears, affairs which a couple of years ago were laughed at and classed with gear cases as unnecessary fads. There also seems to be little doubt that there will be a shoal of geared ordinaries and front driver safeties on the market next season, and in this connection it is worthy of mention that a firm of Birmingham engineers is sending out hubs beautifully made with Crypto gear, and charging just £1 each less than the Crypto firm is getting for theirs. The Birmingham people declare that there are no patent rights in the gear, and from what I know of the matter I am inclined to think they are right.

[From another correspondent.]

LONDON, Oct. 22.—Over 310 firms have taken space at the Stanley show, which will be by far the largest on record. A large amount of space will be occupied by firms exhibiting machinery, whilst the photographic section, containing displays of photographic apparatus and materials, as well as a show of work by amateurs and professionals for which medals are offered, will form a conspicu-

ous feature. Hundreds of provincial clubs have passed resolutions promising support to the show. Numerous excursion trains have already been arranged for on the northern lines. The invitation Bohemian concert, given this week by the Stanley club, aroused great interest amongst the metropolitan clubs, which were well represented.

OTHERS SHOWING THE F. D.

For a long time the viaduct gave no sign that anything in the form of a front-driving safety occupied the thoughts of riders—except, of course, at No. 1, where Marriott & Cooper's geared ordinary was to be seen. The second firm to expose on view the novelty was the Rudge Cycle Company. During the last week two more well known houses have been awakened from their indifference towards the rear-driver's rival, and have each displayed samples of front-drivers in their windows. These are James Vallentine & Company, Ltd., makers of the Spartan and agents for the Whitworth, and the Coventry Machinists' Company. The Spartan front driver presents an excellent appearance, being on almost identical lines with the Crypto—with whose gear, by the way, it is fitted. It is a full roadster with brake, Preston Davis tires, thirty-six inch (geared to sixty) and twenty-four-inch wheels, and weighs thirty-six pounds.

A SWIFT F. D. SAFETY.

The other front-driver, which has been tried by both Holbein and Shorland, is also fitted with the Crypto gear. It has thirty-six-inch and twenty-two-inch wheels and scales about thirty-six pounds as a full roadster. It has a neat appearance and will be on view at the Crystal Palace show in January. The Coventry Machinists' Company contemplates, I hear, opening a factory at Richmond, Ind., U. S. A., for the production of their present English patterns for the American market.

Stepping eastwards the other afternoon I had a brief chat with the manager of the Metropolitan Machinists' Company, of Bishopsgate street. Like the peacock popinjay proudly born in the "Yeoman of the Guard," this gentleman "turned up his noble nose in scorn" only a few months ago at the idea of a front-driver proving a generally adopted model for 1893. Now, however, he has been led to alter his views, having already had to execute orders at the request of customers. The company will make a Crypto-geared f. d. safety for next year, and will show the same at the Crystal Palace.

HANDLES PERRY'S GOODS.

Messrs. Brown Brothers, of Great Eastern street, E. C., had several novelties to show me when I recently called. It will be remembered by your readers that this firm is the London agent for Perry's fittings, and supplies everything that can be mentioned in connection with cycle making. Of course, in addition to the Crypto gear, they stock the Perry gear. The latter, however, is about to be withdrawn from the market, as Perry & Company have adopted an improved form. In the meantime orders received for the gear so extensively advertised of late are being held over. Perry's new light pattern cheap hubs are marvels of good finish and excellent quality, and make the old pattern feel very heavy and clumsy by comparison. Then there is the new Perry pen steel bush chain for Perry Humber racing hubs. This is light, perfectly finished, strong, moderate in price, and where a Carter gear case is used, suitable for road work.

TO REPAIR BOOTHROYDS.

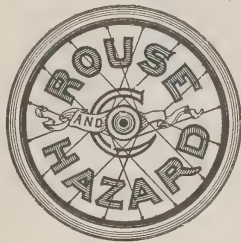
The Boothroyd tire for 1893, when examined in sectional form, is found to be slightly thinned at the sides. For the relief of those "unfortunates" who possess porous tires, (i. e. Boothroyds which, owing to an internal defect, undiscoverable by test, leak at countless spots from one or two interior pin-holes and refuse to be repaired), Brown Brothers have produced Boothroyd's solution sold in tins at thirty-six cents. A tin full of this jelly is heated in hot water and pumped into the tire, which never leaks again until punctured *de novo*. Something of this kind has long been wanted and will prove welcome alike to riders and agents. Stand No. 198 at the Stanley show will see Brown Brothers and all their wares in bewildering variety.

Mr. F. H. E. Cooke, of 40 Brunswick Square, W. C., has patented and is placing on the market a new powerful pump for pneumatic tires. It is not too long to be portable and its novel feature consists of a chamber in which may easily be carried a sufficient quantity of repairing materials to serve the needs of any user of the 1893 Dunlop. STANLEY.

L. S. Kingman, son of Martin Kingman, returned last week from a six months' trip through Europe. Mr. Kingman visited all the cycling centres, and the information gained will be of advantage to him in his present position with Kingman & Company, Peoria.

RED RIMS FOR 1893=THE RUDGE

As has been announced before, we are now the exclusive manufacturers and importers of the RUDGE for the entire United States, and are rapidly getting things into shape to turn out the American Made Rudge in the highest style of the art. We now have in transit parts and materials for 500 machines, which we shall put together in the very best possible manner immediately upon arrival, thereby giving us enough machines to furnish our agencies with samples before the first of January. Every possible care will be taken to build the very highest grade machine that has yet been turned out by the Rudge Company, and special pains and care will be taken in the finish of same. In this department we thing that has yet been done in America. polish before the nickel is applied, and will peeling nickel, thus assuring an everlasting highly polished frame by expert carriage finest point. The machines will all be striped have Red Rims.



have made every preparation to surpass any. Each bright part will receive a regular silver be plated with a very heavy coat of non-luster. The enamel will be applied to a finishers, who have that work down to the with a fine gold line and the Racers will all

We are now prepared to place agencies for large or small territory in all parts of the United States, with a few exceptions. Our MR. PATEE will start out over the territory in a very few days, and reliable firms, desiring a really FIRST-CLASS HIGH-GRADE MACHINE on which they can have exclusive territory, will do well to correspond with us at once.

ROUSE, HAZARD & COMPANY, 89 G Street, PEORIA, ILL.



The Cook County Wheelmen give an oyster supper this Saturday evening.

The Cook County Wheelmen give a hare and hounds chase on Thanksgiving day.

A hare and hound chase will be given by the First Regiment Cycle Corps Thanksgiving day.

The Lincoln Cycling Club has postponed its Japanese smoker, scheduled for this Thursday evening, for one week.

Englishmen would probably never believe that at Chicago's recent tournament Messrs. Sheridan, Rouse and Lennie varied only once in timing the great number of contests; yet this is so.

The Century Road Club holds a meeting this Thursday evening in club room "A" of the Grand Pacific hotel, to adopt constitution and by-laws and authorize a mail vote for officers.

Kinkead of the Lincolns has thirteen century bars, Porter of the Illinois has an equal number, Newman of the Lincoln's has fourteen, and thus far tops the list of Chicago centurians. John Erickson of the Columbia Wheelmen has an even dozen bars.

Gilmore's celebrated band is announced for five popular concerts at the Auditorium, Monday, Tuesday and Wednesday evenings, and Tuesday and Wednesday matinees, Nov. 14, 15 and 16. The band now numbers 100 musicians, and is the largest organization of the kind in Europe or America. Miss Ida Klein, soprano, Signor Tagliapietra, baritone, and A. L. Guille (late of the Patti opera troupe),

tenor, will appear in vocal selections at the concerts. The sale of seats will begin Thursday, Nov. 8.

Members of the Lincoln club who finished the annual century Sept. 4 have received from their club solid gold scarf pins, embossed in chased gold letters, "Century, 1892." These are the handsomest and costliest century survivor souvenirs given this season.

W. C. Anderson is gathering together the Chicago club foot ball team for the annual game Thanksgiving day with the south side Illinois Social Club at Washington Park. In the team will be found the following well-known cyclists: A. E. Lumsden, J. P. Bliss, W. C. Anderson, James W. Thorne, Harry Hanford, H. Bingham, H. Tobey, M. Hunt, McGilvery, Sherman and Ritchie.

The Minnette Cycling Corps will shortly put a team in gymnasium training, under John West, who will represent them on the track next season. It is said they have captured C. D. Cutting, the Cook County Wheelmen's best man, and Otto Maas, of the Illinois Club, who has the right stuff in him but needs a man like West to bring it out. H. M. Stringer, the likely young Elgin flyer, and J. B. Woolas, winner of this year's Pullman, are the other two.

Frank Waller, ex-champion of the world at twenty-four hour riding, of San Francisco, came into town last week. Mr. Waller intends making Chicago his home and training ground for next year, when it is his intention to go to London for the great Cuca Cocoa cup twenty-four hour race, July 24. Mr. Waller does not belie his pictures. He is a tall, good-natured German, large of bone and sinew and scant of flesh, weighing only 156 pounds. Harry Leeming, an old friend, took charge of him at once and is going to train him during the

winter for the big race. Waller is dissatisfied with his own showing thus far, and thinks he is capable of lowering the present record, 421 miles.

The "Two-Fifty Club" of Chicago has resolved itself into an organization of veteran racing men. The original score of members who won the honor of a membership did so at a time when to ride under 2:50 was a great honor. Nowadays, when to ride in that time is only ordinary, the members refuse to admit more and will only admit a member providing he wins the annual New Year's day scorch to Pullman, an unlikely occurrence this year at least. The annual run will be held next New Year's day, to which all cyclists are invited, the winner being decorated chief scorcher for 1893.

Buffalo Club Doings.

BUFFALO, Oct. 31.—The Comrades C.C. held its donation party on last Thursday evening. It was well patronized, and many handsome and valuable presents were received from the friends of the club. The room on which these articles were displayed resembled a fancy fair, the collection of tidies, pictures, table scarfs, banners, clocks and other articles of furniture giving the place that appearance. The guests were many, and the well-appointed dance hall at the top of the building was comfortably filled. A programme of dances kept the large assembly amused until 11 o'clock, when supper was announced. Each person was supplied with a kazoo, and the march to supper was, as may be imagined, quite inspiring and tuneful (?). Taken all-in-all the entertainment committee has good reason to feel satisfied with its work. The Comrade C. C. next season intends leasing the entire floor, of which it now occupies but a part, and to fit up the rear room with baths and lockers. The location being close to the training

grounds is most desirable. The captain is most ambitious and hopes to have fifteen men in good condition and in such shape that they will be eligible for entrance to the Martin road race next Decoration day.

The Buffalo B. C. is in for a jolly time on election night, as it has made arrangements to receive returns by special wire, and will entertain its invited guests with luncheon, music and the many attractions offered by the club house.

The condition of the streets was such that wheeling about town was fairly good yesterday, but that was about the extent of it, as the rain of the previous night had dampened the roads and prevented all attempts at country riding.

WILLIE DUNN.

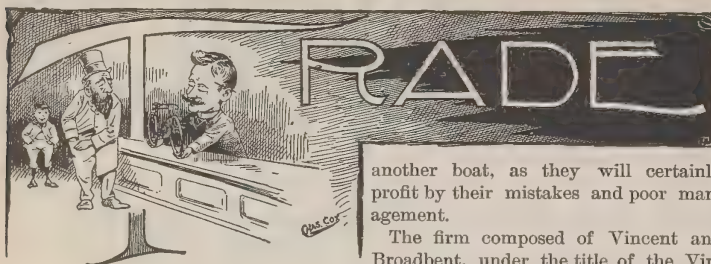
League Membership to Date.

The total league membership is now 31,970. Last week California sent in 115 new names. The standing of the leading divisions follows:

Massachusetts.....	4,586
New York.....	4,146
Pennsylvania.....	3,404
Illinois.....	2,610
Ohio.....	2,566
Connecticut.....	2,546
New Jersey.....	1,780
Michigan.....	1,259
California.....	968

Mr. Snell and the Typewriter.

Samuel Snell tells a good typewriter story. A year ago, while returning to England, he became acquainted with a typewriter agent, who presented him with a machine. Mr. Snell got a girl who soon mastered the "Yankee notion," and her first task was to send out bills. One was sent to a young Irish tradesman, who evidently had not seen a typewriter or its work, for he sent back a protest to the effect "that he would sue the firm if they ever put his name in print again."



Mr. Snell Is Here.

Samuel Snell, of lamp fame, is in New York, arguing with Uncle Sam's tariff employes, and threatening Uncle with a damage suit if he don't rush some very excellent samples of parts, saddles, etc., through the customs line. Mr. Snell is thoroughly cosmopolitan, and rushes around Wall street and Broadway with the same unconcern as he would the famous Birmingham "Bull Ring." Mr. Snell will settle in this country and will shortly send for Mrs. Snell and the little Snells, who are expected to grow up with the country. Incidentally Mr. Snell will remind you that his change of residence was not exactly determined from a health standpoint. Mr. Snell is out for cash prizes and will get them, too. Keep your eye on the ex-Birmingham illuminator. J. B. Brooks' saddle for '93 is one of Mr. Snell's specialties, which weighs twelve ounces, and is covered by American patents. A patent adjustment to save a pin, saving four ounces in weight. A patent tilting arrangement, which is claimed to be the most correct yet introduced. A skeleton frame made of best steel, and a really clever sliding device for shifting the saddle to suit the rider, being operated by thumb pressure. The saddle is called "Brooks' '93 Scorching Racer Saddle." It is a gem, like all the Brooks saddles.

An Eye-Opener Coming.

From the Triumph Cycle Company, Coventry, we learn that Mr. Bettman has something startling in the 1893 pattern Triumph. The new Triumph bottom bracket, dust-proof and air-tight, will be an eye-opener. The ladies' Triumph, a cut of which is shown herewith, and which weighs but thirty-six pounds, all on, is a beauty in the opinion of connoisseurs. They have christened the new racer the Chicago Triumph.

Ready for Business.

The Eclipse Bicycle Company is getting its new factory at Beaver Falls, Pa., into shape, and will have the first wheel out in a few days. With the facilities which this company will have for turning out wheels, and with the full determination that its wheel shall be inferior to none, the trade may expect to see the Eclipse standing in the front rank. Special steel has been made for use in this wheel.

Prosperous Buffalo Dealers.

The dealers are rubbing their hands, patting complacently their fat pocket-books, admiring their swollen bank accounts, and dream of palatial residences to build at the close of next season's profitable career. Yes, quick sales, prompt attention, rapid delivery after purchase or order, and few repairs have had a great effect upon the past season's investments in wheeling trade, and there is a general satisfaction among all dealers. Of course there are some who are not all happiness at this time of year. There must be some of this kind, and they will tell you all about how through injudicious contracts, advertising, sales and poor clerks, this season has been most unsatisfactory. But next year will find these very same unsatisfied-ones in

another boat, as they will certainly profit by their mistakes and poor management.

The firm composed of Vincent and Broadbent, under the title of the Vincent Cycle Company, has been dissolved, Mr. Broadbent continuing in the retail cycle business at the old stand, at least for the present. Mr. Vincent will engage in the manufacture of cycles at Gardenville with the Schoeflin Brothers.

H. C. Martin & Company have had a most profitable season, and they have been carefully looking out for the next, and will be equipped with a large supply of all the first-class wheels, enabling them to meet all the demands, both wholesale and retail.

G. C. Sweet will still be agent for the Victors, and next season will have them of all weights, for the path and road. The Overman company having decided to send out in the "D" model a track or racing wheel of twenty-four pounds, a road wheel of thirty pounds, and an all-round wheel for general use of forty pounds.

Castle, agent for the Singer and Hummer line of wheels, feels that he might

was not a complete destruction of the works, and that they were able to start up on the 28th. In a couple of weeks they hope to be well under way. Just previous to the fire a large part of the machinery had been moved into the new building, which was not affected by the fire, and which contained a separate engine and boiler.

Michigan Trade Affairs.

The bicycle trade in Detroit still holds on firmly. Dealers have just passed through an excellent season, in fact the best ever experienced. Huber & Metzger handle the Columbia, Hartford and Hickory, and on these wheels they report a large sale. George Hilsendegen handles Centaurs and has done an enormous business the past season. He is much pleased over last year's business, and will push the sale of his wheels in '93. He will do a general jobbing business, and has already secured the state agency for two well known makes. Peterson Brothers, the Anderson Manufacturing Company and T. B. Rayl & Company have all had a good trade this season. Detroit has some of the finest drives in America, and the bicycle business has indeed a very bright future. Woodward avenue is now being paved with asphalt, three miles of it being already completed. A boulevard twelve miles long, extending around the city, is now almost completed, and by next

and splendidly constructed. While on his travels Mr. Weaver attended several meets and always found some one anxious to ride his sample wheel. The result was that this one racer has captured almost every race in which it was ridden. It was on this same wheel that Mont Scott captured second time in the Boston A. A. twenty-five mile road race, and defeated such cracks as Berlo, Van Wagoner and Hazleton. The company will build about 3,000 wheels this season, but will turn out more if necessary. Mr. Weaver has been very successful so far, having placed orders for several hundred machines, one being for 500. He is now on his way south.

A New Western Production.

A chainless safety was shown in Chicago to a chosen few last week. The inventor, a southern Wisconsin man, wished his name withheld. The machine as constructed consisted of two crank brackets. These were connected on the left side by two cog-wheels turning into each other. On the right side of the back bracket and opposite the smaller cog-wheel a two inch crank was passed, which by means of a lever working in a ball-bearing socket attached to the bar frame, turned a two-inch crank that drove the rear wheel. The joints were simple and all ball-bearing, and the entire apparatus, brightly nickelled, presented a handsome appearance. Held away from the floor and started, the wheel ran much longer than the average chain safety and perfectly free and noiseless.

A Fine-Looking Wheel.

Charlie Gorman, now with the Quadrant Cycle Company, has constructed a model, with a view to future manufacture, one of the handsomest and best proportioned safeties seen this season. It resembles in but a very slight way any wheel on the market. The wheel base is forty-four inches; the frame deep, being twenty-two inches from the seat post to the crank bracket, and yet the crank bracket is fourteen inches from the ground. The pedals clear the floor nearly eight inches. The wheels are twenty-eight-inch rear and thirty-inch front, constructed of light wired spokes and light rims, and fitted with Morgan & Wright tires. The fork crown is double, similar to that of the Quadrant, and the forks are oval. The head has a depth of twelve inches. The tread is narrow and very well braced, as is the frame in every way. Stripped and with a scorching saddle and racing dropped handlebars, the wheel weighs but twenty-seven pounds. Every atom of workmanship on the machine was done by Mr. Gorman, even to the hubs and other parts. The wheel was constructed during odd moments and of evenings, and represents his views after an ordinary lifetime in the cycle business.

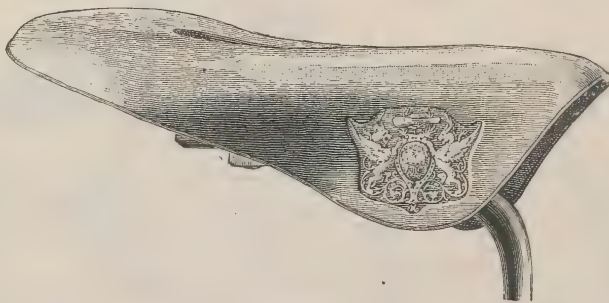
Victors for 1893.

In the recent long-time sale of Victor and Credenda wheels inaugurated by A. G. Spalding & Brothers, about equal numbers of Credendas and Victors were sold. The sale was the most successful ever held by A. G. Spalding & Brothers. No samples of the '93 pattern Victors have been received. The traveling men will start as soon as they come. So great a branch has their cycle business grown that W. T. Brown, a member of the firm, has decided to take charge of the wholesale portion of the trade.

Increasing the Facilities.

Morgan & Wright are now building a large addition to their factory in which the offices will be located. Immediately upon the completion of this building the

THE "P. & M." SADDLES.



The "P. & M." Century saddle has been received with great favor this year by some of the racing men—for instance, Windle, Taylor, Tyler, Taxis, Murphy, Wheeler, Hess, Berlo and others. The saddle weighs under a pound and is guaranteed. Many of the big eastern makers have adopted it for their 1893 wheels. Mr. Persons, of the Persons & Muller Manufacturing Company, will be at the Grand Pacific hotel, Chicago, with samples. He will also show a splendid three-coil spring saddle, light and very simple.

have done better if he could have had a larger supply of Humbers, but hopes that for the coming year the output will be large enough to satisfy all demands.

The Bison Cycle Company will have a centrally located store on the east side of Main street, and will dispose of the entire output of wheels manufactured by Messrs. Gibson & Prentiss. This company is made up of B. M. Ripper, H. C. R. Jenke, William Tepe and J. F. Stenzel, and will have control of the entire western and central part of New York state. The middle of January will undoubtedly see this company fully established in its new home. Mr. Ripper is now making quite an extended trip through the company's territory looking up its interests. This new firm will be permanently located at the fine, large store, 561 Main street. It is needless to remark that the Bison for next season will have several improvements, and changes will be made in the frame, making, if possible, a finer and better wheel than that of the past season.

WILLIE DUNN.

The Damage Was Small.

We are in a position to announce in this issue that the burning of the machine shop of the Indiana Bicycle Company was not as serious as some people thought. Mr. Smith has written to a house in Chicago saying that the fire

season Detroit will have more miles of streets for bicycling than all the rest of the state's cities put together.

Hodson & Howard of Detroit have about decided to close out their bicycle department. They are heavy hardware dealers and handle wheels only as a side line. They have been very successful with what wheels they did handle, but lack of room compels them to drop out.

The Grand Rapids Cycle Manufacturing company of Grand Rapids will soon have samples of its new scorching. The wheel weighs thirty-four pounds and lists at \$125. It is a very fine wheel, and Mr. Wilmarth, the manager, says their output is almost sold. They found a ready sale for their '92 product.

The Detroit Cycle Company is the name of a new bicycle company which is about to open its doors in Detroit. It will handle a full line of high and medium grade bicycles, and will carry a complete line of sporting goods and sundries. The firm starts out under very favorable conditions.

C. COLUMBUS.

The Eagle For 1893.

F. E. Weaver, the popular young representative of the Eagle Bicycle Manufacturing Company of Torrington, Conn., has been in Chicago this week in the interest of his company. He showed a twenty-seven pound straight diamond frame wheel, exceedingly neat in design,



NO, THANK YOU, WE DON'T WANT THE EARTH.

Unlike some people in the Bicycle business (who are not satisfied with less than 100% profit) we always try to make—



CLOSE FIGURES on all of our Wheels, knowing that we are giving full value for the money, and that—



A GOOD JUDGE can readily see we are making—



A BIG OFFER when we sell a High Grade Pneumatic for \$90.00 that would cost you \$135.00 elsewhere.

COLD DRAWN WELDLESS STEELFACTS AND LOW PRICES,

TWO VERY ESSENTIAL POINTS FOR BICYCLE RIDERS TO CONSIDER.

- | | | |
|--|----------------|---------------------|
| No. 123—20 inch Boys' and Girls', Enameled and Nickered, Tangent Spokes | List, \$22.50 | Net, \$12.60 |
| No. 121—22 inch Boys' and Girls', Enameled Frame, Nickered Trimmings | List, \$25.00 | Net, 13.80 |
| No. 1—24 inch Boys' and Girls' Combination, Cone Bearings, Tangent Spokes, Solid Tires | List, \$35.00 | Net, 18.00 |
| No. 130—24 inch Boys' and Girls', Combination, Ball Bearings all around, Solid Tires, SPRING FORK | List, \$40.00 | Net, 24.00 |
| No. 125—25 inch Boys', Cone Bearings, Solid Tires | List, \$30.60 | Net, 18.00 |
| No. 124—25 inch Boys', Cone Bearings, Cushion Tires | List, \$35.00 | Net, 21.00 |
| No. 128—26 inch Boys' and Girls', Combination, Ball Bearings to Wheels, Cranks and Pedals, Cushion Tires | List, \$50.00 | Net, 30.00 |
| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tire to rear Wheel | List, \$75.00 | Net, 45.00 |
| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tires to both Wheels | List, \$80.00 | Net, 48.00 |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tire to rear Wheel | List, \$90.00 | Net, 54.00 |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tires to both Wheels | List, \$100.00 | Net, 60.00 |
| No. 201—30 inch Ladies' and Gents', Combination, Ball Bearings all around, Tangent Spokes, Nickered to intersection, Diamond Frame, Cushion Tires to both Wheels | List, \$90.00 | Net, 63.00 |
| No. 210—30 inch Dunlop Gents', Ball Bearings, Garford Saddle, Cushion Tires, Cork Grips | List, \$120.00 | Net, 72.00 |
| No. 221—28 inch Ladies' 2-inch Dunlop Pneumatic, Ball Bearings, all around, Garford Saddle | List, \$150.00 | Net, 90.00 |
| No. 250—Meacham Dunlop Pneumatic, 30-inch wheels, Ball Bearings all around, Cork Grips, Garford Saddle, Diamond Frame | List, \$150.00 | Net, 90.00 |
| No. 8—Meacham Scorchers, Gents', Wheels—30 inch Front, 28 inch Rear, 2-inch H.-T. Perfection Pneumatic, Ball Bearings all around, H.-T. Saddle, Weight 34 lbs | List, \$160.00 | Net, 96.00 |

E. C. MEACHAM ARMS CO.

—CAPITAL PAID IN, \$300,000.—

SEND FOR CATALOGUE.

ST. LOUIS, MO.

THE MORGAN & WRIGHT TIRES

Have now been before the public for one year, and it is upon the record which they have made on road and path that we must base our claim to further patronage. We trust it will be remembered that we have never made exaggerated claims for our tires. As we have always held the opinion that such claims, in the present state of the art, would be premature. We are still seeking improvement in our tires, and have the satisfaction of seeing those we have made during the past year imitated and copied by a number of makers whose ideas as to what constitutes a good tire have not in the past met with public approval. We have seen letters and heard trade arguments put forth by our competitors, who are now copying our tires, to the effect that they are using better material and making better tires than we can produce. We are perfectly willing to leave these claims to the test of time.

We ask our friends and patrons, however, to consider carefully these claims of superior quality and material. The selection of material for the **Morgan & Wright Tire** has been the work of over a year, and after innumerable tests in our factory and on the road, we have made such changes as experience has shown to be needful. During the past year we have made all repairs free of charge, and this has enabled us to learn from the experience of thousands of riders throughout the United States the weak points in our tires, and the public can rest in confidence that we know more about the quality of our goods and what is necessary to produce a perfect article than competitors who simply copy our methods and depend upon the stretching of a **SAMPLE** of rubber, before the eyes of a customer, to convince that they have more ability as rubber manufacturers. The head of our concern has been an experimenter in rubber fabrics for twelve years, and the business of our concern has been built up from very moderate beginnings, under the pressure of necessity. We do not claim superiority over every one on earth, and we are still experimenting, as we wish to keep up with the times. We shall never descend to detraction of the goods made by others; and what we have to say is in self-defense, against trade arguments being used by competitors, which, should they appear in public print, would give good grounds for an action for libel. We can assure our friends that we use the best material obtainable, that we shall improve our tires just as often as experience points the way, that we have manufacturing facilities and abundant capital to fulfill all our contracts, and with this we know we shall receive all the patronage which our product may deserve.

We have applied for patents on our tires and have every reason to believe that our work of the past year has discovered patentable features, and that our claims to such will be allowed.

All tires made by us after November 1st will be branded with our firm name and be marked "Patent applied for."

MORGAN & WRIGHT, CHICAGO.

part of the factory in which the offices are now located will be torn down and a new building built on the site. In many other ways the plant is to be enlarged to keep in line with the vastly increased trade. Morgan & Wright have been engaged in exhaustive experimenting and will soon present to their friends improved tires.

The Novelty Trouser Hook

Kingman & Company, Peoria, have the exclusive sale of the Novelty trouser hook, a cut of which is shown herewith



We have not seen the hook, but judge it to be a very handy little affair, as it folds to a very small space. They are put up in a neat case and sell for twenty cents a pair.

To Build a Racer.

The Marble Cycle Company, of Plymouth, Ind., is reported to be in preparation for placing on the market 6,000 wheels next season. A racer recently completed weighs twenty-two pounds, and is one of the handsomest yet seen. The Scourcher is to weigh twenty-eight pounds, and road wheel thirty-five pounds. Next year's design is to be somewhat changed from the present. The crank hanger will be lowered to a level with the axle of the rear wheel, the wheel base will be shortened a few inches and the frame is to be an exact counterpart of the Humber. The Marble Cycle Company, in securing George K. Barrett as representative, has a hustler, and other good men are being corresponded with. Frank Waller, ex-champion twenty-four hour rider, is now in their employ at the factory, and will push their wheel next season.

A Strong, Light Rim.

Probably no rim now on the market excels the new rim of Barton & Loudon, of Coventry, for strength and lightness.



The brace in the center prevents a chance of buckling, and because of this it may be made extremely light.

The New Starley Gem.

Arthur A. Taylor, of the Taylor Cycle Company, of Chicago, landed from the Teutonic at New York Thursday last, and reported a rough passage. Mr. Taylor had among others for fellow passengers, Millionaire John W. Mackey, Marshall Field, Wilson Barrett, the actor, Dan Lamont, ex President Cleveland's secretary, and Peter Jackson, the story prize fighter. In a talk with the REFEREE the successful young agent said his trip to England had been a delightful one, and having secured nearly all the territory in this country for Starley Brothers' revelation in an 1893 safety, he felt good, and was confident he had the right thing for America in safe lies.

The REFEREE man was allowed a peep at the latest Starley gem, and it is really a wonderful twenty-eight-pound road

machine, with a frame devoid of forgings, and of wonderful strength and simplicity. The spokes and hubs look heavy enough for a forty-five-pound wheel. The '93 Psycho will be seen in many a road scorch next year. Starley had a nineteen-pound racer Taylor loved very much and wanted to buy, but it was not for sale. Mr. Taylor has appointed the Bidwell Cycle Company his New York agents.

Stokes Did a Big Business.

The C. F. Stokes Company has sold over 18,000 medium grade wheels this season and has cleaned out all the great stock of ordinaries on hand early this season. On Tuesday a purchaser wanted a 16x5-8 solid tire and Herrick offered to sell him the tire at the old list price, throwing in the machine to bind the bargain. Poor g. o. o.!

Rouse, Hazard & Company in Chicago.

It is rumored that Rouse, Hazard & Company, of Peoria, intend opening a magnificent retail store in Chicago for the purpose of pushing the Rudge, which wheel they manufacture in this country the coming year. Fred Patee will probably be installed as manager, and rumors say further that the factory is also to be in Chicago.

To Increase the James Output.

The James cycles are in great demand in the States, and strange as it may seem, when manufacturers are now for the most part crying out at out the slackness of trade, Mr. James is in an entirely different position, having cleared out nearly all the machines from his works in Simpson road, Birmingham. Mr. James is a cute man or business, and in order to get over the difficulty and evil effects of laying in a large stock of machines during the close season, he undertakes to build and turn out wheels of the most modern type within seven days from the date of order — *Northern Wheeler.*

All Are Hustling.

E. J. Day, manager for R. L. Coleman & Company, New York, is in Chicago, looking at the Western Wheel Works 1893 effort for his company's trade. George H. Pixley, the head traveler for the Coleman company, is on the road in New England, and reports business as good. Pixley is no relation to the Omaha Pixley, but is quite a flyer, and will enter road races next season in the lightweight class. H. L. Drullard, of the same company, has just returned from a southern trip. He says election excitement is felt there in trade.

The New Raleigh Factory.

The new Raleigh factory, on Bank and Greenwich streets, is a buy places these days. Manager George S. McDonald piloted the REFEREE man through recently. He commenced at the office, which is directly at the entrance, and a view of all the factory can be obtained from its windows. The new machinery is all in place and the nickel-plating plant is ready, while the two large enameling ovens are yet in a state of construction. Mr. McDonald says in case more room is needed the main floor will be used, but he thinks the company can handle all the 1893 demand in its present quarters, which are large, light and airy.

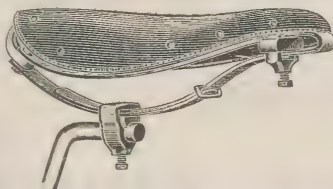
Maltby Fooled Bowman.

Sydney Bowman, successor to Bowman, Maltby & Collins, is angry at W. S. Maltby. It seems Maltby ordered some outriggers for his new beginners' machines, to be built to his orders, but when built did not answer the purpose

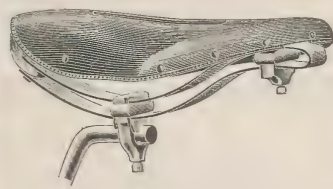
and would not work. Maltby declined to pay for them, so Bowman held his trick wheel. Maltby, in Bowman's absence, procured a key from the office, searched the cellar, found his wheel and marched off. Bowman is wrathful and promises to make it warm for "the professor" when he returns to New York. In the meantime Maltby is sniffing the balmy air of the Pacific, en route to Honolulu, but will return to New York in the spring.

A Big Saddle Contract.

Rouse, Hazard & Company, Peoria, closed a contract last week with Rich & Sager, Rochester, N. Y., by which they secure the exclusive sale of their entire line of saddles for all territory west of Pennsylvania and south of the Carolinas.



The Sager saddles have rapidly sprung into prominence owing to the special features they possess. Each and every one is hand-lasted and therefore perfectly formed, while the adjustment is simple and effective. They are light



and neat in appearance and are made in both spring and scorch patterns. Rouse, Hazard & Company have placed an order and will push the sale of these already popular saddles in their territory.

Chicago Trade Jottings.

The Taylor Cycle Company has the United States agency for Psychos.

George K. Barrett has an idea in tire construction and has applied for a patent.

The C. F. Stokes Company closes its Drexel boulevard store on Nov. 1 for good.

Tuesday, Nov. 1, the cycle houses along cycle row began closing at 5 o'clock.

The Stover ladies' wheel for '93 is to be a straight frame similar in design to the Humber.

John O. Blake, manager of Gormully & Jeffery's retail store, is in the east on business.

Horace Bell is again managing the Humber-Rover Cycle Company, vice, John G. Hoitt.

The March-Davis Cycle Company moved to Canal street this week, where it has more space.

Manager Hughes of the Quadrant company returned from Philadelphia on Tuesday of this week.

Frank Lincoln has left the employ of the Taylor Cycle Company, and W. C. Anderson is now with them.

Last week a Wabash avenue dealer disposed of a cushion-tired wheel for \$13, and spot cash at that.

The Chicago Bicycle Company has closed a contract with an eastern firm for 1,000 Lady Worth wheels.

A. W. Moore, with Hibbard, Spencer, Bartlett & Company, resigned Nov. 1 to open an office in this city as United States agent for the manufactur-

ers of the Irwell safety, and as western agent for William Read & Sons.

Harry Pound, of Gormully & Jeffery's retail store, is very sick with diphtheria at his house, 216 Cass street.

James Josephi left Saturday last for an extensive trip east in the interests of the Ames & Frost company.

W. H. Hence, of Freeport, was in Chicago last Thursday on his way home from a two weeks' trip in the east.

Kirkwood, Miller & Company's line of wheels will be handled in Chicago by Ralph Temple, Twenty-second street.

Chicago is to have another cycle factory next season, the formators of the company wishing little said at present.

The Woodruff & Hanchett Company, of this city, will handle Monarchs this season, and have placed an order for 500 of these wheels.

The Chicago Bicycle Company has recovered the wheel recently stolen from 305 West Jackson street, and the thieves are now in jail.

A. Featherstone is showing a Road King in his Wabash avenue window which is enameled in terra-cotta. Even the tires are of that color.

Robert B. Abbott, late secretary-treasurer of the Clark Cycle Company of Baltimore, has entered the employ of the Hill Cycle Company, of this city.

Fred Donle, formerly connected with Rankin & Company, Providence, passed through Chicago Tuesday for St. Louis, where he will in the future reside.

Gormully & Jeffery have ordered tires to the amount of \$150,000. Their tire is being infringed on and suits will be started soon to protect their rights.

C. B. Tewksbury, of Westboro, Mass., representing J. A. Hunt & Company, is in the city this week with an extensive line of saddle and cycle accessories.

Thorsen & Cassady have concluded arrangements with the Western Wheel Works for 1893, and will, as last year, be one of the five firms to handle the entire output.

The new Worth ladies' wheel will weigh thirty-two and a half pounds with twenty-eight inch wheels. The company has booked one order for 1,500 of its wheels.

R. B. Abbott, late secretary-treasurer of the Clark Cycle Company, Baltimore, has accepted a responsible position with the Hill Cycle Manufacturing Company, Chicago.

An unfounded rumor found its way into the mouths of habitues of cycle row last week that Schoverling, Daly & Gales had bought out the Humber-Rover Cycle Company.

J. Hoyle, the veteran repair man, 5 and 7 East Madison street, has secured the western agency for Bayliss, Thomas & Company's Excelsior wheels, and expects to sell 5,000 of them.

Mr. Straus, of the New York Belting & Packing Company, has been soliciting patronage for his tire among Chicago manufacturers for the past ten days. Representatives of nearly every tire manufacturer are now in Chicago.

H. J. Casady, of Thorsen & Cassady, says that the repairers scattered throughout the country need instruction in tire repairing before the pneumatic can prove a success universally. Now it is a case of send every punctured tire to the manufacturers, and a long, stormy wait for its return.

E. L. Ferguson, manager of the Western Cycle Company, 253 Ogden avenue, says the season's business has been fully up to expectations, and as good as the former season in the old stand on Madison street. He sold fifty Greyhound

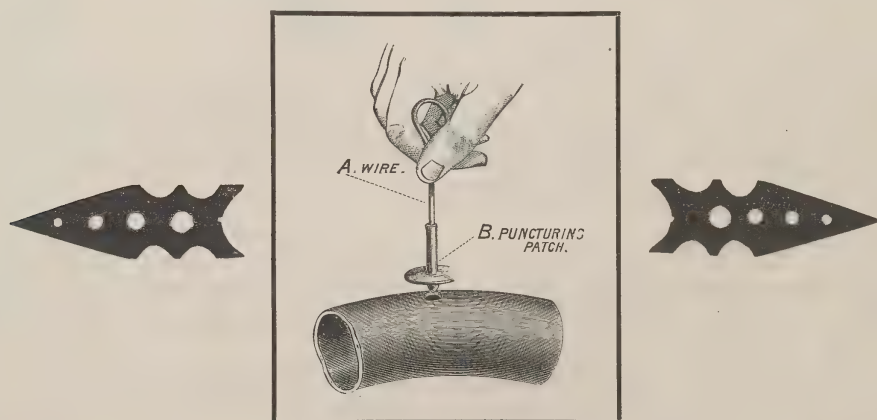
NO MORE WALKING.

Our '93 Protection Strip Tire

When punctured closes itself in most cases ; if not, an ordinary puncture can be repaired on the road in a few minutes, without taking the tire from the rim or removing the protection strip, by means of inserting

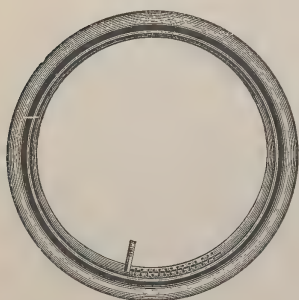
OUR UMBRELLA PATCH.

A large cut can be made absolutely air tight by removing the protection strip and crowding some soft material in the cut moistened with rubber solution. Wrap it with special tire tape around the cut and replace the strip.



Our Improved Valve Is Perfect.

To Riders: Our '93 P. S. tire is as light and lively as any other in the market, and can be repaired by the roadside by any one in a few minutes. Any other tire must be removed from the wheel to be permanently repaired.



This cut represents the well-known inner tube tire laced on the under side, which we have greatly improved.

NEW YORK BELTING & PACKING CO., Ltd.
15 PARK ROW, NEW YORK.

safeties and had orders for fifty more cancelled, being unable to obtain them.

Charles H. Sieg says branch stores are by no means a paying investment, and that his five were closed in time to clear expenses. Mr. Sieg declares he has done a business of \$134,000 this season, his sale of Imperials alone numbering 476. Mr. Clementi is not a member of the new company, but is about to embark for himself in this city with several lines of wheels which he controls in the west.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

484,786, tires for cycles; Thomas Fano and Charles F. Lavender, Toronto, Can.; filed Nov. 18, 1891; serial No. 412,330.

484,857, bicycle; Arnold H. Kempe, Oakland, Cal.; filed Jan. 5, 1892; serial No. 417,063.

484,941, bicycle support; Joseph J. Muller, Lucerne, Switz.; filed Jan. 12, 1892; serial No. 417,839; patented in Germany June 7, 1891, and in England June 8, 1891.

484,945, combined cape and cap; Albert T. Aldrich, Worcester, Mass.; filed May 16, 1892; serial No. 433,105.

484,962, wheel for cycles; Rimmon C. Fay, Illion, N. Y., assignor to the Remington Arms Company, same place; filed March 28, 1892; serial No. 426,776.

485,047, exercising machine; Edward Leamy, Syracuse, N. Y.; filed March 28, 1892; patented in England Oct. 6, 1891.

485,094, bicycle; Harry E. Dey, Brooklyn, N. Y., and Frederick B. Griswold, Hartford, Conn.; filed March 5, 1892; serial No. 423,806.

485,110, tire for vehicle wheels; Louis McClymonds, Cleveland, O., assignor to the Peerless Manufacturing Company, same place; filed July 23, 1891; serial No. 400,340.

Trade mark, 21,891, lubricating oil for bicycles; Akam Cook's Sons, New York; City; filed Aug. 27, 1892; essential features, the representation of two winged wheels connected by a chain, and the word "Bicycline."

General Trade Notes.

The Pawtuxet Valley (R. I.) Wheelmen made \$133 out of their tournament.

Bush & Paul, Fort Wayne, Ind., have commenced to manufacture bicycles on a large scale.

C. E. Schaff, the G. & J. B. ston manager, was in New York last week attending to some tire business.

The Staten Island Wheelmen now have over sixty names on the membership list, though the organization is quite young.

The Sperry Cycle Company has two stores, one at Champaign, the other at Denver. The former will soon be closed.

Peterson Brothers of Detroit are, so it is reported, forming a new company, and will manufacture bicycles for the coming season.

On a Mariott No. 15 racer, M. Hazleton broke the twelve hour road record of France two weeks ago, covering the distance of 292 kilometres.

Herman Gute, formerly with Kingman & Company, has taken the management of the Detroit Cycle Company, lately organized in Detroit.

Tuesday night the Peekskill (N. Y.) wheelmen held a lantern parade. Riders from Yonkers, Mount Vernon, Tarrytown and Sing Sing took part.

Were all sulkies used entirely on the track only racing tires would be needed, but in the country districts horsemen drive from town to town with their sulkies. For this reason road tires are generally used. An inventive genius is

designing a shoe for pneumatic tires for such use.

The entire output for 1893 of the Buffalo Cycle Works has been disposed of to H. C. Martin & Company, to whom correspondence should be addressed.

The Chapman Hardware Company, of Toledo, has issued a handsome portfolio, containing colored pictures and a description of the World's Fair buildings.

The annual reception of the Riverside Wheelmen will be held at the Manhattan Athletic Club theater in January. The social features of the Riverside Club are too well known to forecast anything but an enjoyable time.

W. C. Werum of Los Angeles, Cal., arrived in Pendleton, Ore., last week, after traveling 1,300 miles awheel over the mountains and valleys. Mr. Werum will spend the winter in Pendleton, going in the spring on his wheel to Toledo, O.

The Nebraska Cycle Company of Lincoln, Neb., has commenced the manufacture of a high grade wheel to be called the Lincoln. Two hundred will be made and they will be marketed promptly in the extreme western states.

Thomas Saunders left Liverpool on the City of New York Oct. 26, and expects a kind providence favoring, to be at the

dent, M. Furst; second vice president, J. H. Mellor; secretary, P. Snyder; treasurer, John Benninger. A meeting of the executive committee will be held Nov. 7, and a general meeting of the organization Nov. 15.

The Boston Woven Hose and Rubber Company will push its Evertite tire, and is reaching out among the trade with a view of bidding for next year's tire business. This company is one of the solid New England institutions, and its other branches of the rubber business are extensive, each department being presided over by a practical man.

A physiological examination of four cyclists, after a run of 246 miles, has been made by two French scientists. This distance was covered by the youngest of the party, an Englishman of eighteen, in seventeen hours. It was found at the end of the run that his temperature was rather below than above the normal, and that one result of his excessive fatigue had been a decided waste of nitrogen. The nutriment taken during the course consisted of alcohol, champagne, beef tea and kola solution. The winner was much tired at the conclusion; the next man, a Frenchman of twenty-eight, not at all. His pulse was beating

of 204 3-8 miles this being another score for the Glasgow machine. On the same track a week later Voght broke the fifty-mile scottish record, his time being 2 hrs., 27 min., 2 3-5 sec., and his mount a New Howe.

Kingman & Company, Peoria, will handle the Centaur and Featherstone line next year. They report this year's trade as very satisfactory; the only difficulty was in not being able to secure King of Scorchers in large enough quantities. They are now having a special high grade wheel built to be called the Kingman. This will be pushed principally in the eastern states.

The relay saddle made by the Relay Manufacturing Company, of Reading, Pa., caught on last season, and deservedly so, as the article made was of exceptional merit. The Relay saddle for 1893 will have many admirers, as the workmanship is excellent. It is withal a simple, durable and good-selling saddle. Agents will do well to bear this in mind. See the cut of the Relay in our advertising columns.

Who Were the Cyclists?

The cyclists have a friend in the local detective department. This on account of the deed of two wheelmen whose work, however, came to naught through the stupidity of a park policeman. J. Kelly, sergeant at the central station, is the official in question. One day last week his daughter, while out driving, was run into by a man in another buggy. The cyclists, who saw the accident, gave chase, caught the reckless rider, and turned him over to a park policeman, from whom he finally got away through some mysterious way. The lady in question was severely and permanently injured, and her father desires the addresses of the cyclists that he may gain a description of the man. His address is J. Kelly, Central Station, city.

Is Bassett a Professional?

Abbott Bassett, once upon a time, was a racer, and in a race won a pair of lamps. Two old racing board members have made yearly requisition on the L. A. W. secretary to produce those lamps, but up to now he has failed to comply with the demand. One of the two gentlemen declares that those lamps no longer light the secretary on his way, and that they are no longer a part of his assets. The question is, if Bassett cannot produce his prizes—won in contest before the act to exchange came into effect—is he an amateur now? That's what several of his friends want to know.

Interest in Good Roads.

An Indianapolis dispatch says: "A great deal of interest is being taken by the local wheelmen in the coming road congress, to be held at the State house in this city, Dec. 6, 7 and 8. The Commercial Club has invited them to have a representative present, and they will send one in the person of Isaac Potter, who is the editor of *Good Roads*, a paper published in New York by the L. A. W. Mr. Potter, besides being a writer on the subject of highways and their improvement, is a practical road maker, and his experience will doubtless be of some aid in the coming assemblage."

W. P. Laing and Miss Kate Healy, both members of the St. Louis Cycling Club, were married last Wednesday at the residence of M. H. Hanley, an ex-member of the club. The wheelmen attended the wedding and the members of the cycling club presented the newly-married couple with a handsome silver tea service. The wedding was very informal.

MERELY A SAMPLE.

Green River Oct 27/92
B. L. White Secy. in
Chicago, Ill.
Dear Sir:-
I read your League
Circular & am well pleased with it
but don't understand what you mean
with reference dues, fees etc.

Please answer my following questions

1) Why do you want References
& the name of Club (concurrent)?

2) Why do you have Dues & fees.

3) Does the dues & fees cost \$2.00 -
Extra with out the \$2.00 for subscribers

4) Can I have half year subscription
to your paper or must I take whole
years subscription to your paper

Please turn Over,

Is the bicycling World &
L. A. W. Bulletin, all
of paper or in back for it self

By your stand the
Bicycling & L. A. W. Bulletin
is a paper published weekly.
& you send it & the monthly magazine
magazine Good Roads all for
for \$2.00 per month in clubbing
dues & fees on that time that right
I think or if it haunt then write
me at Once & let me know what
you mean is right. Yours
Very truly

Green River, Ills.
Henry Co.
Answer soon

This is the kind of letters received by division secretaries, yet the addresses are not given to the public. The name and box number were omitted—it would be cruel to print them.

Imperial Hotel, New York, Wednesday (Nov. 2). Thus writes J. Friedenstien, secretary of the hustling Anglo-American Company, to our New York office.

The Standard Manufacturing Company, of Martinsburg, W. Va., will have several new ideas in its next year's Standard, and is looking out for good live agents. This wheel met with a cordial reception in the south last year, and the company will increase the production next season.

The new book just published by the American Sports Publishing Company—"Life and Battles of James J. Corbett"—is sure to have a big sale. The price has been made ten cents, so that every one can afford to buy a copy. James E. Sullivan, well known in athletic circles, is president of the new company.

Charles F. Stokes is now in Denver, en route to the Pacific coast. His branch store at Denver has paid splendidly this season and he is now moving it from a side street to 1758 Stout street, Denver's cycle row. Charles F. Stokes, Jr., went west with his father and has been installed as manager of the concern.

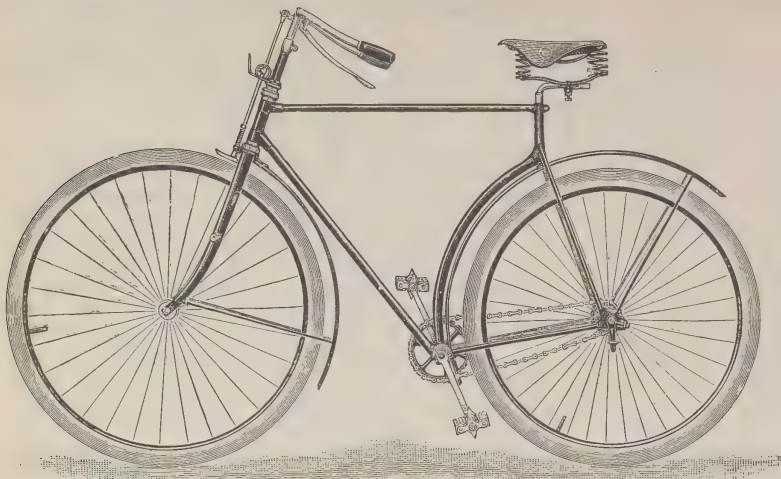
The Good Roads Association of Brooklyn has elected the following officers: President, I. B. Potter; first vice-presi-

at sixty, that of the former at eighty-four, though, as in the former case, this champion had lost much nitrogen.—*Exc.*

The bicycle business at Ft. Wayne, Ind., was all that could be expected this season. All the dealers report sales as being large and everybody seems well satisfied. Ft. Wayne has about twelve miles of concrete pavement and is putting more down. By next season the boys expect to have one of the finest cities for cycling in Indiana.

The Austrian championship for 100 kilometres (62 1-2 miles) on the road was decided in the environs of Vienna on the 9th inst., and was won by Wilhelm Friedrich on a Raleigh in 3 hrs. 36 min. This is also a record of Austria and only one-fifth of a second above that for Germany, which would have been badly beaten if Friedrich had not gone some distance over the wrong road.

Lacaille, mounted on a New Howe racer on Tuesday, Oct. 11, went for the twelve-hours' record on Hampden Park track in Scotland. Starting at 7:30 in the morning he commenced to break records at thirty-five miles, and at half time had covered 104 miles 220 yards, and at the finish of the ride had established a twelve hours' Scottish record



THE "TOWNEND" MODEL M. (1892 PATTERN)

HIGHEST GRADE MACHINES

—AT—

Lowest Possible Prices.

Send for Copy of List, at once.

TOWNEND BROS., Ltd.,
COVENTRY, ENG.

Get our List at once.

BEST MATERIAL AND
WORKMANSHIP GUARANTEED.



**QUINTON
SCORCHER**
1893 Pattern.
BRETZ & CURTIS MFG. COMPANY,
Philadelphia, Pa.

THIRD ANNUAL CYCLE SHOW!

Exhibition of Cycles and Cycling Accessories,
And Newest Applications of Pneumatic Tires.

Under the auspices of the ASSOCIATED CYCLING CLUBS of Philadelphia.

TO BE HELD IN THE
FIFTH -- STREET -- MARKET,

Proposed Site of the New Bourse,
FIFTH STREET, ABOVE CHESTNUT.

Commencing Jan. 4, 1893.

Continuing for Ten Days.

The committee takes pleasure in announcing that it has secured a building that will give ample space and facilities for the show, having 37,000 feet of floor surface—three times as large as Industrial Hall, where the last show was held. For prospectus, plans and full particulars, address

THOMAS HARE, Chairman of Committee, 104 S. 5th St., Philadelphia, Pa.

Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass

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THE REFEREE
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THERE ARE OILERS AND OILERS

But only one "PERFECT." Be sure to get the best. There are other good oil cans, but the "PERFECT" Pocket Oiler is still unexcelled. Ahead of all others in neatness, durability and popular favor.



CUSHMAN & DENISON,
172 9th Ave., N. Y.



**"PERFECT"
POCKET OIL HOLDER**
Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.



**"PERFECT"
Pneumatic Pump Holder**
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.

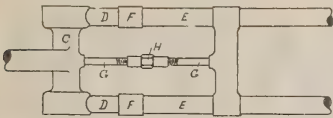
RECENT ENGLISH INVENTIONS.

New and Useful Designs in Frames, Tires and Wheels.

These abstracts are prepared immediately after the complete specifications are published by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

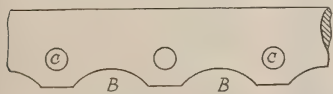
[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Sept. 14, give notice in the prescribed form of such opposition.]

No. 13,474. R. S. Lovelace's "Improvements in and relating to velocipedes." Oct. 27, 1891.—This invention relates first to a chain guide and secondly to a chain adjustment. In carrying out the first part of the invention there is mounted on the prong of the back fork on that side of the machine on which the chain runs, a bracket carrying a depending fork, the prongs of which are adapted to fit over the lower run of the chain and so guide it in its travel. The prongs either have rollers mounted on them or are covered with some suitable soft material. A similar fork may be used to guide the top part of the chain, but this is not so necessary, as the driving strain keeps the top run of the chain taut. The second part of the invention is carried out as follows: The pedal crank axle is mounted in the usual way in a bearing bracket (C), which has two tubular arms (D D) formed or fixed on it. These arms are adapted to fit and slide in extensions of the prongs

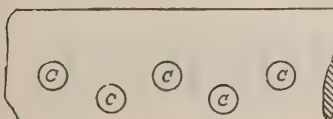


(E E) of the lower back-fork. On the ends of these extensions are mounted clip sockets (F F), capable of gripping the arms carrying the bracket (C) after adjustment. To adjust the chain-screw bolt passing through a lug on the bracket is threaded into a cross bar fixed to the extension of the prongs of the lower back fork or their equivalents. As a modification, the bolt (G) may be made in two parts, coupled together by a right and left hand nut (H) as illustrated. Another modification consists in using only one arm, in which case it is placed centrally and is preferably of oval section, and it is adapted to engage with a similar tube carried by the lower back fork. With this construction of frame it is obvious that the members of the upper back fork must be pivotally attached to the other members of the frame or to the axle of the driving wheel, to allow of the variation in the length of the lower back fork.

No. 19,116. C. S. Stone's "Improvements in rubber tires for velocipede and other wheels." Nov. 5, 1891.—This invention consists in providing the under side of the tire with a number of lat-



teral grooves (B) extending throughout its length at a slight distance apart. Instead of grooves, lateral holes (C) may be employed or both may be used together. When both are used the holes



are placed between the grooves a little distance above them, at the thick part of the tire. If holes only be employed, they are preferably placed in two rows, one slightly above the other, each row alternating with the other.

No. 19,838. J. B. Dunlop's "Improvements in and relating to wheels for velocipedes and other vehicles." Nov. 16, 1891.—This invention is intended to lessen vibration and facilitate propulsion and is applied to wheels. The rigid rim (A) is preferably made somewhat broader than usual, and a continuous band (B) of pliable material secures an inner flexible hoop (C) to the rim (A). The said band (B) is passed over on the inner surface of the rim (A) and the inner surface of the hoop (C), and crossed between them after the form of the figure 8 or the letter x. As a modification, a number of continuous or endless bands may be used; the sides of the said bands are joined between the rim and the hoop where convenient, or they may be bound or laced in vari-

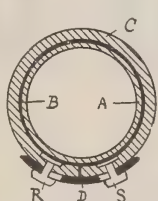
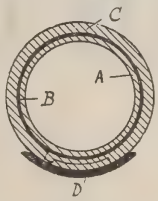


ous other ways. The bands (B) are coated with india-rubber and vulcanized and also with cement, so that they may be protected from wear and moisture, and caused to adhere to the rim and hoop. An outer flexible hoop (E) is secured to

the inner hoop (C) by means of a layer or pieces (D) of elastic material cemented in position between the said covered rings (F hoops), preventing friction between the said hoops. If desired, the said hoops may be more firmly secured to each other with strips of cloth or the like, covered with cement. The hoops may be made of waved or corrugated bars, or in place of two or more hoops a single hoop may be formed of two or more layers made from a continuous strip, after the manner of a child's wooden hoop, the several turns or layers being secured to each other in a similar way to that above described for the two separate hoops. The bands (B) are drawn sufficiently tight to maintain the inner hoop (C) in position, but not so tight as to prevent the compound rim (E C) from yielding when weight is borne upon the wheel. An elastic tire (F) is secured on the outer hoop (E). The resiliency of the wheel is mainly dependent upon the flexible hoops which act together, and the object of using two or more instead of one is to increase the resiliency of the wheel.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Sept. 21, 1892, give notice in the prescribed form of such opposition.]

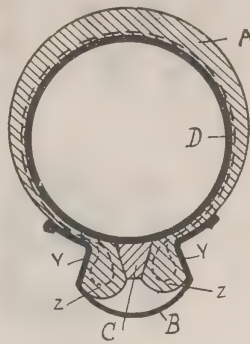
No. 16,959. P. L. Renouf's "Improvements in tires for velocipeds and other carriages." Oct. 1, 1891.—The object of this invention is to construct pneumatic tires in such a manner as to render them easily attachable without the use of solution, lacing, or similar devices (though such devices may sometimes be added for additional security); to render them easily detachable; to avoid the too sudden lateral deflection of the air chamber where it is no longer supported laterally by the rim, and cause the section of the air hole



to change gradually from a true circle to an oval when under varying pressure from the road. The air chamber, when in a normal state and not subjected to external pressure, is quite round in section, and the canvass or other fibrous restraining material is so constructed and proportioned that the inflation of the tire when in position makes the tire a perfect fit on the rim. In the case of double tube tires the outer covering is sometimes wrapped around the inner tube (A), the edges overlapping on the inner circumference to such an extent that they are kept firmly in position on the rim (D) by the pressure of the inner tube (A) toward the rim. These edges are preferably formed out of canvas or are strengthened by canvas and so shaped that they interlock. In other cases, whether the tire be of the single or the double tube type, adhesion to the rim is secured by the variation of the rim and that part of the tire which is in contact with it from a purely cylindrical section, the arc of the surfaces being broken by grooves, corrugations, indentations or perforations. For instance, the surface of the rim may be corrugated longitudinally and the corresponding parts of the cover shaped to fit these corrugations, or as a modification the same tire may be fitted to an ordinary concave rim into which is secured a strip of leather, rubber or other material furnished with the longitudinal corrugations. Again, the rim may be provided with a series of pairs of depressions or holes, and the outer cover furnished with a corresponding number of pairs of studs or projections fitting into the said holes or indentations. In conjunction with such a rim, studs (R S) of metal or other hard substance may be fixed firmly into the tire directly onto a layer of canvas solutioned to the tire. The studs are furnished with small heads and the holes in the rim just admit the insertion of these heads. When the tire is inflated the studs will tend to get slightly further apart, the heads of the studs will then lodge under the rim, and it will be impossible to detach the tire without deflating it. On all other tires, where a separate air chamber is required, it may be of pure rubber, surrounded by a canvas bag (B), or may be of the "insertion" variety, in which the rubber and canvas are vulcanized together.

No. 20,968. R. S. Lovelace's "Improvements in and relating to velocipedes." Dec. 1, 1891.—The provisional specification of this invention refers to a detachable crank and a pneumatic tire, but the latter only is referred to in the complete specification. The objects of the improvement are to facilitate the removal of the outer cover to get at the air tube, and the firm interlocking of the cover with the rim when in place. The cover (A) is made of rubber or other suitable material, and it is moulded to assume somewhat of an arch or equivalent shape in cross section, that part adapted to form the tread being thicker than the other parts. The edges (Z Z) of the cover are thickened or enlarged, and they are so shaped that when the cover is placed in the rim (B) of

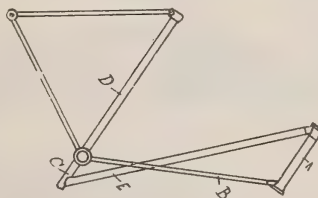
the wheel there is a Y-shaped space between the said edges. In this space a ring (C) of rubber or other suitable material of a dovetailed or wedge shape in cross section is placed into the space between the edges of the cover, and so binds the said cover to the rim. The locking ring (C) may,



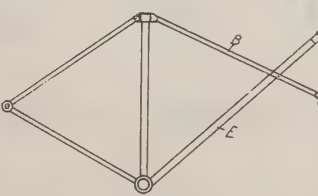
if desired, be made in one piece with the air tube (D), or it may be attached thereto, in which case it is preferably made on or fixed to a strip of canvas, the said strip being then solutioned or otherwise fixed to the air tube. When the locking ring is made of vulcanized or other hard material, it is preferably made in short lengths, in which case they are threaded on a cord or its equivalent. This cord may either be an elastic one or an non-elastic one, in which latter case it is provided with any suitable means for connecting its ends, when it is drawn up taut, when the ring is in position in the rim.

The rim (B) of the wheel is made of any suitable section, and it has in some convenient position short vertical sides or flanges (Y Y) of any suitable shape to engage with the enlarged or thickened edges (Z Z) of the cover (A). These vertical sides or flanges (Y Y) may either be located at or near the center of the rim, as shown at the edges thereof, in which case they are preferably made in the form of tubular beads. These sides or flanges (Y Y) may also be slightly inclined towards one another, as shown, to enable the edges (Z Z) of the cover (A) to get a better grip thereon. Either the outer cover (A) or the air tube (D) is reinforced with canvas or its equivalent in the well known manner.

No. 17,821. J. W. Kennelly's "Improvements in the construction and arrangement of cycle framings." Oct. 17, 1891.—The objects of this invention are: Obtaining strength with lightness, imparting steadiness and rigidity to the pedal axle bracket, distributing more evenly the weight



of the rider and reducing cross strain. The idea of the invention will be readily seen from the illustrations. It consists primarily in crossing the upper and lower backbones of a diamond frame. Either the lower backbone (E) is made of a single tube and passes between the two horizontal members (B) of the upper backbone, as illustrated,



or the arrangement may be reversed, the upper backbone being single and the lower double. In applying the invention to a ladies' safety bicycle, a projection (C) is produced downward in the line of the diagonal tube (D). The tube (E) starts from this and runs to the top of the head (A), passing between the tubes (B) on its way. This construction also may be reversed (B), being a single tube passing between two tubes constituting the member (E).

They Idolize Sanger.

MILWAUKEE, Oct. 31.—As a lover of justice and fair play, and without any desire to enter into a controversy over the matter, the writer would like to tell the public how W. C. Sanger is regarded among his clubmates and friends who have associated with him since childhood. Few, if any, of the newer class of riders have received from the hands of the cycling press the elegant roasts

that have been served up to Sanger on all occasions. He has been severely criticised on every hand, accused of being a kicker of the chronic kind, an ingrate, devoid of all feeling of appreciation, and also of a cross and surly disposition. Looking over the situation with the calm eye of a critic, unfamiliar with the true state of affairs, it may seem possible and the verdict just; but there is another side of the picture and extenuating circumstances, which give the subject an entirely different aspect.

There is an old saying, "Save me from the folly of my over-zealous friends," which aptly applies to Sanger. That he has been unfortunate at various meets, no one will deny; and that on several occasions, at least, there was just cause for complaint, all will agree. But Sanger has not made the alleged protests—they have in almost every instance come from his friends, whose enthusiasm for him led them to think they were doing the proper thing, when in reality it only increased an unpopular feeling towards him. His experience has no doubt taught him that a racing man cannot expect to ride at a race meet without taking the chance of an accident. Every racer of prominence has his scars. Sanger, although young and comparatively new on the track, has a right conception of how things should be, and if I am not mistaken uses his best endeavors to that end. If his friends will only exercise a little judgment and not be so profuse with their bombastic talk, it will not take the racing fraternity and everyone with whom he comes in contact very long to find out his true worth. Sanger at home is noted for his unassuming ways, and is of a modest, retiring disposition, and, withal, a gentleman.

The entertainment committee of the Milwaukee Wheelmen has found a very unique way of advertising the minstrel show. It is a photo, 14x17, the background of which is made of local papers and bicycle journals. Seventeen heads protrude through holes punched in the paper, all of which are splendid pictures. The cut is so distinct that you can read all the names of the papers and some of the printed matter, which makes it all the more interesting.

Frank Morawitz, secretary and treasurer of the Wisconsin division, travels for Welham & Company, wholesale grocers. He reached home Saturday morning to find that the entire plant had been consumed by fire the night before.

George Kendall, a popular member of the Milwaukee Wheelmen, has returned from an extended visit in the east.

It is rumored that next season a western circuit will be formed which will include Indianapolis, Springfield, Cleveland, Columbus, O., and New Albany, Ind. What is the matter with Milwaukee getting in the circuit? She can hold her own against any of the above cities, and is a live, progressive cycling centre.

JACK ROYAL.

This is "Rot," Pure and Simple.

Walter Sanger's friends say he was foiled in the two-mile, 2:20 class race, Milwaukee riders who witnessed the events there say that both Sanger and Johnson could easily have defeated all the Chicago riders entered in the races had they been given a fair show. It is said that so manifestly unfairly were they treated that it is a wonder that either of them succeeded in capturing a place in an event.

In regard to Johnson, the Milwaukeeans say he was not given a chance to show his speed, but was boxed up by Chicago riders in each race and so blocked it was impossible for him to forge to the front.—Milwaukee News.

BIDWELL

•• 1893 ••

PNEUMATICS
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New Features,

. . . . New Principles,

Easily Repaired,

. . . . Easily Applied.

→ SEE IT BEFORE ORDERING.

We Are Getting to You as Rapidly as Possible.

GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 West 59th Street,

NEW YORK.

Tire Factory, 49-51 West 66th Street, New York.

A Home For Visiting Wheelmen.

The National Columbian United Wheelmen's Association has received from the architects the plans for the building to be located on Madison avenue near Fifty-



seventh street. The plans are very complete, and the new building, a cut of the front of which is shown, will be all that the promoters of the enterprise have claimed.

Asphalt From Chicago to New York.

That gigantic scheme to build an asphalt road for cyclists from Chicago to New York has been revived. According to Peter Gendron of the Gendron Iron Wheel Company, who was recently interviewed on the subject by a Toledo reporter, the first idea was to build a pathway five feet wide of asphalt. This was the New York Recorder's scheme, but when Mr. Gendron was in New York, he had a talk with the promoters, and all thought a road thirty or thirty-five feet wide would be better. It is figured that all cycle makers and wheelmen, merchants in towns through which the road would pass, and even Congress would contribute to build the road. The government could use it as a mail route and for the transportation of troops by foot or a wheel. There would be no tolls and a commission or board would manage it from one end to the other. The scheme is gigantic, will cost a fortune, and it is improbable that it will ever amount to more than talk. Still, it would be a great thing and without doubt everyone interested in cycling would contribute generously to a fund to be used in putting it through.

New English Records.

During the past fortnight or so Schofield and Osmond, English cracks, have been almost living on the Putney track, with a view to record-breaking. The weather has been all against them, but on Thursday Schofield at last got a favorable opportunity, and the result was that he rode a quarter-mile in 31 1-5 sec, two-fifths seconds faster than Zimmerman's Herne Hill record, and brought the half-mile record from 1:05 down to 1:02.

Elliott Mason's Positive Proof.

Elliott Mason and Arthur E. Pattison are having a lively correspondence over the correct distance between handlebar and saddlepost on women's bicycles. Mr. Mason claims that what suits a Connecticut woman will not answer for a New York or New Jersey woman, and follows up his argument by showing a chart giving the dimensions of space required by the women of those states. Mason has always been considered as a "ladies man," in the vicinity of New York, but what puzzles the genial Pope Manufacturing Company's secretary is

how did Elliott Mason procure his information about the dimensions required by the Nutmeg State women. It is a delicate subject, so Mr. Mason has been invited to take his charts and other proofs to Hartford. Here a secret meeting "for men only" will be held. It will be presided over by Col. George H. Day and attended by all the bring men of the Pope Manufacturing Company. The outcome will be awaited with anxiety by Elliott Mason's friends, as his reputation is at stake.

The "Referee" Was Right.

The Wheel and the REFEREE, like all the special bicycle papers, are fond of roasting the cycling work of the daily papers, but as the above-mentioned sheet publishes entirely different of the Independence kite track, one of them must certainly be wrong.—Evansville Standard.

The REFEREE's picture of the track was a half-tone cut—an exact reproduction. It came from Mr. Williams, the owner of the track. Draw your own conclusions as to which "special bicycle paper" was right.

Duryea Will Fly.

Fred Patee, of Peoria, in conversation in New York recently, predicted that the first man in America who would

THE LADY CENTURION.



THE START.



THE FINISH.

make a success of a flying machine would be Peter Duryea. Patee was in earnest, too. He considers the Sylph inventor a mechanical wizard, second only to Edison "His machine," continued Patee, "is all right, and just as soon as the necessary funds to complete the machine (about \$5,000) are had, you will hear from Duryea in the clouds. You talk about high flyers"—and here Fred stopped.

It Would, for a Fact.

It would be a matter of great satisfaction to bicycle riders if that elliptical sprocket wheel question be settled one way or the other before the beginning of next season.—Detroit News.

Notes.

The Can on C. C., of Long Island City, N. Y., gives its first reception Dec. 6.

A. H. Perrigo and H. K. Smith are candidates for the chief consulship of Nebr.-ska.

So enthusiastic a wheelman is Charles Roth, of Cincinnati, that he lives on Wheeler street.

Omaha is to have a century club, while Council Bluffs is to have a World's Fair wheel club.

The Roseville Cyclers of Newark, N. J., a new club of sixty members, have accepted the offer made by the Roseville

Athletic Association of Newark to join, and will now become members of that organization.

Owing to bad weather the much talked of parade of the wheelmen of Leavenworth, Kas., was postponed indefinitely.

At Kearney, Neb., an amateur athletic association has been formed and a quarter-mile track will be made at once. The track will be converted into a skating rink this winter.

In *Outing* for November Frank G. Lenz continues his description of his tour "Around the World with Wheel and Camera." The article is illustrated from instantaneous photos taken by Mr. Lenz, who is an expert photographer.

Chicago is to have a 16,000,000 candle power search light. It will be taxed by the effort to find a specimen of the pure amateur which some people still persist in believing exists somewhere in this wide, wide world.—Cleveland World.

The wheelmen of Minneapolis are to have an elegant club house, work upon which will begin in the spring. A thousand shares of building stock at \$10 per share have been subscribed. The Flour City club, the originator of the movement for a club house, has formed of itself the Flour City Track Association. It is intended to spend \$5,000 for a bicy-

cle track next year, and make Minneapolis the headquarters in the northwest for wheelmen. The club has hope to induce some public-spirited citizen to give it a building site.

The Ramblers B. C. of Denver has issued an attractive pamphlet called an "Invitation to Membership," which sets forth the details of the proposed club building. Cuts of the proposed building are shown and descriptions are given of the wheel room, bowling alley, natatorium, reception rooms, gymnasium, running tracks and billiard rooms.

On Tuesday of last week Henry H. Hollister, of Manchester, Conn., was instantly killed by the cars. He was riding a bicycle along the platform at the depot when he came into collision with a boy. Both fell beside the track. Mr. Hollister, seeing the train coming at full speed, heroically pushed the boy from the track. His own arm was caught and he was dragged under the wheels.

Bicycle Wanted

IN EXCHANGE FOR ADVERTISING IN *THE LEDGER*, a weekly newspaper published at Russellville, Ky. Circulation, 2,000. Will also take agency. Address—S. W. LINEBAUGH, Manager, Russellville, Ky.

DON'T BUY A WHEEL—until you have consulted the advertising columns of this paper. None but first-class, reliable concerns use this medium to make known their goods.

The Little Schoolmaster in the Art of Advertising:

PRINTERS' INK,

A Weekly Journal for Advertisers,

Will be sent to any address from date of order to Jan. 1st, 1894, for

ONE DOLLAR.

After Dec. 31st, 1892, the subscription price will be advanced to \$2 a year.

ADDRESS (inclosing One Dollar)

PRINTERS' INK,

10 Spruce Street, - New York.

For five dollars a copy of the American Newspaper Directory for the current year (1,500 pages) will be sent, carriage paid, to any address, and the purchase of the book carries with it a paid-in-advance subscription to PRINTERS' INK for one year.

THE STANDARD CAP COMPANY



56 West Houston Street, New York.



Originators of the

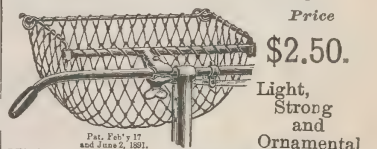
Long Visor Eton Cap.

Eton and Bicycle Caps

Of all grades.

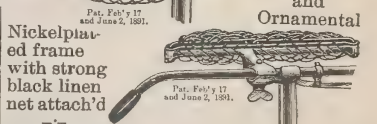
TRADE ONLY SUPPLIED.

KALAMAZOO Parcel -:- Carrier!



Price \$2.50.

Light, Strong and Ornamental



FOLDS UP COMPACTLY WHEN NOT IN USE.

Carries either in front or at the rear of the handle bar.

Agents Wanted.

KALAMAZOO CYCLE CO.
Kalamazoo, Mich.

MR. SYDNEY LEE,
Valuer and Expert to the Trade

Business matters of all kinds attended to with Privacy and Dispatch. Machines and Sundries purchased at Lowest Market Prices.

9 Furnival St., London, Eng.

ESTABLISHED 13 YEARS.

References: Pope Mfg. Co., 221 Columbus Ave., Boston; Frank Belden, Secretary Colt Arms Co., Hartford.

STOLEN.

FLYER RACER, 23 LBS., FRAME COPPER-plated, rear forks had a peculiar curve at the top of frame, different from any wheel on the market. Had T shaped saddle post, and racing saddle. Racing tire on front wheel, and road tire on rear wheel. Was taken from the Illinois Cycle Works factory, 665 Carroll Ave., between 5 and 6 p. m. Friday, Oct. 28. A suitable reward given for information that will lead to the arrest of the thief. ILLINOIS CYCLE WORKS.



CHRISTMAS ISSUE,

1892.

TO CLUB SECRETARIES AND OTHERS:

We are preparing a club directory. You are invited to send the following details:

Name of club, address of club rooms, if any, date of organization, number of members, name of president, name and address of secretary. Early replies are solicited.

Makers, jobbers and importers of wheels, tires, tubing, forgings, chains, spokes, cycle-making machinery, or of anything in anyway connected with the cycle trade, are requested to at once forward details for our trade directory.

COPIES TO SUBSCRIBERS, FREE.

TO OTHERS, 25 CENTS PER COPY.

Order direct or through your newsdealer.



Caxton Building, Chicago.



THE JAMES

Here is the Record at the close of the Season of 1892:

Ninety-Five Per Cent of all the JAMES WHEELS sold this season weighed in each case less than 28 lbs., *Actual Guaranteed Weights*, and upon these feather-weight wheels depended the reputation of *The James* in this country. And what is the result? You cannot find a cyclist in this broad land who has ridden or observed *The James* that is not an admirer and advocate of its remarkable qualities.

SPECIFICATIONS.

Road Wheel, 28 lbs., \$150.00
Track Wheel, 23 lbs., \$160.00

Warwick Hollow Rims, Ball Bearings Throughout,
Southard Cranks, Direct Semi-Tangent Spokes,
Brown's Pedals, Cork Handles,
Perry's Chain, Full Guarantee.

Tubing made by the Credenda (Old Company) Exclusively Used.

SOLE AGENTS FOR THE U. S. A.

JAMES CYCLE COMPANY,

113 Adams Street,
CHICAGO, ILL.

A BIG OFFER!

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention of the rules and regulations of the National Cyclists' Union, and a breach of Amateur Law—we do not intend to depart from this principle, but will present

A Prize Value \$500

to the first Amateur rider who succeeds in lowering the One Mile Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

\$500 Hard Cash.

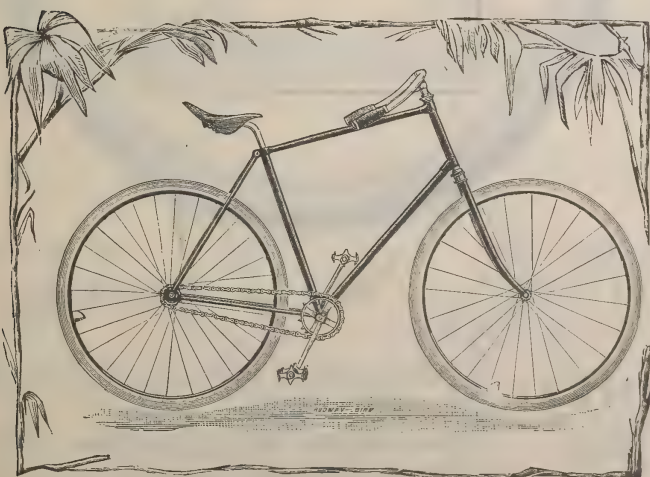
New Buckingham & Adams Cycle Co., Ltd.
Coventry Works, Birmingham, England.

B. & A. CHAMPION RACER.



The James Importing Company, 113 Adams Street, Chicago, Ill.

South Road Model D.



"SOUTH ROAD" SPECIFICATIONS.

THIS MACHINE is the grandest ever offered. Ball Bearings throughout and adjustable everywhere. Fitted with Detachable Cranks.

Weights from 23 to 33 Pounds Guaranteed.

These are the Lightest, Fastest and Most Reliable Safeties ever offered in the States. In appearance and finish they have NO EQUALS. Watch the records during 1893.

Wholesale Agents:

The James Importing Company,
113 Adams street, Chicago, Ill.

GOOD AGENTS WANTED.



AGENTS WANTED.

The Agency for the above has been secured by the

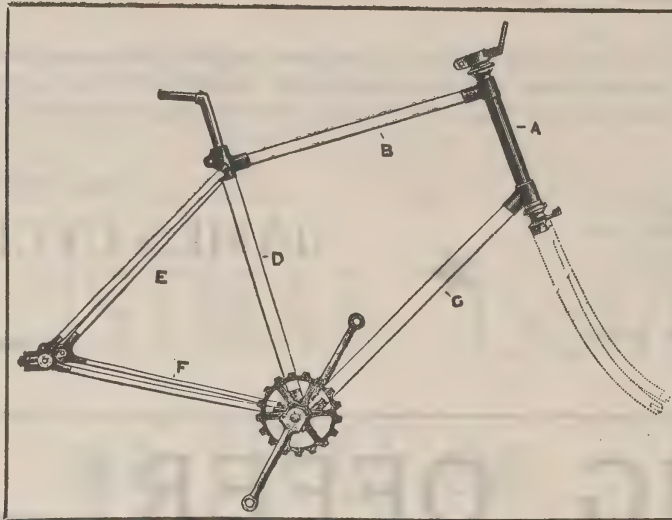
JAMES CYCLE CO.,

113 Adams Street,
CHICAGO, ILL.

PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

GUARANTEED
THE
FINEST QUALITY
OF FINISH
AND MATERIAL.



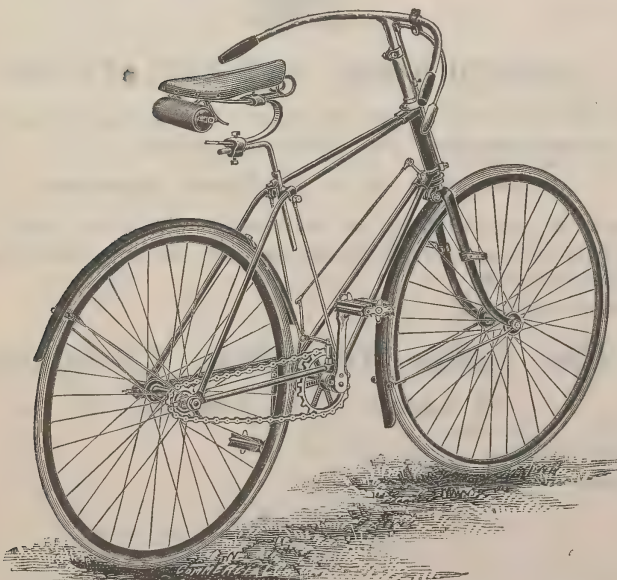
MECHANICAL
ACCURACY,
LIGHTNESS,
RELIABILITY
AND
SPLENDID FINISH
HITHERTO
UNAPPROACHED.

A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

PERRY & CO., BIRMINGHAM.

ROCHESTER BICYCLES

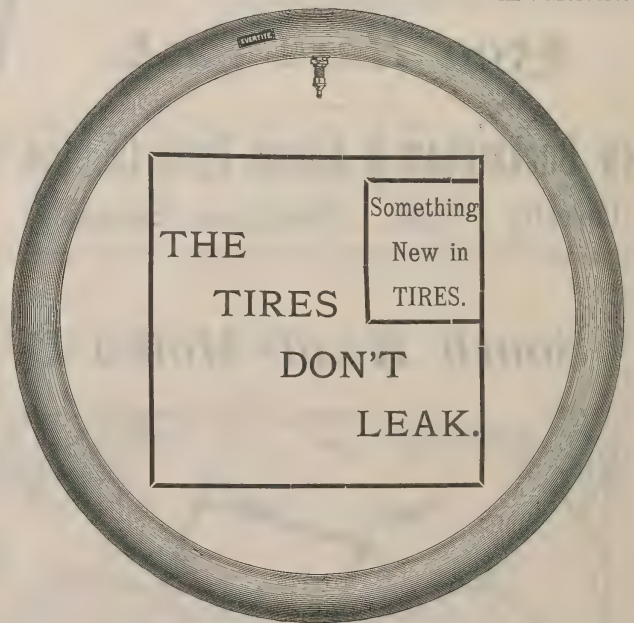
Are the Guaranteed Leaders.
Agents Wanted.
Catalogue Free.



ROCHESTER CYCLE MFG. CO.,
ROCHESTER, N. Y.

EVERTITE

EVERTITE



EVERTITE

EVERTITE

It takes more brains to look ahead ONE YEAR than to look back FOUR HUNDRED.

AHEAD
OF
THE
TIMES.

THE EVERTITE TIRE is up with the times! Except in one feature. Most tires leak at the valve. The EVERTITE don't--it can't. It is ahead of the times. You can't afford NOT to have it. Write or call.

THE BOSTON WOVEN HOSE & RUBBER CO.,
5 Winthrop Square, Boston, Mass.

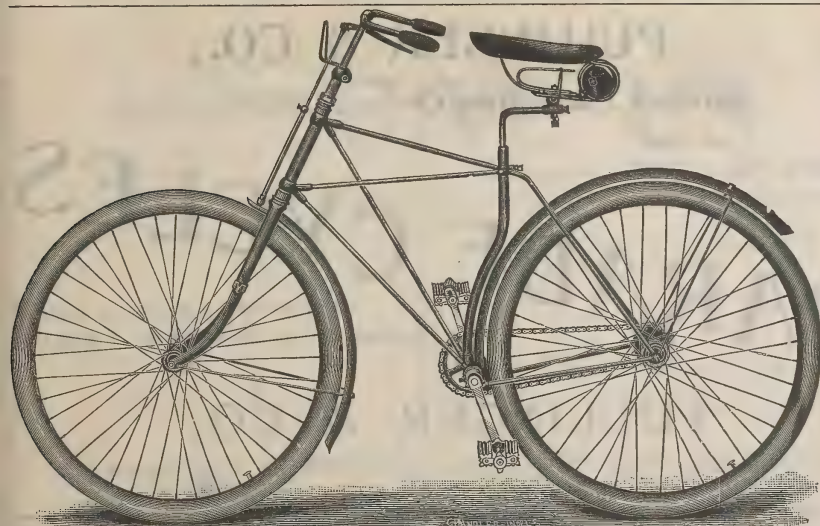
EXCELSIOR WHEELS

BAYLISS, THOMAS & COMPANY,

EXCELSIOR WORKS, COVENTRY, ENGLAND.

HOWARD A. SMITH & CO., Newark, N. J.,
Agents for New England and the Eastern States.

JOHN HOYLE, 5 Madison St., Chicago,
Chicago and Western Agent.



The PLANET

IS SECOND TO NONE.

IS KNOWN AS THE POPULAR WHEEL.

Did You Hear What Was Said ?

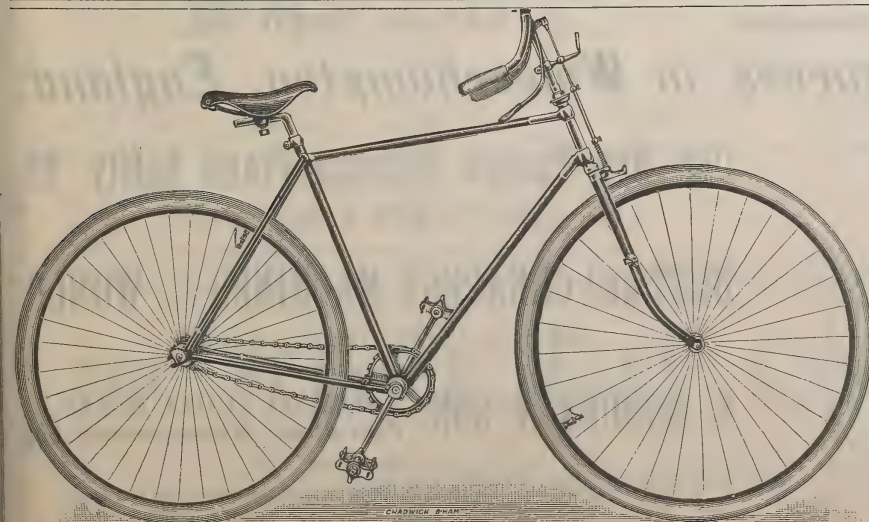
One says to a friend: "I am exceedingly pleased with my new PLANET wheel. I have ridden several other wheels since you were here, but nothing gives me entire satisfaction as the PLANET.

RANKS HIGH GRADE EQUAL TO ANY.

AGENTS WANTED.

CATALOGUES FREE.

STANDARD MFG. CO.,
INDIANAPOLIS, IND.



WORLD'S RECORDS

ON A

...PEREGRINE...

By MR. T. A. EDGE.

Land's End to John O'Groate's, 874 miles, in 4 days, 40 minutes, beating Mr. G. P. Mills' record by 10 1-2 hours.

1,000 miles in 5 days, 11 hours, 38 minutes.

Edinburgh to Liverpool, 15 hours, 54 minutes, by Mr. B. H. Carlisle.

The above World's Records are the most recent successes this year obtained by riders of the "Peregrine," and are the most meritorious performances on any machine.

MAKERS,

LEICESTER CYCLE CO.,

FRIDAY STREET, LEICESTER, ENGLAND.

VON Lengerke & Detnold, 8 Murray St., N. Y.
AMERICAN AGTS.

Agents wanted where not represented,

Have You
Two Good Eyes?



IF so keep them pointed our way. Riders and responsible agents alike will find it will pay well to keep a sharp lookout for our 1893 line. Three patterns, four weights (23 to 38 pounds), design, material, construction and finish perfect, and a tire that will make you dance for joy. Such will be the **LIBERTY** for 1892. Keep both your optics pointed our way. We will be with you before long.



WILSON, MYERS & COMPANY,

MAKERS OF THE LIBERTY CYCLES.  OFFICES: 55 LIBERTY ST., N. Y.

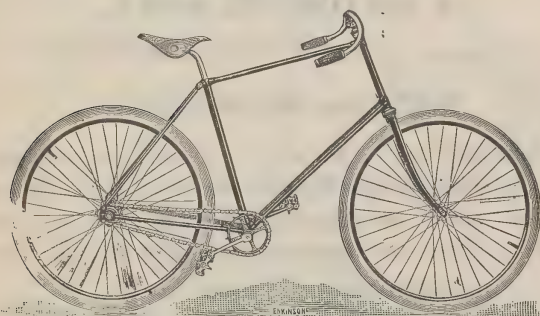
New Catalogue ready soon. Send us your name for mailing list.

SOUND, FAST and SMART.

PULLINGER & CO.,

Hereford Place, New Cross, LONDON, S. E.

WRITE FOR A LIST. _____



MODEL B.

PARADE CYCLES

"A Good Wine Needs no Bush."
Neither do the "PARADE" CYCLES.

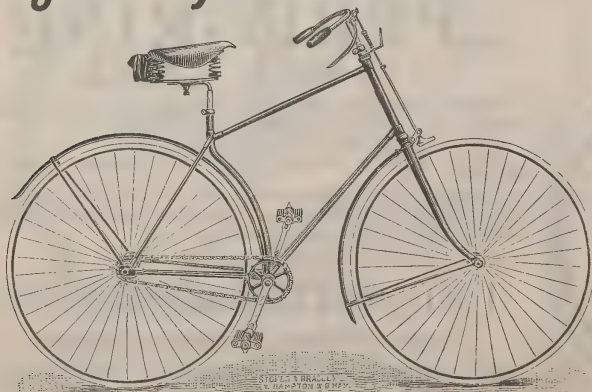
PULLINGER & CO.,

Hereford Place, New Cross, LONDON, S. E., England.

Telegrams: "Goodby," Wolverhampton.

ESTABLISHED 1875.

Largest Cycle Manufacturers in Wolverhampton, England.



Our New Pattern Diamond Frame Safety '92.

Solid Tire, £11; Cushion, £13.

BEST and CHEAPEST MACHINES IN THE WORLD

SEND FOR LISTS, FREE.

S. GOODBY & SON, "RELIANCE" CYCLE WORKS,
Petit Street, Wolverhampton, Eng.

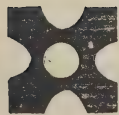
Good Agents Wanted all over America to push the sale of our machines,

We wish to introduce to the cycle trade and the public at large,
MR. GEORGE K. BARRETT,
in the new capacity of inducer and representative-at-large of our concern.
Mr. Barrett will have entire charge of the placing of our output. Dealers who know their business will communicate with him in time to secure territory. See?

MARBLE CYCLE MFG. COMPANY,
PLYMOUTH, INDIANA.

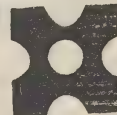
RETAIL DEPOT: 271 Wabash Ave., Chicago.

... GIVE US A REST ...



We Hear Them Cry,

When "Raleigh wins," so oft they spy—
'Tis Zimmie here and Canter there,
And gallant Linton, of Aberdare;
Kempsey and Bate keep up the game,
With Banker and Hess of U. S. fame,
Gericke, Lister, Walker, Stott,
Jacques, Wheeler, Hartford, Kidd and Scott,
For Raleigh riders, legion named,
Throughout both hemispheres are famed.



THE **RALEIGH CYCLE CO.,** LTD.

GREENWICH and BANK STS., New York.
(ABINGDON SQUARE.)

RAGLAN CYCLES

.....ARE REPRESENTED BY.....

HARBER BROS. COMPANY,
Bloomington, Ill.

IN CHICAGO AND WESTERN STATES.

FREDERICK W. JANSSEN & CO.,
310 Broadway,
NEW YORK CITY.

IN EASTERN STATES.

C. F. BOSTWICK,
24 Front Street,
TORONTO, ONT.

IN CANADA.

And Manufactured of the Best of Everything by

TAYLOR, COOPER & BEDNELL, LTD
Raglan Works, - - - COVENTRY, ENGLAND.
LONDON, 33 HOLBORN VIADUCT, E. C.

COLD :- ROLLED :- STEEL :- RIMS :- AND :- MUDGUARDS.

We are making Rims "az is" Rims, because we have the facilities—much enlarged—for '93, and we know how to do it—any gauge steel required, accuracy as to size and for any make of tire. We are not novices, and you are not experimenting when you use our goods. We give you the benefit of *OUR* experience—cheaper than getting it yourselves—eh?

We carry also a complete line of hollow rims of various sections and sizes, and are successfully making Aluminum Rims for racing wheels, with an improved joint, almost as stiff and rigid as steel, but only one-third as heavy in weight, and we successfully braze them, which, if you know anything about it, is a science in itself.

Everything in the line of Cycle material, either rough or finished, of the very best quality, can be obtained from us. '93 patterns coming in.

ANGLO-AMERICAN IRON AND METAL CO.,

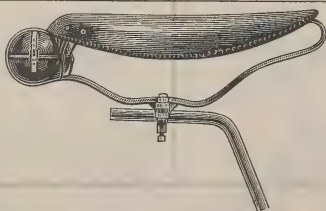
Cycle Material Specialists 2A Platt Street, New York.

We need more space. Between Nov. 1st and 15th we move to 218 Pearl street—5,000 feet floor space.

THE -- RELAY -- SADDLES. HOWARD A. SMITH & CO.,

518 Broad St., Newark, N. J.

NEW
DESIGN,
STYLE B.



STRONG,
LIGHT,
Comf'rt'ble

Tilting and Adjusting of Saddle Done With One Set Screw.

PRICE, \$6.00. Large Discounts to Jobbers.

RELAY MANUFACTURING CO., Limited,
READING, PA.

Attention Manufacturers!

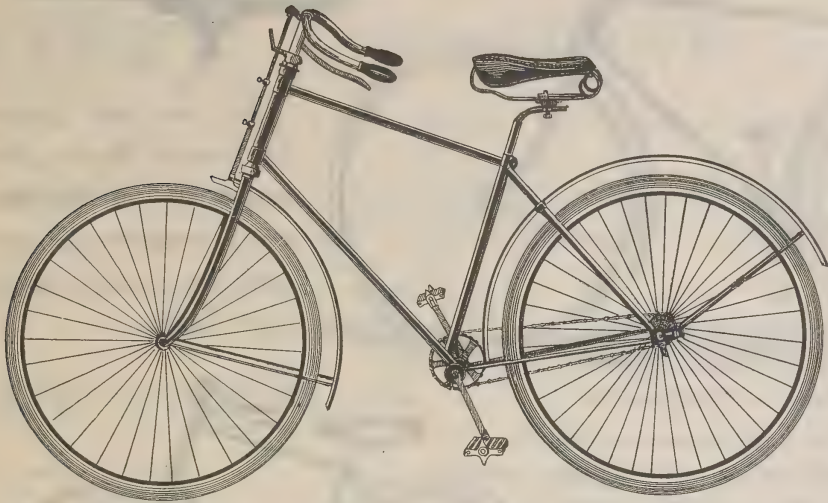
=RIMS! RIMS!! RIMS!!!=

In any Quantity, and Guarantee Quick Delivery.
Manufacturers of the Famous Cork Handles.

Agent for LLOYD'S PERFECT CRANK.

The BROOKES

STANDARD GUARANTEED BICYCLE OF THE WORLD.



LIGHT ROADSTER, NO. 18.

Highest Grade Only. Constructed on scientific lines. Distinguished for Perfect Finish. Great Durability, and Freedom From Repairs. Manufactured by J. & H. Brookes, Birmingham, England.

You Have Heard of the Brookes Saddle

Sole Agent for the United States and Canada,

GEO. A. DRYSDALE,

176 and 178 Portland St., Boston, Mass.

LIVE AGENTS WANTED EVERYWHERE.

24 Cash Prizes.

We desire to thoroughly introduce our Sunol Bicycles throughout the United States in 1893, and in order to give them such an introduction, we realize that we must advertise liberally and well. We are willing to advertise liberally, but that it may be done well, we must have a supply of bright original advertisements. We therefore make the following offer for the best 24 advertising ideas, first prize to be awarded to the author of the best, second prize to the author of the second best, etc.; decision to be made by three competent judges:

1st Prize, \$200. 2nd Prize, \$100. 3rd Prize, \$50.

4th Prize, \$25. 5th to 24th Prize, \$10.

We will also pay \$5.00 for each idea not securing a prize that we think we can make use of. Contest closes January 15th, 1893. For particulars as to the nature of advertisements required, etc., address—

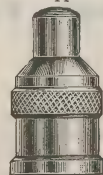
The McIntosh-Huntington Co.,

Adv. Dep't.

Cleveland, Ohio.

THE METAL TURNING CO.'S MAGIC BICYCLE OILER.

Patent applied for.

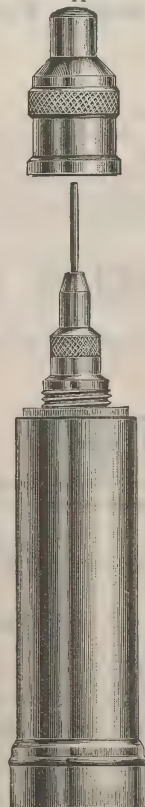
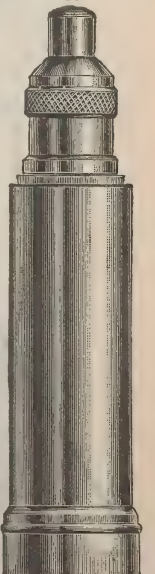


We are now ready to supply these goods to the general trade, and claim for them the following points of superiority over any others on the market.

First: They do not leak, and are as clean to carry in the pocket or tool bag as a knife or wrench.

Second: You can get as much or as little oil from them as you need. When a drop only is required, place the feed wire where the drop is needed and press down. If a larger quantity is required press the bottom of the oiler, and the oil will flow freely from the wire. You do not need to waste oil and daub your machine with this oiler. And you can oil your wheel quicker than with any other.

Full size cut.
Patent applied for.

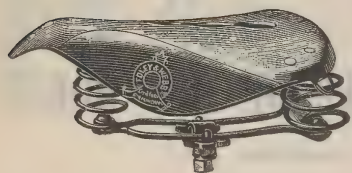


Manufactured Exclusively for

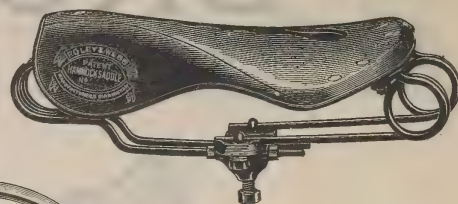
The Whitten-Godding Cycle Co., - Providence, R. I.

WARMAN & HAZLEWOOD LTD

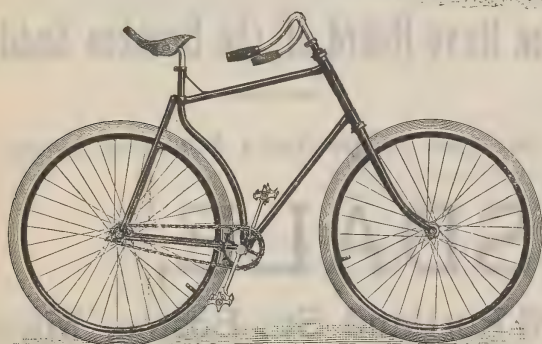
191 LAKE STREET, CHICAGO, ILLINOIS.



We carry a full line of all patterns of ladies' and gents' Safety Bicycles, and can supply at once on receipt of order.



We are sole agents for Foley & Webb's celebrated line of Saddles, which comprises the favorite combination three-coiled spring.



No. 1 Coventry Cross.
(Racer.)

No. 2 Coventry Cross.

We have in stock a full supply of parts to replace or repair any damage caused by accidents.

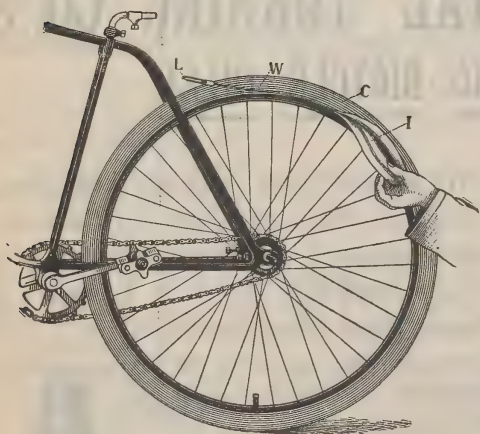
Price Lists free on application.

Western Agents.

Messrs. Horton, Gilmore, McWilliams & Co., Chicago, Ill.



No. 12 Coventry Cross.



THE IDEAL PNEUMATIC TIRE BREAKS THE RECORD.

A Double Puncture Permanently Repaired in Less Than Fifteen Minutes by the Roadside.

Messrs. PHELPS & DINGLE:

Gentlemen:—I have used your Ideal Pneumatic Tires now for over two months and like them very much. While out riding with some friends about a month ago one of the tires received a bad puncture. We took the inflated tube out and put on two patches. In fifteen minutes from the time of the accident the repairs were all completed. I have used it ever since without any further repairs and it appears to be perfectly air-tight and in every way as good as ever.

PASSAIC, N. J., July 28, 1892.

Yours truly, F. A. SOULE.

PHELPS & DINGLE, Passaic, N. J. || Send for Circular.



STEEL BALLS

For All Anti-Friction Purposes.

—Bicycle Balls a Specialty.

The Most Complete Plant in the U. S.

Sole Owners of the RICHARDSON-GRANT System of Grinding. Also the N. SAWYER Hardening Process. Present Capacity, 1,000,000 Per Month. Large Additions Now Being Made. We claim to make the BEST Ball in the world. Users of our Balls guaranteed against damage caused by Balls being defective. Write for Prices and Samples.

GRANT ANTI-FRICTION BALL CO., FITCHBURG, MASS.

"X. L." CYCLES,

Manufactured by—
CALCOTT BROTHERS,
COVENTRY, ENGLAND

Highest Possible Grade. We Challenge the World.

EVERY : MACHINE : GUARANTEED.

This is not a new wheel, but one with a Big Reputation in the Old Country.

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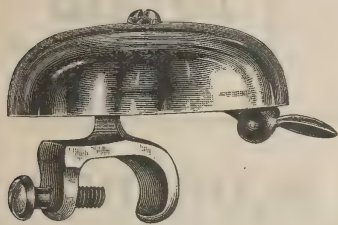
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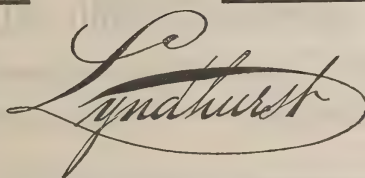
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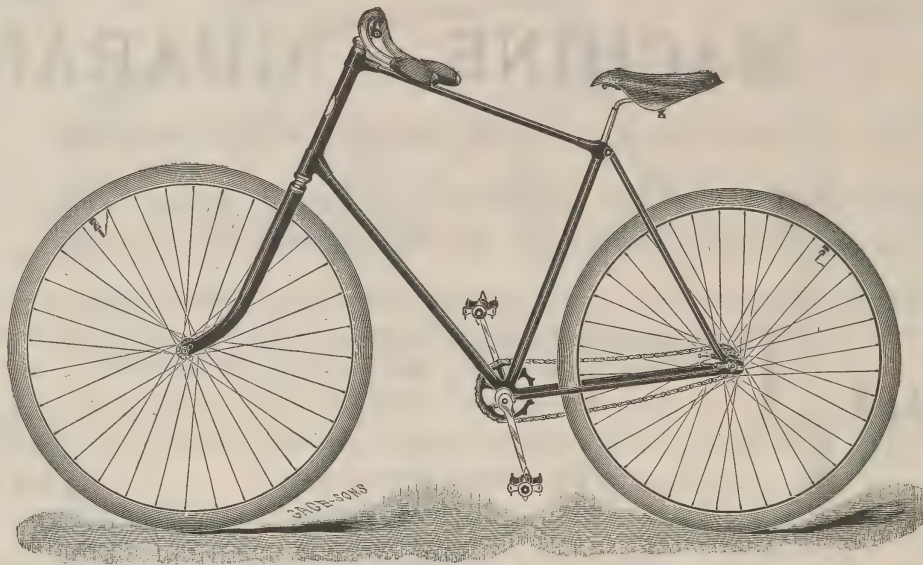
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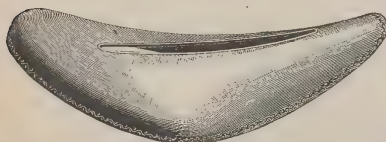
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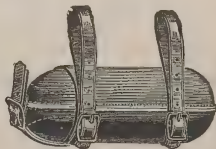
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"BICYCLING NEWS is now about the most readable of all the English cycling papers."—*Irish Cyclist*.

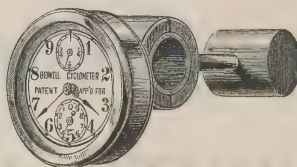
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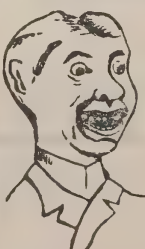


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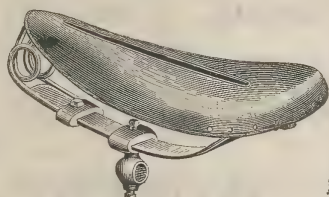
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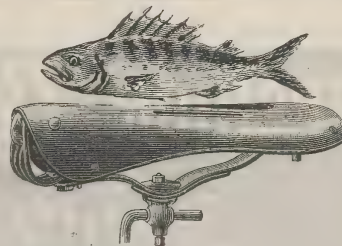
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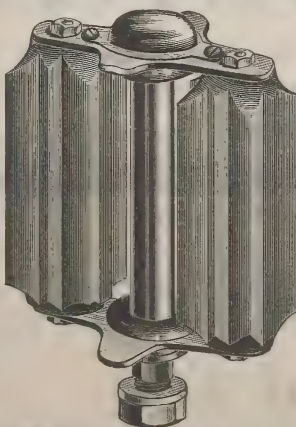
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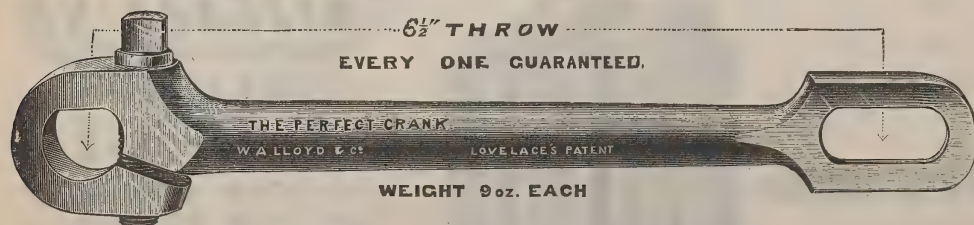
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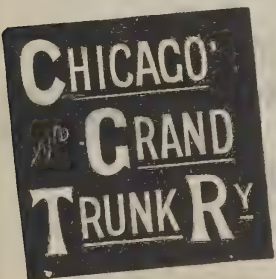
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WILD WITH DESPAIR

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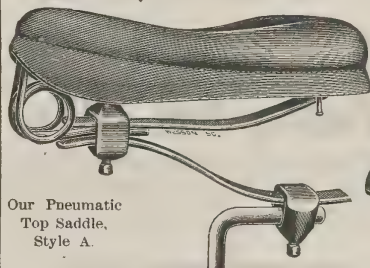
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Solid Comfort.

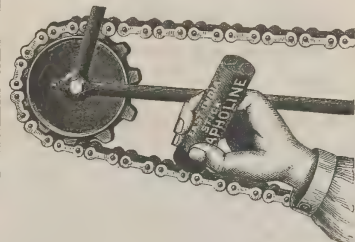
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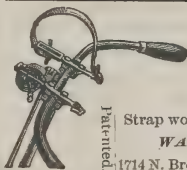
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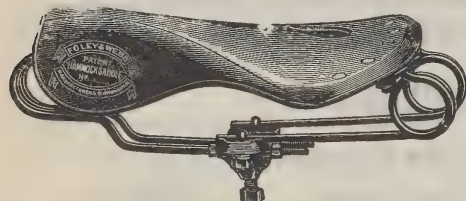
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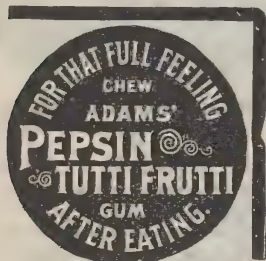


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EACH and every sheet and figure of the drawings of the patents will be given together with the claims, all chronologically arranged, whereby an examination of the art can be made with ease and certainty. From what we know of the compiler and the digest issued by him, we feel confident he will sustain his good reputation, and produce a digest to be desired by all interested in the invention, manufacture and use of Cycles. Those desiring a Prospectus of the work, or wishing to subscribe, should address the compiler.

In order to perpetuate the above digest a Cycle Monthly or Abridgment is being published, beginning with January 1892. Subscription price for the Monthly, \$5.00 per annum; \$6.00 for the European edition, payable in advance.
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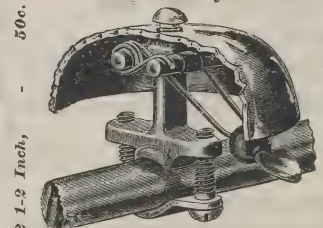
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Yours very truly, J. E. MECHALEY.

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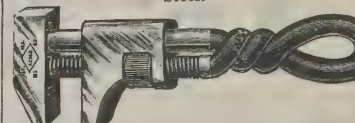
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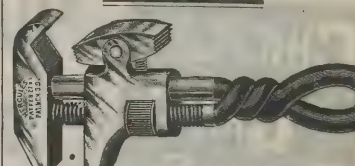
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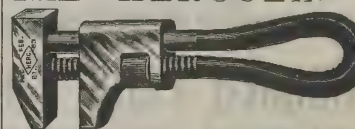
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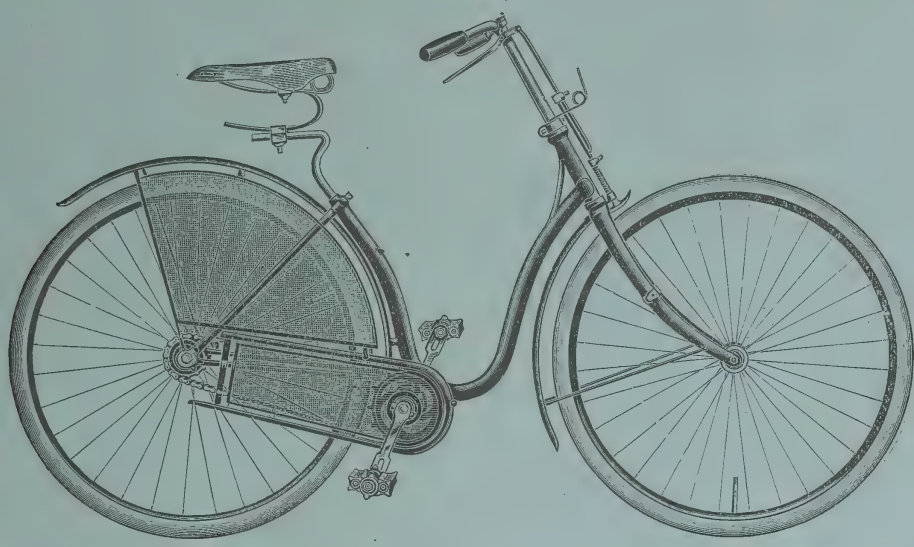
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AUGUST, SEPTEMBER AND OCTOBER
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JUNO PNEUMATIC.

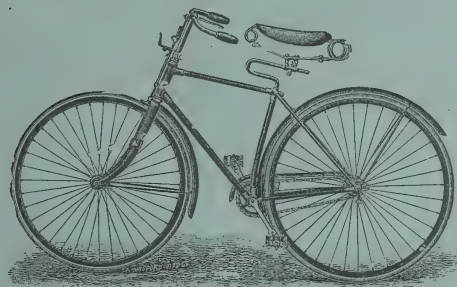
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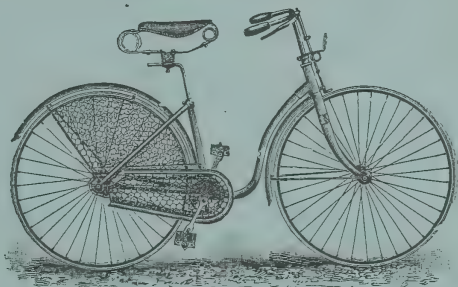
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A GOOD RECOMMEND.

(The Halladay-Temple Scorchers.)

GLEN HAVEN, Wis., Oct. 27, 1892.

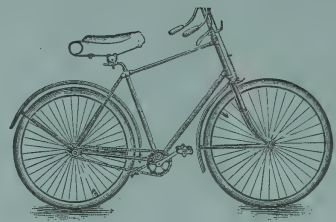
RALPH TEMPLE, Esq.,
 Chicago, Ills.

DEAR SIR:—Arrived here yesterday (Wednesday) afternoon, having covered over 200 miles—part of which was over some of the roughest roads in the state of Iowa. Actual time on wheel was twenty-seven hours, against a continuous head-wind. During the entire trip did not have to stop one minute for any repairs, and I am pleased to say that the tires gave me no trouble whatever, except to inflate and deflate according to the condition of the roads.

Yours truly,
 GEORGE W. PRUGH, of Burlington, Iowa.

Agents and Riders' address
Ralph Temple's Cycle Ex. MANUFACTURED BY THE
 158 Twenty-Second St., CHICAGO. **MARION CYCLE CO.,**
 Marion, Ind.

First Come, First Served.



Road King.

Those who took heed of the above last year at this time had no trouble in supplying promptly whatever their customers demanded. The year 1892 was a good one for the sale of wheels—1893 bids fair to be even better, for cycling has had an immense boom during the season just passed.

The demand for wheels ought to be enormous during the early portion of 1893, and as usual all will want them immediately. Every dealer ought to make it a rule "first come, first served." That is our plan, and it is only fair to all. A manufacturer is compelled to know somewhere near the number of wheels he intends to make; a dealer ought to know at this season somewhere near the number he will sell. He can come within a short distance of it at any rate.

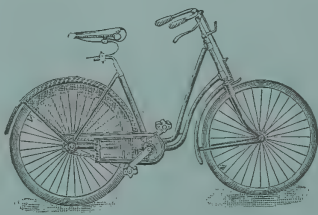
There will be a rush of orders for the 1893 **Road Kings** and **Road Queens**, for the public and the dealers know well the good qualities of the 1892 wheels, and next year's production will be even better. Not better as to quality, or finish, or workmanship, for that we could not give. But as the wheels will weigh under 35 pounds they will be better, for the public has demanded a wheel of about that weight. The **Road King** will be the scorcher's delight.

Hibbard, Spencer, Bartlett & Co., Chicago, Agents for all territory west of and including Michigan and Indiana.

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Road Queen.

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1893

PNEUMATICS
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SEE IT BEFORE ORDERING.

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S. A. MILES, - - - Editor.
CHAS. P. ROOT, - - - Associate Editor.
R. M. JAFFRAY, - - - Business Manager.

MISLEADING REPORTS.

The *Tribune* and *Liter Ocean* have a happy faculty for manufacturing cycling news. It is well written, quite to the point, and is largely read; but naturally enough it is misleading. These papers announced a Sanger-Zimmerman match for \$1,000 and a side bet of \$10,000, when, as everybody now knows, no match was made and the \$10,000 part of the affair was entirely a case of imagination. Similar was the report of the doings of the racing board at its meeting in Chicago. The supposed changes in the rules defining an amateur were elaborated and commented on, in a way that would lead anyone to believe the same had been given out for publication. But the changes suggested at this meeting were never given out—and again a case of imagination. Rhodes was spoken of as "new to the path." Perhaps it never occurred to the writer of that paragraph that Rhodes, along in 1885-'86, was one of the most prominent of the amateurs—later a promateur, and of course then a professional under league rules. It is gratifying to see these papers devote so much space to cycling, but if their news and opinions bordered a little more on facts, wheelmen would appreciate them more.

PUBLISH THE RECORDS.

The racing board is the keeper of all the league's books which pertain to records made by amateur wheelmen on road or path, and so well does that body guard the precious documents that not one of the common herd ever enjoys a peep at the—curiosity, it has come to be. The general public has been kept pretty well informed on the changes that have occurred from time to time in the times made on the wheel, but through no fault of the league, its racing board, or the *Ancient and Honorable*. It has been through the efforts of the cycling press and the dailies. The records given to the public are unquestionably correct, but it might happen that the public might desire to know of some small record made of which the ordinary paper had never received information, while the racing board would be informed of it when application for record was made. The *Bulletin* is printed especially for the purpose of officially informing league members of what is going on in the big organization, and they probably desire to keep posted on the matter of records, also. The REFEREE believes the racing board should, say once a month, or even each week, pub-

lish all the records applied for, and as soon as passed upon the fact should be made known. At least once each year a complete and revised list to date should be printed. It would require but little work if these records are properly kept, and would naturally be of great benefit to the wheelmen at large. We would suggest that, inasmuch as the past season was especially remarkable for record-breaking, and that 1893 will be equally as great, and inasmuch as we are to have international championships during the World's Fair, it would be an excellent thing if the racing board would cause to be published during the first week in the new year a complete and up-to-date record of times made on all styles of machines and for all distances, both in trial and competition. This information would be valuable during 1893, for be it remembered our visitors may not be particularly well posted on the doings of our fast men.

THEY SHUN MILWAUKEE.

A majority of the Chicago racing men have practically decided to absent themselves from the indoor tournament of the Milwaukee Wheelmen, Nov. 24, 25 and 26, and for good reasons, we believe. When all the abuse that has been thrown at the Chicago men, *in re* the fouling of Sanger by Davis, the decision is not to be wondered at. We have granted that Sanger is an excellent rider—not infallible; however—but we do not think the Chicago men had reason to fear him in the least; we do not think that Davis is a man who would purposely foul a competitor, and we do not believe that anyone told a delegate from Milwaukee that the "Chicago 'push' intended to do Sanger up." It was sufficient for Sanger to enter his protest and have Davis disqualified; but there the matter should cease to be a topic for discussion. Sanger should have muzzled "Milwaukee's 'push.'" A Milwaukee paper says that one fails remarked that "after the races one of the judges hearing Sanger say that he had been warned, and told to look out for foul play, offered to bet \$50 that he could not produce the man who gave the warning. Walter accepted the bet, when the judge backed down." This is untrue; it was the Milwaukee people who backed down when Bode offered the bet. Sanger was not hurt, he was only scratched, and it appears very childish for a man of his size to go about crying over those few scratches. He should look upon Munger as a shining example of pure grit.

The racing board of the Milwaukee Wheelmen, at its meeting last evening, decided to drop the twenty-five mile race for the world's record and have instead a five-mile race between racing teams of Chicago and Milwaukee. By this it is hoped to arouse the Chicago men and insure the presence of almost all the fast racing men of that city. Chicago claims to have in Lumsden, Rhodes or Barrett a team that cannot be beaten. As the local team will include the cream of Milwaukee talent, with Walter Sanger at the head, the race would be a good one.

The above is from a Milwaukee paper. The racing board might "hope, hope on forever," as Dixie says, but the Chicago men will not arouse. The Chicago team has nothing to fear from Milwaukee; it has, so far this year, been unconquerable; in fact, the club has lost but one team race in its whole history, and it has competed with stronger teams than Milwaukee can at present produce. Chicago sympathizes with the Cream City in its recent disaster, but her racing men will give Milwaukee a wide berth.

PERFECTION IN TIRES.

A year ago many makers were striving to build a non-puncturable tire, but beyond those called self-closures, their efforts seem to have been in vain. Their object was, of course, to maintain the

same amount of resiliency. We fail to recall a single instance where this was accomplished, and the makers of to-day have, evidently, given up hope of producing a non-puncturable tire which will have as much resiliency as those that are certain to give way to the insertion of a tack or other sharp pointed object. In other words it appears that perfection has not been reached in the manufacture of pneumatic tires in this one respect. Another year may produce something, but we do not look for anything of a startling nature during the balance of this year or in 1893. The tire makers seem to realize that the best way out of the difficulty is to put out a tire that is easily repaired—one in which the inner tube may be reached in a moment. For next season there are several such, and no doubt their qualifications will soon have been well tried. At any rate, all the tires of 1893 will be of such a construction that the work of making a repair will be reduced to the minimum and a rider will have the assurance that he can go on a journey and not be at the mercy of tacks or horseshoe nails.

It has been the rule to keep politics out of the league, but the Hartford wheelmen seem to have changed the idea, for they set to work and made Col. Burdette a candidate for the legislature, expecting to elect him and see him in the speaker's chair, in which position he could be of great benefit to the good roads cause and the interests of wheelmen generally. Occasionally politics and cycling work well together and if other localities should show an equal amount of energy "the cause" would be greatly benefited. The west has had ample opportunities for similar action; its great number of wheelmen could easily carry through anything they might undertake.

It was a noticeable fact that, during the campaign that has just ended, the influence of the wheelmen was largely sought by political managers and candidates. Cyclists' parades were held in hundreds of places during the last two months, and clubs have been addressed by speakers from all parties. Some very energetic work was done by Messrs. Mac Millan and Durborow, candidates for congress in the third district, in order to secure the vote of the wheelmen of the district. Mr. Durborow rather got the best of his republican friend. It only goes to show that nowadays wheelmen are considered "s me punkins."

E. C. CARTER, the A. A. U. handicapper, was misquoted by our eastern representative last week. The fees go into the A. A. U. treasury. Carter is a salaried employee of the union, at \$1,500 a year.

"CYCLE ROW" AND "THE PUSH."

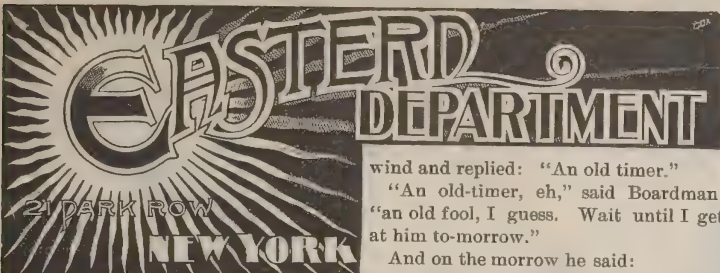
I was treated to a trip to the city the other day, together with a cycling friend of mine, who is city bred and one of "the push." By him I was invited to dinner at the "Rag Shop," a place of which I had often heard. My friend and I strolled down "Cycle Row," and he kindly called my attention to the various establishments and made comments upon each one in a most interesting way, for he is excellently well informed. I wish that I could detail his remarks, but space and the prospective libel suit forbid. We dropped into Charlie Seig's place and shook hands with the genial manager, who at once informed us that he had done the biggest retail business of the season in Chicago, and that he was going to do several million dollars' worth (I think it was) of business next year. Then he duly impressed us with the size of the

orders he has already given for 1893 machines. Then we called on Plumb—Plumb, the hustler; Plumb the witty; Plumb the wise. He didn't say much, but he looked unutterable things, and as I happen to know the young man, lo, these many years, I expect to hear that his people have cut a wide swath in the fall of next year. Then we dropped in on Horace Bell and the renowned "Artie"—bless his handsome face and limber hind [?] legs—and we had an animated discussion regarding the merits of twenty-six pound roadsters, geared ordinaries, and the elliptical chain connector. Mighty pleasant people, the Humber folks, and they reported good business and more coming. Through a door in the Columbia office we made entrance into the warerooms of the Union's representatives. My friend very irreverently inquired if "pink hair" was in. The clerks evidently did not understand. Then he asked where he could find "sorrel top." "Oh, Herrick," said the clerk; "he has gone out." We went out, too, and slipped into the Coventry Machinists' Company's establishment, where we found Conkling and Slusser, who greeted my friend with due regard, for he is an authority, but they fell upon me after the manner of city people when conversing with country bumpkins, and having engaged me in an argument, pooh-poohed my notions as having moss on them, and in their own minds, at least, that what I didn't know about things in general would fill a large book. Great boys, those two; hail fellows both, and old-timers. Marrett did well when he got them in Chicago.

**

Then we went over to the Quadrant store, but Mr. Hughes was not in. He is in Philadelphia, I am told, trying to save his company something from the Sweeting wreck. I wish him luck, but would hate to bank on his chances. Then we dropped into the Pope company's store and had a visit with Nicolet, he of the wonderful balancing powers. If his brain is as nimble as his body, what a bookkeeper he would make! We saw a relay Columbia fitted with a flattened sprocket wheel, and I really begin to believe, from what I heard, that Pope has made some kind of a deal with the Freeport people. Until I saw it I did not believe it. From there we went over to Taylor's palatial emporium (that sounds a bit "hand-me-down" like) but the "Prince Charming" of old was not there, having taken himself over to Europe. As we came out we fell in with some of "the push" (so my friend said, any way), and took our way after them to the "Rag Shop," which along about noontime seems to be the mecca toward which the bulk of Chicago bicycle men turn. I am told that this eating house gets its name from the great dry goods establishment above it. We were seated at a long table in the corner, and were waited upon by "George." At the same table was gathered a greater number of cycling celebrities than I have ever seen before—Van Sicken, Barrett, Lumsden, Nicolet, Keator, Davis, Ballard, Slusser, and a dozen lesser racing lights, while Berger, Jaffray, Erwin, Spooner and one or two others represented the literary side of the sport. Mischief, fun, wit and wisdom, nonsense and "airy persiflage" are bandied from one end of the table to the other. Arguments more or less profound on all sorts of possible and impossible subjects are heard on all sides. Like most things originated in Chicago, the "Rag Shop" is unique, so far as cyclists' corner is concerned, at least. Every stranger bicyclist visiting Chicago should go to the Rag Shop for at least one dinner: it is more than likely his stomach will not allow him to go twice.

LA COTE MAL TAILE.



Among the callers at our New York office the past few days were: Samuel Snell, Edward Mushing, Joseph Lucas, England; Frank A. Egan, editor *Sporting Life*; C. E. Schaff, manager for Gormully & Jeffery, Boston; C. H. Weld, Royal Cycle Works, Marshall, Mich.; Guy P. Wilson, late of Baltimore; Achille Phillion; W. L. Fish and L. Crondel, Newark; W. F. Murphy, W. S. Campbell, W. M. Perrett, Walter Masterson, A. B. Rich; W. E. Smith, Smith Wheel Manufacturing Company; L. J. Phelps, of Phelps & Dingle Manufacturing Company; J. Ives, New York Belting and Packing Company; Edwin Oliver; Mrs. M. L. Peck, president Cosmopolitan Cycle Club.

**

The Secret Session.

What a bombardment the *Ancient and Honorable*, the good old organ, has been getting all along the line for that "Grand Secret Concert," given recently by the racing board of the L. A. W. While lashing the organ, probably the thought did not occur that it was the men who placed the power in the hands of the Wheelman Publishing Company who should be the parties to lash and not the men who would naturally defend their property—their stock in trade. You do not hear of men with valuable patents allowing other people to use them if they can possibly prevent it; therefore the organ is only using a bargain to the best advantage, and all the howls of the universe will not move it from the advantageous position the wise men who run the league placed it in. Joe Dean, a lawyer and a smart young man, knows all about "that contract," and knows all about its validity, you can rest assured. Why an amateur athletic body should be afraid to let the world know of its work and purposes is another thing, and why such a deal was made with one paper might also be open for debate; but both these things were done, and not much to the credit of amateurism, or the guardian angels of amateurism, either. But secret sessions seem to be the order of things these days. I noticed in the Boston papers, last week, that the clever Bishop Philip Brooks complained of the secret methods employed by the Episcopal church bishops, and proclaimed it un-American. Yes, and un-English, too. What "fake" are those good men going to spring on us from behind closed doors? Possibly a new racing board brand of religion, warranted to fill all the requirements of the amateur and professional, elastic and full of inner tubes.

**

Respects to the Italian.

"Who is La Cote Mal Taile?" (with much difficulty in pronouncing). This is a frequent question. Many a time have I been asked who the writer with the odd signature is, and who keeps his identity out of reach. L. C. Boardman of the *Recorder* steps into the eastern office of this paper occasionally, and fires off more interrogations in one minute than can be well answered in fifteen. Said L. C. Saturday:

"Who's that fellow with the Italian name who writes for the REFEREE?"

On recovering the writer sparred for

wind and replied: "An old timer."

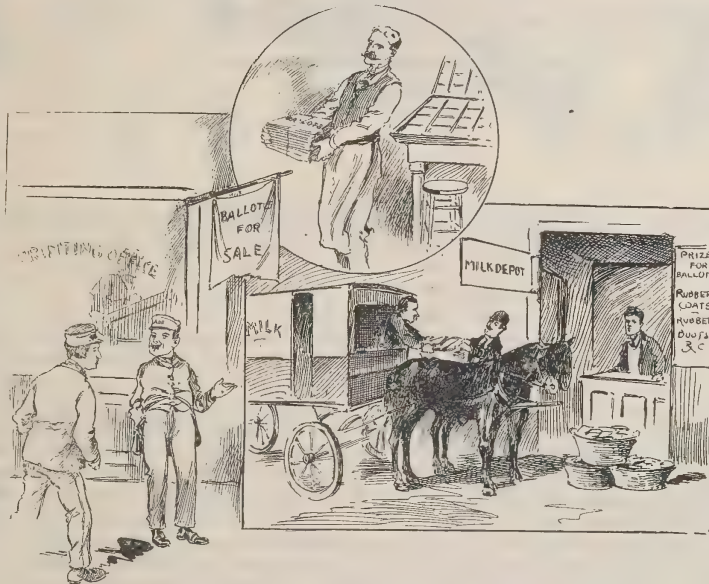
"An old-timer, eh," said Boardman; "an old fool, I guess. Wait until I get at him to-morrow."

And on the morrow he said:

"La Cote Mal Taile" is the title of a writer in the REFEREE, the journal that reaches the trade and wheelmen generally. The writer is one of the good old "has been," and takes advantage of every opportunity to rake over the doings of the day among the wheelmen. His last assertion about the parade is on a par with the one he made several weeks ago about high-grade wheels requiring inner tube pneumatics. This last statement is made despite the Columbia and other machines with S. P. tires.

I'll back L. C.; the Italian is getting too frisky. What was wrong with this, the largest parade, by actual count, that was ever given, outside of what was caused by the divisions other than those of the wheelmen and, of course, the fool antics of a few—who couldn't be stopped? Then, again, the "old 'un" asks Knapp to come forward to the mourners' bench, being that Eck has declared for straight racing and the church. What on earth has Knapp ever

would not have dared to take advantage of the father's leniency and conceived the idea of the trip as proposed. Taking advantage of the loose methods and rules adopted by the father for the guidance of his children, the child gets bold and in turn is threatened with abandonment and disgrace. It is a clear case of abandonment, and not a pretty spectacle, either. The racing board knows full well that the men who go on the trip have had their expenses paid by somebody all summer, but now objects when the same somebody wants to pay them for the *Sporting Life*. The trip at the best was an ill-advised one, and the promoters should have seen that the racing board would view with jealous eye any encroachment on their rights as chief corruptionists of our angelic amateur hosts; the Egan boy should know better than invade the sacred territory. What fame would come to an artist who could portray the man of putty, the amateur, in his various forms and moulds as fashioned by his maker, the racing board, since 1885. I learn that that iniquitous car load of divisible ones will not start for the balmy Pacific until January (if then), but Br'er Egan has had his little "ad." out of the racing board and the press, all the same. The professional league?—well, that's another story!



Incidents of the "Recorder's" Piano Contest.

done to beg forgiveness for? Why, Knapp, instead of mourning, is singing psalms of joy over being appointed the Victor agent for the entire territory of lower California (with two assistants) after winning golden opinions in San Francisco, Sacramento and Oakland. That record of Johnson's goes down hard with La Cote Mal Taile, and in his vicious dig at Eck for bringing out "unknown wonders on unheard of tracks," he was just swallowing the tail of the crow that others had to masticate, just as he has had to do. That elliptical sprocket record goes, young man, and the sooner you come forward to the mourners' bench the better it will be for you. The stains of the unbelieving will be easier to wash out. Now is the day of salvation; come, "old 'un," get in, or out, of the wet.

**

The Trip Postponed.

I feel sorry for the racing board and the *Sporting Life* car trip scheme. It is a case of abandonment by the father of the child. The *Sporting Life* car scheme is the offspring of the racing board of the League of American Wheelmen, which called it into existence, and if it had not been for that, the cycle department of *Life*

Speaker Burdette.

Some time ago the league organ printed articles editorially deprecating dragging national or state politics into the affairs of the L. A. W. Recently, while walking in Harlem, I noticed a flaming sign which announced that the Harlem Wheelmen held forth in the hall above as a democratic political club. Buffalo and other cities, it seems, have political cycle organizations. I noticed last week, in the *Sun*, a dispatch which stated that Hartford had nominated Charles L. Burdette for member of the state assembly, and the dispatch added that Congressman Burdette (to be) was president of the League of American Wheelmen. While seated in the sumptuous office of the Hartford Cycle Company Friday night, talking to D. J. Post, I asked the noted cycling politician what the little game was. "Well," said Post, "we took a crowd to the meeting and nominated Burdette, because, if elected, he will surely be speaker of the house, as a Hartford republican invariably gets the honor. If Burdette is speaker he will name the working committees, and that's where we will get in our work for roads. Burdette will be supported by many democrats with the Pope Manufacturing

Company and in our employ; also by Bil lings & Spencer's employees for the reason that they know cycling will be benefited, and as a starter we have issued to-day this circular." The circular reads as follows:

TO WHEELMEN.

The following matters should be brought before the general assembly at its next session that begins in January, 1893. Every point is of the greatest interest to every member of the League of American Wheelmen.

1. A bill for the incorporation of the Connecticut division, L. A. W., is needed.
2. A conservative bill regulating the rights of wheelmen in the streets and on the walks is needed.
3. A bill making the penalty for stealing a wheel at least equal to that for stealing a horse is needed to stop the alarming increase in the theft of wheels.
4. A uniform lighting law providing for the proper regulation of ordinances relating to the carrying of lanterns on wheels is needed.
5. An inquiry into the rights and powers of towns regarding the taxation of wheels is needed.
6. A road improvement bill that will stop the great waste of public money and provide for permanent roads properly built and cared for, is needed by all.

Although the wheelmen will profit the least by good roads, yet having taken up this work as pioneers they should continue their active, earnest labors in carrying it through to completion. It is a question of national importance, but to the League of American Wheelmen belongs the credit of the greater part of the missionary work, and they should retain, if possible, the credit for the actual work in legislation. It is possible for every rider of a wheel in Hartford to aid in advancing the interest not only of the league, but of all users of a wheel by aiding in the election to the next legislature of a representative wheelman who knows the aims and objects of that part of the cycling world that exists as an organized body, and also the needs and requirements of all interested in the use of the wheel, either directly as riders, or indirectly from their connection with the industry in any manner.

A vote by each member, or one secured by each member, will count for and greatly aid in the proper representation of the wheelmen in the next legislature so far as Hartford is concerned, provided you wish such a result.

This will, no doubt, be followed by something more direct—an invitation to vote for the anti division candidate.

**

A Thieving Lunatic.

On Sept. 12, a well-dressed young man entered the cycle store of Alexander, at Worcester. He stated that he was about to purchase a wheel, and that Dr. Daniels, of the state asylum, had recommended him to call on Alexander. But before the purchase he would like to try one. "Here's my personal wheel, a scorcher. You can try this, and if it suits I can make you a little reduction from the usual price, as I have used it a few weeks," said the dealer. The young man took it out, and after he had done so Alexander's mother, who had been closely watching him, asked her son if he knew the man. "No," he replied, "but I know Dr. Daniels." "Well, I don't like the looks of that man; he looked like a thief," said his mother. Alexander felt uncomfortable when the man did not return in fifteen minutes. After thirty minutes had passed he had notified the local Hawkshaws to look out for the chap. Then he telephoned Boston and other points and finally issued the following:

STOLEN.—Sept. 12, 1893, from L. M. Alexander, No. 191 Front street, Worcester, Mass. (telephone 3423), an 1892 pattern TOURIST, No. 1492 (new); Hunt scorcher saddle, Bidwell-Thomas tires; by Frank J. Holland, a person about twenty five years old, five feet eight inches high, dark hair and moustache, with a distinct squeal to his voice—one eye slightly blood-shot.

Dr. Daniels denied the recommendation but acknowledged that he had a person named Holland in his care for quite a time—and a harmless lunatic he had been. But it seems the chap is a born thief and his visits to various asylums had been only a subterfuge to escape the penitentiary. Numerous thefts had been brought home to him, but he always managed to convince the judge that he



RACING BOARD JUSTICE,

As it appeared to the unfortunate 32,300 members of the L. A. W. who are kept in ignorance of the actions of the executive committee and racing board.

had a screw or two loose. The funny part of it is that he was seen in Worcester for two days after the theft, while the local police and those of other cities were looking for him. Want of palm grease is supposed to account for the poor speed of the Hawkshaws, as Mrs. Alexander declared to a REFEREE man that a reward would have done the business, and if the fellow had stolen a \$25 horse he would have been caught instant. Mrs. Alexander, in describing her want of confidence in the man, said: "When he grabbed the wheel to take it out there was an exultant, devilish look in his eyes, which said plainly, 'this is mine.'" Mrs. A. says her long experience with the world enables her to spot a saint from a sinner at a glance. Ralph W. Sears, a Cambridgeport dealer, reports that the same lunatic copped two of his wheels a few days later, and Hunt, of Westboro, thinks the same party borrowed a wheel from him about the same time. Strangely enough, this wheel was found between the railroad tracks near Worcester, all smashed, and it looked as if a locomotive had struck it. The alleged lunatic's home is in Boston, and his brother, who is studying for the priesthood, feels the matter keenly. The parents say the cycle-loving son is incorrigible and a black sheep. Alexander feels sore because the league organ did not raise a proper hue and cry over the matter. The only hue it raised was at so much per line.

Very Popular Wheelmen

The REFEREE made mention in wondering way recently of the immense voting going on in the *Recorder's* columns for the most popular wheelman in New York, and stated that Albert, the professional, had a heavy vote. It was suggested that *Recorders* were being

bought in job lots for the ballots they contained. The REFEREE hinted to Boardman, the cycle editor, that possibly some printer was voting, a hint which L. C. waved off, with a statement that no one could play such a racket without detection. Albert of New York, and Holmes of New Jersey led, with "Pap" Worden, Trenchard and Vose of Brooklyn close up. It came to within ten days of the end of the voting, and the leaders' figures jumped a thousand a day. Business Manager Turner smelled a mice. He got an expert to examine the ballots, which soon proved that Albert's, at least, were from some printshop. He confessed to the *Recorder* and REFEREE, and through extenuating circumstances was let down easy, his name not again appearing. In the meantime Holmes jumped away with the lead, and was closely followed by an actor-like looking chap named Vose, from Brooklyn, whom few cyclists know. Holmes, however, is well known as the president of the Associated Cycling Clubs of New Jersey. Cheers greeted the pair as they entered the straight, closely followed by Trenchard. The latter was backed heavily to win by a Brooklyn church and a Sunday-school, which was in return to get the "piano." The struggle was a grand one; Zimmerman at Springfield wasn't in it. Worden confessed his pneumatic had gone wrong, and he stopped to cheer Holmes. Vose, who is a clerk in the Borden Condensed Milk Factory, offered prizes to a hundred drivers to collect *Recorder* coupons, and Holmes paid messenger boys for large packages of coupons. Strange to say, the boys made good time for their money. The cheers could be heard over in Newark, as Holmes swept by the *Recorder* stand a neck ahead of Vose. A brief notice the morning after the race finished an-

nounced "that owing to some bogus votes the result was in doubt." It seems the friends of each competitor, had schemes of their own, known or unknown to the competitors, and each scheme was as the REFEREE had suggested. From the genuine ballot a plate had been made by photographic process, an exact duplicate—and the printer did the rest. Albert keeps quiet, Holmes laughs and frankly acknowledges that a game was played on him by somebody, and the messenger boys and his effort to become popular had cost him—well, a good bit of cash. Vose was mad, because he had given away a rubber suit and rubber boots as prizes to the two who brought in the largest number of ballots. Trenchard and his church friends—and the railroad people he works for—feel so so, while Worden is tickled to death because Vose told the *Recorder* manager that Worden was not known much anywhere outside the aristocratic club of which he is a member; that few Brooklyn cyclists knew him. No one gets the piano, and there is a lot of discredited ballots for sale. Thus endeth the New York vote for the most popular wheelman.

Some Gay Nimrods.

Albert Linden Pope, or the "little colonel," as some call him, showed me a murderous-looking outfit in Boston last week. He said: "Old man, you ought to come along." But after I had felt of the edge of an immense knife, looked down the muzzle of a Colt's navy revolver, lifted a death-dealing shot gun and rifle and examined some full-roaster gum boots and a shooting jacket, I fairly begged to be excused.

"We start next Saturday," said Albert, "and the company will be A. S. Pattison, C. S. Walker and W. C.

Walker, and possibly Kirk Corey. We go to Canada—the lower Provinces, of course—and will be away a week."

The party will take a car-load of victuals along, and Albert, Jr., swears he will kill moose, lions and tigers, or annex Canada to the United States if he fails. D. J. Post worked until 10 o'clock Friday night in order to finish up an inventory of stock before making a trip to his people's farm in the wilds of New Jersey. He sent W. C. Marion ahead with three large cases of destruction and grub, while he followed with I. B. Potter and Eddie DeBlois. The party will be away two weeks, and will not kill "skeeters" exclusively. Mr. Post says the machinery of the L. A. W. is all right and will not require his personal attention for a time. *Good Roads* goes marching on.

The Boston Press Club.

With Daly, of Bretz & Curtis, and Jack Holding, G & J's bookkeeper as bodyguard, I took in the opening of the Boston Press Cycling Club's new quarters, 44 and 46 Warren street, and met with rough treatment at the hands of President John C. Kenison, who is well known as the *Herald's* cycling man. President Kenison wanted to ruin my Corbett hat for some reason. One of the prominent pictures on the club table was one of two men, taken in London six years ago. One of the men was well known in cycling, and met death while swimming at Westboro three years ago. All know the eccentric but good fellow, John Purvis Bruce. No one remembers the lad with more kindly feeling than the writer, who stood at his side in Thomas' on Cheapside, E. C., when the picture was taken. Jack said to me when walking along Fleet street one day, while people looked curiously at the curly-headed, oddly-dressed figure,

1893.

1893.

ALWAYS IN THE LEAD!

We now have samples of Telephone Cycles for "1893."

AGENTS wanting exclusive territory for a strictly High Grade machine will do well by corresponding with us.

GENT'S WHEEL Weighs 34 Lbs.

LADY'S WHEEL Weighs 36 Lbs.

Kirkwood, Miller & Company,

PEORIA, ILL.

"Don't go up to Gibson Square to-night; stop at Anderson's with me—I feel kind of lonesome." On retiring he placed two frightful looking nickel-plated revolvers under his pillow. This startled me.

"What in the devil do you want those things for?" I inquired.

"You don't know how soon you may want to use them," he replied. "London is full of thieves and murderers."

"All right; but you turn the shooting ends away from me," was my reply, and Jack talked me to sleep telling about a hunting trip in Scotland. I was in his company a good deal in this country at times, and abroad, and never want to meet a truer friend and considerate adviser than the boy who lies buried at Westboro. I "swiped" that picture. It was wrong, but I wanted it. There were at least 200 people at the club house and a jolly time was had. Speeches were made by all the prominent ones present. J. F. McNally of the *Herald* sang the following ditty at the club opening, having written it the same night:

"IF THE CYCLIST ONLY HAD HIS WAY."

If the cyclist only had his way,
What a queer world this would be:
No one would walk and none would pay,
Transportation would be free.

There'd be no elevated roads,
And engines could not go;
The electric cars could get no loads,
For they would be too slow.

A bridge to England would be built,
There'd be no toll to pay,
And flying cranks would race across
And go there in a day.

The streets would be concreted,
There would be no noisy teams,
There would be no hoofs to clatter
And to wake us in our dreams.

There would be no walking up steep stairs,
We'd ride up on a wire,
And lovers could elope in pairs
Despite the old man's ire.

You could get a letter from anywhere,
And get it in a day;
The world would be one dream of bliss,
If the cyclist had his way.

Policemen would escape the corns
And bunions on their feet
They raise while slowly tramping
Around upon their beat.

The second story worker would
Find it hard to ply
His occupation with those cops
A-moving 'round so fly.

Waiters, then, could serve your meals
Like lightning while you wait;
Telegraph boys would get along
At a trifle better rate.

Reporters then could laugh
At herdic drivers and their fares,
And all could then get home at night
To sleep away their cares.

The firemen in a jiffy could
Get to all the fires,
The engines would have pedals and
Great pneumatic tires.

And there would be no cavalry
Or soldier boys on horse;
The militia and the naval boys
Would ride on wheels, of course.

In winter there'd be snow machines,
So all could take sleigh rides.
And 'tached in front a snow plow
Would clear the way besides.

There would be perpetual motion—
At least that's what they say;
What a fast world we would live in
If the cyclist had his way.

Instead of perambulators
He'd have mother ride a wheel;
With baby in a basket
Made of finely woven steel;

While doggy, close behind her,
Would work his little byke,
The pet cat bringing up the rear
Upon a midget type.

All could enjoy the fresh air,
Be merry, light and gay,
And the world would be a paradise
If the cyclist had his way.

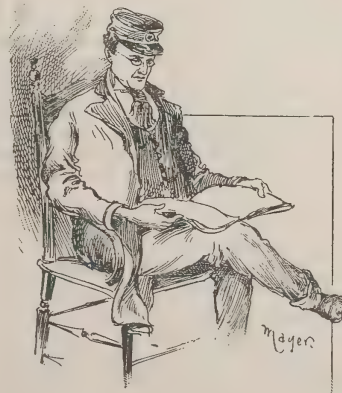
MORGAN.

Subscribe for the REFEREE.

"DEAD-BROKE" WILEY ARRIVES.

He Reached Chicago Sunday, Soon After Five O'clock.

After beating his way across toll bridges, through toll gates, over ferries; begging his meals and lodging and inviting himself to partake of the hospitalities of wheelmen for three weeks, Harry Hillard Wiley arrived in Chicago from New York at 5:05 o'clock Sunday evening. He put in his appearance at Pullman at just 2 o'clock, while those on the C. C. C. ordinary run were at din-

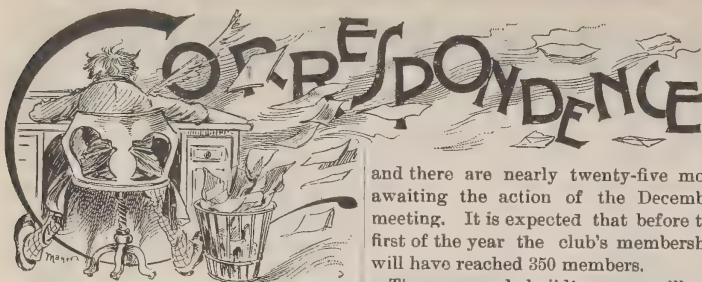


ner. He was given his meal and proceeded to the city in the rain with several Chicago men. Wiley rode an Eagle safety, carried a rubber coat and a change of underwear. On each side of the machine was a placard inscribed "New York to Chicago—Dead Broke." He had expected to reach Crate on Saturday night, but only got to Mokence. From there to Pullman is sixty miles, and this distance he covered in seven hours, the roads being in a very poor condition. His general route was

through Trenton, Lancaster, York, Gettysburg, Hagerstown, Cumberland, Wheeling, Zanesville, Columbus, Dayton and Indianapolis.

Wiley carried an autograph book, in which wheelmen, hotel and boarding-housekeepers, bridgekeepers and others made pencillings, telling of his unlimited cheek and how and when he arrived at a given point or how he secured his meals. He had no startling experiences on the trip other than falling into the Chesapeake and Ohio canal, and having his tire burst. He says he is twenty-four years old, but looks thirty; he weighs about 140 pounds and was dressed in the ordinary cycling garb. The picture herewith was sketched by the REFEREE artist, unknown to Wiley, while he sat in the REFEREE office Monday afternoon. Wiley does not see how his trip has injured cycling, for, he says, everybody gave him a right royal welcome and did everything to help him along. At any rate such performances do cycling no good. If he had been unable to pay his way and wanted to reach the World's Fair city there would have been some excuse for the method employed; but as it was it proved only an advertising dodge—something by which notoriety might be gained. Wiley intends to locate in Chicago and will write an account of the trip, in a humorous way, for some paper, or will put it in book form.

According to the eastern papers the Brooklyn Bicycle Club has decided to build and operate, in connection with its city house, a country annex. A committee has been appointed to select a site for the new house, and it is restricted only to the provision that a water front is indispensable. This will limit the field to be gone over to either Sheepshead Bay or Bay Ridge.



The Cream City's Track Scheme.

MILWAUKEE, Nov. 7.—It appears that all the talk about a race between Sanger and Zimmerman has resulted in nothing. It is a fact, however, that Sercombe deposited \$500 with the *Tribune*, which still remains there and uncovered; and as the days go by the chances of winning or losing a stake on the "gladiatorial contest" becomes more and more obscure. If Sercombe was making a bluff, as has been claimed, why don't the great inducer, Troy, call him down and release the affair of its present embarrassment?

Among the possibilities of the near future is a quarter of a mile track and an out-of-town club house. The project has set the wheeling fraternity agog, and it will no doubt be received with enthusiasm on every side. The originators of the scheme are members of the Telegram Cycling Club, an organization that has recently sprung into existence, and which will no doubt find ample means for obtaining the necessary "stuff" for carrying it to a successful issue. It is the intention to buy a desirable site on the White Fish Bay road and erect a commodious club house, track, etc. The club has interested a number of prominent business men who are interested in cycling in the matter, and they have agreed to support the project and subscribe for the majority of the stock. Sanger and other prominent riders will ride under the Telegram Cycling Club colors next season. The crowning necessity of wheeling life in Milwaukee is a suitably-located track and club house, and the scheme will receive hearty support.

The race track at the exposition building will be completed by Wednesday, and it will no doubt prove to be one of the fastest indoor tracks in the country. Great interest is manifested in the races, which take place Thanksgiving day and evening.

The commander-in-chief of the army of fun will have charge of the Milwaukee Wheelmen's minstrels at the Academy of Music Nov. 16, and joy will reign supreme. Forty (count 'em) burnt cork stars will greet the audience on the rise of the curtain. Delegations from all the cycling clubs in the state have signified their intention of taking boxes, and a phenomenal success is assured.

JACK ROYAL.

The Denver Ramblers' New Home.

DENVER, Nov. 5.—The accompanying etching is that of the proposed club house of the Denver Ramblers. The club has recently gotten a good-sized move on itself, and since the project of building a large house has been undertaken it has increased in membership, in three weeks' time, from forty-five to nearly 200. This shows what energy can do, and also that the interest in Denver has assumed large proportions. About three weeks ago the subject was brought up at a regular meeting. The money was secured, and that helped to enthuse the outside wheelmen. On Oct. 27 the Colorado Wheelmen (which contains a majority of the racing wheelmen of Denver) came into the club twenty-five strong. At the last meeting eighty-nine applications were acted on,

and there are nearly twenty-five more awaiting the action of the December meeting. It is expected that before the first of the year the club's membership will have reached 350 members.

The proposed building, as will be seen, is to be three stories and basement high, and 50x100 feet in dimension. It will contain all the appointments and conveniences of a first-class athletic club, including gymnasium, swimming pool, running track and repair room. It is expected that ground will be broken about the first of the year.

The news of Robert Gerwing's reinstatement was received in Denver with the greatest satisfaction. Mr. Gerwing deserves to be an amateur, since he has kept out of all races for nearly two years, hoping that the happy day would come some time.

At the last meeting of the Ramblers the club decided to hold a ten-mile road race on Thanksgiving day. Some fast time is expected, as Gerwing, Block,



THE DENVER RAMBLERS' NEW HOME.

McGuire, Taylor, Pyncheon and others will compete. A sewing machine is among the list of prizes already secured.

The Denver Wheel Club admitted five new members at its last meeting. This is doing pretty well, considering the big scheme the Ramblers have on hand. But it is expected that the two clubs may eventually come together and support one.

The Sperry Cycle Company will, after January 1, succeed the George F. Higgins Company as the Columbia agent. The new firm will do some good work for the "blue rims" during '93.

W. E. Miles, manager of the Overman's local branch, has presented a fine engraving of the great race, "Salvator and Tenny," to the Ramblers, encased in a handsome frame. This firm has a unique "ad." in front of the store on Eighteenth street. It is a single Victor wheel which is kept constantly revolving in a glass case, and attracts much attention from the passers-by.

George Hannon has returned from a hunt in the mountains. He says he lost no bear but managed to bring down a cinnamon weighing 500 pounds. George says he has given up racing, as he thinks it is just a little out of place for a racing man.

SANDY.

Buffalo Clubs Trying to Organize.

BUFFALO, Nov. 7.—The Furhmann brothers and George Mathews, all of the Ramblers B. C., are having a triplet built of especial construction, and on the latest lines, which they are anxious to use for training as soon as the frosty weather sets in. These gentlemen intend next season to do some strong work. They are included among the fast men of their club, and should show up well in all events on track or road.

The opening article in the latest issue of *Good Roads*, entitled "The Speculator and the Country Roads," by Albert C. Stevens, editor of *Bradstreet's*, is just such an emination as might be expected by a person of Mr. Stevens' ability and position. He is an old Buffalo boy and used to be a wheelman 'way back in the sixties, when the good old Loneshaker was all the rage. Many were the rides we took together without a thought that thirty years later we, as men, would be mounted on so vast an improvement of the velocipede, which was then considered something for the schoolboy's exclusive use.

A call for a meeting of the Buffalo Wheelmen's Protective Association for Nov. 15 has been issued. It is most earnestly hoped this call will be heeded. At

cut and the interests of the wheelmen at large developed, such as their protection by legislative and civic power.

With the existence of a Wheelmen's Protective Association in every large city and town between New York and Chicago, the execution of the scheme of having an asphalt roadway between the two largest cities of the new world might easily be accomplished, because there would be in each place one united body working with one interest to accomplish one result. What a scheme it would be! To accomplish this would be a sufficient object for the formation of such a society. Then there are the many and numerous side issues, boundless in extent. It is very necessary for the good of the wheeling fraternity that this association meet at once and make permanent that organization, which is founded upon a basis so broad that every wheelman should be able to claim its protection.

WILLIE DUNN.

Jacksonville Society Doings.

JACKSONVILLE, Ill., Nov. 7.—The Lockwood Cycling Club has given several club dances recently, one Oct. 19, another Oct. 28, and the last Nov. 4. Cards are out for a fine full dress affair, which occurs Thanksgiving night. This is one of the series. The others will occur during the holidays and another about the first of March. The music will be furnished by Gehrig's orchestra of Pekin.

The relay ride between Waverly and Jacksonville was postponed on account of a heavy rain, but the club expects to try again as soon as the roads are rideable. The club also expects to bring several first-class entertainments to its city during the winter.

A New Sporting Paper.

The New Orleans *Sporting and Dramatic News* is to be published in the future by three of New Orleans' most prominent cyclists. Major W. W. Crane, the president of the company, is one of the oldest wheelmen in the United States, and has been one of the most prominent in the south. W. C. Grivot, vice-president of the company, is chief consul of the Louisiana division. J. W. Dodge, editor and business manager, is one of the south's most prominent cycle correspondents. Robert M. Slusser of the Lincoln club, Chicago, formerly of New Orleans, will represent the publication in the World's Fair city.

To Distinguish the Riders.

With Columbias having blue rims, Kenwoods yellow, Rudges red, Ariels green and others with some bright color, the race-attending crowds of '93 will know whose make of wheel wins, a first at least. Now riders should wear vari-colored caps and suits, that they may be distinguished. Old riders advocate the idea. An instance of the success of the idea was the wearing of a terra cotta suit by George Barrett at the Chicago tournament. After the first race every one knew where Barrett was in the races, and none could distinguish the other riders.

A Prominent Milwaukee Club.

Among the various cycling organizations which have contributed towards making Milwaukee prominent in the wheeling world, the Comet Cycling Club is deserving of a leading position. Richard S. Baird, whose picture is shown herewith, is its hustling president, and it is to his untiring energy and great love for the sport that the club owes its existence. Mr. Baird is an old-time wheelman, and dates his initiation into the mystery of the wheelman's craft back to the time when the bone-shaker was the king of the road. During a visit to De-

THE INFANT PERIOD IS PAST.

We are the Oldest and Largest Jobbers of Cycles and Sundries in America, Handle a Large Number of Lines, Carry an Enormous Stock, Quote Bottom Prices to the Trade, Guarantee Prompt Shipments, Have Exceptional Facilities.

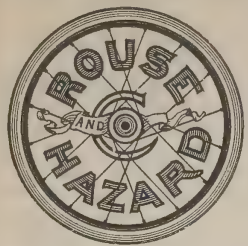
If You Have Never Investigated Our Lines and Ways of Doing Business Do So Now. Be With Us for 1893. Our Lines Will be More Attractive Than Ever. They Will Make you Money.

We have some leaders in high-grade Safeties that are World-Beaters: The "RUDGE" is one, the "SYLPH" another, and the "OVERLAND" a third. A better combination cannot be found.

Would you like to talk '93 BUSINESS? If so write us. *Catalogue, with changes to date, mailed Free.*

ROUSE, HAZARD & CO., 89 G STREET, PEORIA, ILL.

MANUFACTURERS, IMPORTERS AND JOBBERS.



Our Cycle Business
is now
Fourteen Years Old

IT'S Healthy,
Vigorous and
Growing.

It extends to every state and territory in the Union, as well as several foreign countries.



SO BRISK are the inquiries and demand for SYLPH CYCLES that seemingly there is no end to the '92 business and beginning of the '93. We would say, however, many riders of cycles have come to realize, during the past season that "Sylph Cycles Run Easy."

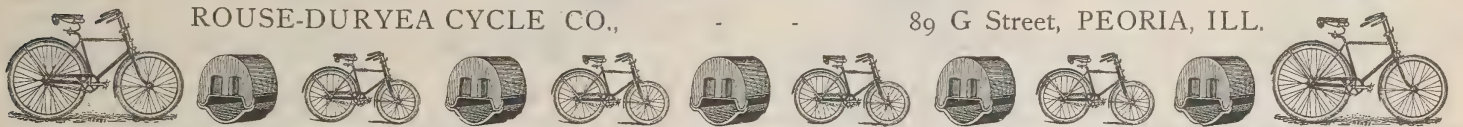
While this is one of the most important features in any wheel, these same riders have also discovered an even more important feature, viz: That SYLPH CYCLES not only

Run Easy, But Ride Easiest.

Some riders think them the acme of Perfection, and this, coupled with our own experience in the manufacture and sale of the machines the past season leads us to believe that they are the nearest perfection of any wheel on the market to-day. So satisfactory have they proven that we shall continue the '92 patterns unchanged for '93, with the exception of improvement in Pneumatic Tires. We solicit correspondence from live dealers who wish to control territory for the sale of the easiest riding and running safety on the market—a novelty in itself and a splendid seller. Catalogue free.

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.



troit he became enamored of the bone-shaker, and purchased and brought one back to Milwaukee. It proved to be quite a curiosity. From that time to the present he has changed his mounts with the evolution of the wheel, and at present rides one of the very latest patterns. Mr. Baird is prominent in a social way and is identified with many leading clubs, among which are the Calumet Club, Milwaukee Recreation Club, Mat-a-wauk Canoe Club and the Milwaukee Wheelmen. The Comets have a limited membership of twenty five, but it is proposed at the annual meeting in January to raise the limit to fifty. The club has pleasant and elegantly furnished rooms on Mason street, in the Mariner block, and may be said to be in a very healthy condition. During the past season its club members have been prominent on the path and road, and next year expect to develop riders of the first magnitude. The club will, during the winter months, devote its energies to the social side of cycling, and has arranged for a number of balls and other social events.

The Englewood's New Home.

Five years ago the Englewood Cycling Club was organized, and has enjoyed a prosperous career ever since. The club moves into its new home on Sixty-fifth street near Wentworth avenue this week, and now congratulates itself that the new home is unequalled in Chicago for completeness of appointments and accessibility of location. A mansion was transformed for the club, a fine, large hall and other improvements being added at a total expenditure of over \$10,000. In view of the club's present prosperity it may be well to state that the membership is now 150, a hundred more than a year ago, an increased income annually of over \$1,800. The new home is a model of comfort and elegantly

suited for the cyclists' uses. The basement is devoted to a wheel room ample for the storing of every riding member's wheel, a complete repair shop being added, with tools for the most difficult repairs. The kitchen, dining rooms and servants' quarters, also two bowling alleys and cloak rooms are in the basement, and lockers for the members as well. The main floor has the two large and elegantly furnished parlors, the office and billiard room. The large hall is entered from this floor. This is 50 by 55 feet, with eighteen-foot ceilings. The gymnasium apparatus is easily removable for balls, parties and entertainments. The indoor ball team has a rare chance here and will uphold the club's honor in that great field. There are cloak rooms on this floor. The upper floor is devoted to the directors' room, reading, card and smoking rooms and the Ladies' Englewood Cycling Club's room, the ladies being auxiliary members.

The Prince of Wales Will Ride.

A special cable to the New York World, dated London, Nov. 5, says: London newspapers are always very careful as to what they say about the Prince of Wales, so it is a little surprising to see the announcement made that the Prince is taking an active and sympathetic interest in bicycling, and that it is not at all unlikely that very soon he may be visible to the naked eye pedaling a rubber-tired wheel up and down the roads.

One journal suggests, as the Prince is rather fat, that he would do well to get his physician's advice before risking his life and health on one of these whirligigs.

In view of the fact that bicycling in England is given over pretty much to the cheaper class of persons, commonly known as "bounders" here, the chances

that his highness will ride a bicycle seem very remote, in spite of what the newspapers say.

Sunday Riding a Pitfall.

At Hartford, Conn., Sunday before last, Rev. Henry H. Kelsey talked about "Moral Pitfalls for Young Men" at the Fourth church. Mr. Kelsey placed bicycle riding on Sunday for pleasure among the insidious pitfalls that lurk for the young men of to-day. "The tone of the habits arising out of these Sunday bicycle excursions," he said, "is downward tending. I know how natural it is for a few young men to get together and go off for a Sunday spin. But it takes them away from all the good influences of the day. It is a general pleasure day and leads to other and many things that are worse. I am afraid for the result, though no one enjoys riding a bicycle better than I. It is a pitfall, this Sunday riding."

Tom Reed on the Bicycle.

Ex-Speaker Tom Reed, of Washington, commonly called "the czar," in a stump speech at the Cooper Union, New York, told a story recently as follows: "I was riding in a wagon behind a horse once. We met a boy on a bicycle and the horse began tetering up and down. The boy was a boy of sense and he got off, and the horse went on its way. He knew a wheel, he knew a boy, but he didn't understand the combination. (Laughter.) To-day there is not a horse in the kingdom that does not know all about it. (Cheers.)"

He Fought Successfully.

E. A. Jones, of Sturgis, Mich., an old cycle rider and dealer, has spent over \$1,000 in fighting the sidewalk ordinance of Sturgis. There was an ordinance, but it was not enforced until a drunken man scared a team while trying to ride a bi-

cycle, and then knocked over a pedestrian on the walk. Upon the enforcement of the ordinance, Mr. Jones worked untiringly until it was finally repealed. It was the cyclists' last hope, as the streets are practically unridable the greater portion of the year.

That Car Scheme.

The New York Sun says "the racing board has nailed the *Sporting Life's* scheme. All riders are cautioned against making the tour, if they wish to retain their amateur standing. It is too bad to be thrown down like that, but the racing element will hardly care to risk the chances of next season's riding at the World's Fair meet. They certainly will jeopardize their pur ty (?) if they go on the trip."

The following letter was sent in reply to the one from a manufacturer who wanted an amateur for the trip:

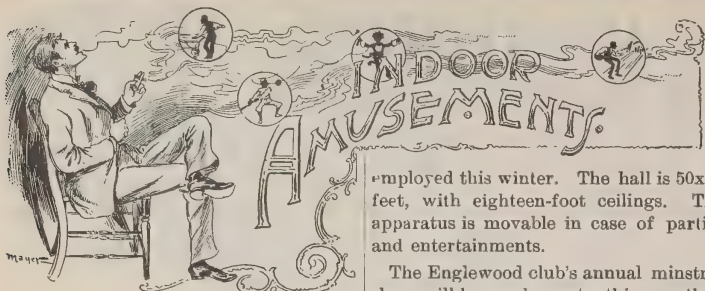
Your letter of Oct. 12, regarding the Sporting Life trip, to hand. I will be willing to take this trip in your interest and ride one of your make o machines and do my utmost to keep it to the front, provided we can come to terms as to what I am to receive in payment. I know the trip will cost considerable, but as you will get the desired advertising out of it which you are looking for, I certainly will want pay for my time spent, and in consideration for spending my time and doing what you desire me to, I will take this trip for you, you paying all my expenses and \$1,000 cash. An early reply will oblige.

Frank Lenz in Trouble.

The Bay City Bicycle Club gave a banquet last night at the California Hotel to Frank Lenz, the touring cyclist.—San Francisco Post, Oct. 25.

Bicyclist Lenz, who is making a tour of the world, was arrested night before last for disturbing the peace while drunk.—San Francisco Post, Oct. 26.

Zimmy now sports a gold-headed cane, presented him by the Asbury Park Wheelmen.



The New Yorkers Bowl.

The bowling schedule of the Cyclists' Bowling League of New York, Brooklyn and New Jersey clubs (six in number, since two clubs withdrew) is as follows:

November 15—Atlanta Wheelmen vs. Union County.	17—Brooklyn B. C. vs. Manhattan.
" 18—Jersey City A. C. vs. Elizabeth.	" 22—Manhattan B. C. vs. Atlanta.
" 23—Union County Roadsters vs. Elizabeth.	" 29—Jersey City A. C. vs. Manhattan.
December 1—Brooklyn B. C. vs. Jersey City.	" 2—Elizabeth A. C. vs. Atlanta.
" 3—Manhattan B. C. vs. Union County.	" 6—Atlanta Wheelmen vs. Jersey City.
" 7—Brooklyn B. C. vs. Union County.	" 9—Jersey City A. C. vs. Union County.
" 15—Brooklyn B. C. vs. Elizabeth.	" 23—Elizabeth A. C. vs. Manhattan.
January 3—Atlanta Wheelmen vs. Brooklyn.	" 6—Elizabeth A. C. vs. Jersey City A. C.
" 11—Union County Roadsters vs. Atlanta.	" 12—Brooklyn B. C. vs. Union County.
" 17—Manhattan B. C. vs. Brooklyn.	" 18—Union County Roadsters vs. Jersey City.
" 24—Atlanta Wheelmen vs. Manhattan.	" 27—Elizabeth A. C. vs. Union County.
" 27—Jersey City, A. C. vs. Brooklyn.	February 1—Union County Roadsters vs. Manhattan.
" 7—Atlanta Wheelmen vs. Elizabeth.	" 8—Union County Roadsters vs. Brooklyn.
" 14—Manhattan B. C. vs. Jersey City.	" 16—Brooklyn A. C. vs. Manhattan.
" 21—Manhattan B. C. vs. Elizabeth.	" 24—Jersey City A. C. vs. Atlanta.
" 24—Elizabeth A. C. vs. Brooklyn.	

* * *

In and About Chicago.

The Chicago Cycling Club gives its opening reception of the season Wednesday evening, Nov. 16, at Rosalie Hall.

Thanksgiving night the Lake View Cycling Club will celebrate with a raffle for an Imperial pneumatic, solid gold watch and ten other prizes.

The Lincoln Cycling Club indoor base ball team suffered defeat at the hands of the *Æolus* Cyclings last Thursday evening at Klare's Hall, by a score of 16 to 2. Seven Y. M. C. A. departments in Chicago have cycling divisions; the South Chicago, Englewood, Ravenswood Madison street, California avenue, Medical and German.

The Cook County Wheelmen and First Regiment Cycle Corps indoor ball teams play an exhibition game this Friday evening for the benefit of a prominent member of the Cook County Wheelmen.

The Des Moines C. C. opened its new club house Tuesday evening, the reception lasting from 8 to 10 o'clock, when dancing commenced. During the evening the guests were given the election returns as they came in.

Saturday evening of this week the Lincoln Cycling Club gives a Japanese smoker. The club house is filled with Japanese decorations. Musical talent has been secured and a rice-eating contest for prizes will occur.

Arthur E. Lumsden is captain of the Kenwood club indoor ball team. H. C. Tobey plays with the same team. W. C. Anderson, the popular catcher of last season's Chicago Cycling Club team, plays behind the bat for the Carletons.

The Englewood Cycling Club has the finest gymnasium of any of the local clubs. Competent instructors will be

employed this winter. The hall is 50x55 feet, with eighteen-foot ceilings. The apparatus is movable in case of parties and entertainments.

The Englewood club's annual minstrel show will be much greater this year than last. Englewood society appreciates good talent, and the E. C. C. minstrels, although amateurs, are first-class in every way. Timmerman's Opera House in past years has been packed to the doors.

Both the Columbia Wheelmen and *Æolus* Cycling Club have strong indoor ball teams, and both are members of the Northwest League. These teams together will fill Zemeschek's hall every game, for the Columbia Wheelmen in the old days were members of the *Æolus* club.

The Columbia Wheelmen have extended a cordial invitation to all club members of this city to be present at

noon at a Country School" was given, when the ladies and gentlemen dressed in school clothes and recited the pieces of their childhood days, played the old school games and in many other ways looked backward. The Ravenswood club has all along admitted ladies as active members and found it successful.

Nov. 12 the Columbia Wheelmen raffled a March safety; Nov. 24 the Lake View club raffled an Imperial pneumatic, a solid gold watch and a dozen other prizes, and Dec. 13 the Englewood Cycling Club raffled a Janus safety.

* * *

From Other Points.

The Riverside wheelmen held their first smoker last Saturday evening.

The Manhattan B. C. is arranging a pool tournament for the winter months.

The Toledo C. C. was entertained Friday night by the Walter Emerson company.

The Seneca (Ohio) Cyclers gave one of their pleasant parties last Friday evening. It was a fantan card party and prizes were awarded.

The annual pool contest between the Brooklyn Bicycle Club and the Kings

A G. O. O. RUN.

Chicago Men to Pullman on the Wheels of Old.

The Chicago wheelmen have a reputation for originality and this reputation was fully sustained when the officers of the Chicago Cycling Club announced an ordinary run for Sunday last. The scheme took immediately and was the talk of the wheelmen during last week. There was a general skirmish for ordinaries, Eagles and Stars and all sorts of old machines were brought out. Along toward 10 o'clock the old-fashioned wheels began to accumulate at the club house, greatly to the astonishment of the passers-by. Just seventeen were piled up in front of the door and a like number of riders were within the house. The start was made shortly after 10, and besides the fourteen ordinaries, there was one Star, managed by W. C. Thorne; an Eagle, upon which was Nicolet, while upon a Springfield "Rooster" was Lumsden. Five safety riders who followed the procession were warned that their tires would be minus air if they proceeded further. The roads were bad, but the old-time wheels went along pretty well. On Stony Island avenue, at the Baltimore & Ohio railroad crossing, a charge was made upon the safety riders, and as a result Barrett, Becker and MacFarland had flat tires. After the raid the safety men were fined fifty cents each and permitted to continue the journey. For each dismount a fine of ten cents was levied. Headers came high, twenty-five cents, and were few. Hosford and Erwin were each taxed fifty cents for going out by train, and the first and last man into Pullman each paid a dollar. Van Sicklen was first through the gate, and Root was leading at the sewer. There was a misunderstanding as to what constituted the tape, some thinking the gate and others the sewer. To settle matters Van Sicklen and Root matched and the former paid the fine. Lumsden and W. C. Thorne had almost a neck and neck finish for last place, but the former landed about a foot ahead—the "Rooster" defeated the Star. An immense dinner was disposed of and the party rode back in the rain with "Dead-Broke" Wiley, who arrived in Pullman during the Chicago men's stop. This is how the \$14.90—which was judiciously expended—was collected in fines by Fine Master George Thorne: Van Sicklen, \$2.05; W. C. Thorne, \$1.50; Brooks, .40; MacFarland, .55; Root, .65; P. J. Dasey, .40; C. E. Dasey, .40; Becker, .55; Ballard, .40; Hosford, .50; Slusser, .30; Winship, .65; Bliss, .65; Richardson, .75; Lumsden, .85; Berger, .55; Barrett, .50; Erwin, .50; Nicolet, .70; Keator, .65; Young, .50; O'Neil, \$1.

On Whom is this "Roast"?

W. W. Watts has just cause for action against Editor Sam Miles of the REFEREE and his artist. By some hook or crook, Editor Miles secured a picture of that distinguished cut-throat and lamented murderer, Charlie Dilger, which he inserted in a racing board group, and labeled it "W. W. Watts." And, as if this indignity were not enough, he puts on the caricature's feet a pair of white overgaiters, and sets on a table before it a pitcher of water and a bottle of ink. Every wheelman who has ever heard of Watts knows that he uses water only for fishing purposes, and he has absolutely no use for ink. Reputable editors will swear that he does all his writing with a pair of scissors and a paste-pot. As to overgaiters, the manufacturers do not make them large enough. Nothing than a damage suit can wipe out the insults.—*Courier-Journal*.

St. Louis had an ordinary run Sun



their smoker, athletic and musical entertainment and raffle next Saturday evening, Nov. 12. A March racer will be raffled for the benefit of the furnishing fund.

The Columbia Wheelmen indoor ball team is as follows: R. Fisher, manager; C. Joe Anderson, manager; Edward and Oscar Couser, pitchers; Williams and Holum, catchers; Anderson, first base; Ed. Schulz, second base; A. Lowe, third base; John Erickson, left short; C. B. Hopkins, right short; Stein, centre field.

The Lincoln club's "Japanese smoker," which was postponed because the committee could not secure the necessary talent for the date originally named, will be held Saturday evening. The Lincoln Park refectory has been secured for a dance to be held Dec. 1. The regular monthly meeting of the club occurs Monday evening next.

Every Wednesday evening the Ravenswood Cycling Club house is the scene of a merry gathering, usually a card party. Last Wednesday evening "Friday After-

County Wheelmen is being arranged. Each club has won a series and this season's match will be in the nature of a play off.

Bonner Likes Indiana Soil.

Robert Bonner, of New York, in a two-column interview on pneumatic-tired sulkies and trotters, recently remarked: I wish also to remark that the soil in Indiana is of a peculiarly elastic character. It is springy like rubber, and permits of very fast time being made over it. Why, just look at those two bicyclists, Zimmerman and Johnson. Zimmerman is, I believe, considered to be much the superior, but the other man beat his record several seconds, simply because he had the advantage of the Indiana soil.

This is encouragement for Mr. Williams, of Iowa, and hope for Harry Hearsey and the Indiana cyclists.

The Hopeton Bicycle Club will hold a ten-mile road race on Thanksgiving day over the East Providence or Providence course. The Racing League of Providence holds a twelve-mile road race the same day.

CHANGE OF AGENCY.

TO AGENTS:

We are now appointing agents for the sale of

THE ROVER

throughout the United States. Those desiring territory apply at once to

J. K. STARLEY & CO., LTD.,

Care The Referee Pub. Co., 334 Dearborn St., Chicago.

CONCERNING COLUMBUS

After Columbus had been on the water for some time his crew arose in mutiny and demanded eggs. Chris. didn't know what to do at first, but finally gave orders for the ship to lay to. It was not long before the crew mutined again, and this time demanded porterhouse steaks. The matter again received the commander's attention with the result that the crew were ordered to the bulwarks. The third time the crew mutined and demanded chicken, and Columbo ordered them to the hatch. Finally they demanded that the trip be continued on bicycles, and poor Christopher was forced to tell them that they would have to see Col. George K. Barrett, inducer and representative-at-large of the

MARBLE CYCLE MANUF'G CO.

Retail Depot: 271 Wabash Ave., Chicago.

Factory: Plymouth, Ind.

THE STEARNS
WHEEL.

LIGHT,
STRONG.

MARK IT!

FAST,
EASY.

GRACEFUL,
DURABLE.

*We'll show it to you soon
as our cuts are ready.*

E. C. STEARNS & CO.,
SYRACUSE, N. Y.

"IMPERIAL" HISTORY

—FIRST CHAPTER.—

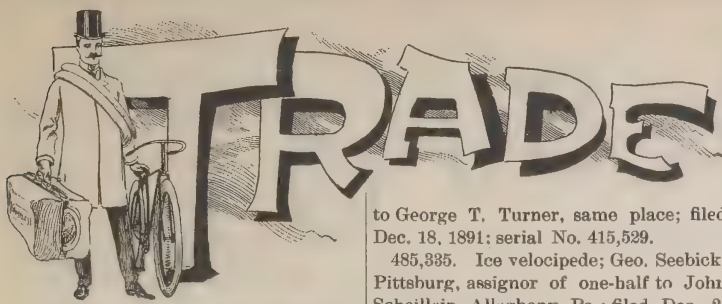
IN the beginning we decided to engage in the manufacture of High-Grade bicycles. We determined to make the **BEST**, "Imperial Wheels" in every respect. Now, it is easy to engage in the manufacture of some kinds of bicycles, but it is a different matter to equip a plant capable of turning out "Imperial" Wheels. The makers of "Imperial" Wheels spared no expense in their manufacture, counting not the cost, they shaped their course and sailed boldly and fearlessly through the troubled sea of cyclistic discord toward the goal of harmonious success. Hundreds of thousands of dollars were invested in the developing of "Imperial" Wheels to their best state of perfection; we had them and used them carefully, as well as lavishly. "Imperials" are **right**; we challenge the whole world to produce more perfect and dependable bicycles than those known as "Imperial" Wheels.

CHAS. H. SIEG MFG. CO.
SELL HUNDREDS OF
"IMPERIAL" WHEELS
IN CHICAGO.



AMES AND FROST COMPANY
302-304 WABASH AVE.
CHICAGO. MAKERS

Startling and Most Excellent—IMPERIAL WHEELS For 1893—Wait.



The Hill Company's New Wheel.

The REFEREE announced last week the incorporation of the Hill Cycle Manufacturing Company of Chicago. The officers are Mark W. Hill, president and treasurer, and F. T. Fowler, secretary and manager. The new company will place upon the market the Fowler, a cut of the frame of which we have shown. Two lines will be manufactured, a light wheel, weighing twenty-six pounds, and



F. T. FOWLER.

the scorcher thirty-two pounds stripped, and thirty-five pounds all on. The wheel has a straight frame with a braced crank bracket, the braces extending down in a V-shape from under the seat to either side. The wheel base is 44 inches, head 10 1-2 inches. The cranks clear the ground by 6 1-2 inches and the finish is of the very first order. The company plans to turn out 2,000 at least of these machines, all to be fitted with Morgan & Wright tires. Work has started now on stock for next season, a full force, 190 men, being employed. The factory is large, 100x186 feet, and is fitted with every modern machine used in cycle making, all of which are kept busy making parts. Twenty-five wheels will be finished this month.

Mr. Fowler is an energetic young man with a thorough knowledge of the bicycle trade, gained through practical experience, and in the new wheel he is introducing hopes to gain a strong foothold with the dealers and riders.

Recent Patents Granted.

The following is a list of recent bicycle patents, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

485,186. Velocipede saddle; Arthur L. Garford, Elyria, Ohio; filed Jan. 9, 1892; serial No. 417,559.

486,187. Bicycle; Frank M. Goodhue and James E. Goodhue, St. Charles, Ill.; filed Feb. 16, 1892; serial No. 417,559.

485,285. Supporting and locking attachment for bicycles; Walter Lewis, Philadelphia, Pa., assignor of one-half

to George T. Turner, same place; filed Dec. 18, 1891; serial No. 415,529.

485,335. Ice velocipede; Geo. Seebick, Pittsburg, assignor of one-half to John Scheillein, Allegheny, Pa.; filed Dec. 2, 1891; renewed Sept. 6, 1892; serial No. 445,190.

485,345. Ice velocipede; Myron B. Gibson, Ukiah, Cal.; filed Dec. 7, 1891; serial No. 414,328.

485,360. Aquatic velocipede; Johannes F. Baeyer, Hamburg, Germany; filed Nov. 27, 1891; serial No. 413,357; patented in Germany Sept. 21, 1890.

485,434. Bicycle saddle; Charles Stein, Meadville, Pa.; filed Dec. 2, 1891.

485,575. Bicycle support; Charles F. Bebee, Orion, assignor of one-half to Otis F. Knowles, Oxford, Mich.; filed Sept. 10, 1891; serial No. 405,252.

485,583. Bicycle; Owen R. Kenney and Frank D. Cable, Toledo, Ohio, assignors to the Toledo Bicycle Company, same place, filed Sept. 1, 1891; serial No. 405,612.

A New Factory for Bay City.

The contract was let Saturday for the National Bicycle Works at Bay City, Mich., and ground was broken Monday. The building will be of brick 50x100 feet, two stories high, and will employ forty hands on the start.

The Palmer Closure Tire.

The Palmer tire has now been most thoroughly tested on the road by Ed Porter, who has ridden thirteen centuries. Thorns and other destructible matter have been found imbedded in the tire, and even worked through into the inner tube, but there was no leakage. Mr. Palmer was in Chicago a few days last week, and took pleasure in showing to curious ones his tire. After a year's experimenting he is satisfied he has builded well, and now counts confidently on reaping a harvest of orders. The tires are light, resilient and strong. In no vital respect is it like any tire on the market. It is Mr. Palmer's intention to sail for Europe at an early date, that he may introduce the tire there. His own tire has been punctured three hundred times and has never needed another inflation. This tire was the first, and there have been many improvements since. The tube is wrapped diagonally both ways by a strong thread and then covered with a rubber solution. The original tube is made round, thicker on one side than the other, and turned inside out, therein lying the secret of self-closure. The racing tire weighs three and one-half and the road tire six pounds, and the list will be \$24.50 to \$26 a set. To the uninitiated the tire would feel too soft, but when the weight is thrown on the wheel the tire is firm yet resilient. The Columbia Rubber Company, selling agent for the Goodrich Rubber Company, now has samples and is pushing the tire on the market.

New Agents for the Rover.

J. K. Starley left Chicago last week and sailed for England Wednesday. Mr. Starley before leaving withdrew the agency of the Rover and will hereafter name more than one agency. The cause of the withdrawal from the Humber-Rover Company was the fact that both being high grade English wheels, there was a certain amount of clashing of interests, and it was deemed advisable by

all parties to make a change. There are now upwards of three hundred Rovers in the customs, which will be sold to the trade just as soon as a salesman can be sent over from Coventry. The Rover is a well-known wheel and one enjoying the confidence of the public. Overstocking has been the cause of the large surplus now in the warehouse. The wheels are of the very latest pattern and with rims to suit any tire. Mr. Starley has placed his announcement in this week's REFEREE, and we trust he will be successful in placing good agencies.

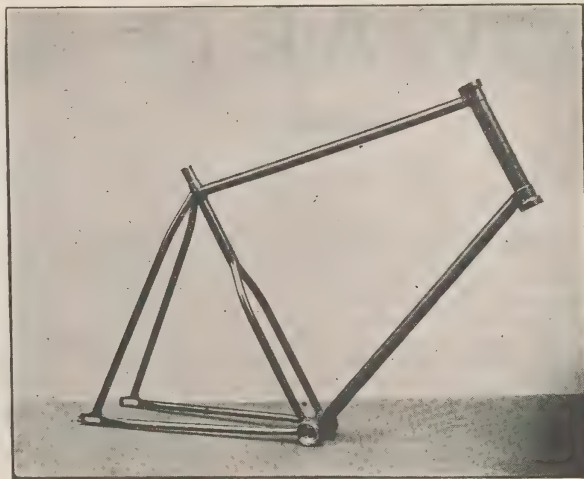
Featherstone's '93 Line.

A. Featherstone's new factory is now about completed and work on wheels for next season has commenced. Sixteen thousand medium grade wheels will be manufactured. These are the Duke, 30-inch, \$100; Duchess, 28-inch, \$100; Prince, 26-inch, \$70; Princess, 26-inch, \$70; and 24-inch and 22-inch child's safeties, all in pneumatics or cushions except the latter. The Road King and Road Queen will be of the same model as this year, but reduced in weight to thirty-five pounds or under. Five large firms will handle the output, Kingman & Company, Peck & Snyder, McIntosh-Huntington Company, Wright & Ditson and James W. Grove, Pittsburg. In regard to the tire question, Mr. Featherstone is non-committal. One suit has

years' experience as mechanic, machinist, builder and repairer of wheels. He is a member of the Buffalo A. C., also an honorary member of the Press C. C., and it has been under the colors of these clubs that most of his records have been made. His partner, Charles Haterer, brings into the business an experience equal to that of himself, and combined judgment and knowledge should produce good results. Mr. Harberer is a well-known road rider of the Ramblers B. C., and has many friends, in fact they both have, and the new concern ought to flourish. They are located at 114 Clinton street, Buffalo, and although but three months in actual business, have a well equipped shop. They intend making repairing a specialty.

New Mails, Belsizes and Irwells.

William Read of Boston is in Chicago this week conferring with Albert W. Moore, who will handle New Mails in the west this season. Mr. Moore has opened an office in the Masonic Temple, but will be found in the saddle for some time to come. The New Mail line this season will consist of a gentlemen's wheel, thirty-inch front and twenty-eight inch rear wheels, weighing thirty-five pounds all on, and a ladies' wheel of like weight. In addition to these, Mr. Moore has the Belsize and Irwells for the northwest. This line includes a



THE HILL COMPANY'S NEW WHEEL.

been won, and his attorneys in the east are now at work on this matter. Mr. Featherstone has yet to lose a suit in court, and says that people will soon receive a surprise on the tire question.

The Globe of Buffalo.

This wheel is made in three weights, twenty-three, twenty-eight and thirty-two pounds, with solid thirty-inch rims on the thirty-two pounders and twenty-eight inch on the twenty-eight pound. The racers are fitted with hollow rims. The frame is an improved diamond, beautifully finished. The adjustments are something new and quite unique, especially that of the rear hub, which is fitted with a design peculiarly that of Mr. Penseyres, and gives that part of the wheel increased strength without augmenting its weight. There are several other minor details of special construction, which will make the machine very desirable. The line and angles are very graceful and the workmanship is excellent, so that, altogether, the Globe presents a very fine appearance, and is really a beautiful wheel. Mr. Penseyres is well known in the wheeling fraternity from the many records he has made on the road and track on the single wheel, and with his mate, C. W. Dorntge, upon the tandem. He has had almost seven

thirty-four pound wheel, all on, with a double fork crown, stripping to thirty pounds, and a racer to weigh twenty-six pounds.

Will Make Swifts Here Soon.

The Coventry Machinists' Company declares it will turn out some work at its factory in Richmond, Ind., by Feb. 1. The Holbein for '93 will be altered to the model of the racer which has been on exhibition this fall. The Coventry company's experience is that the highest grade it can produce will ever be the best seller. The great popularity of the Holbein Swift is evinced by the great number seen on the streets of almost any place. William E. Sullivan of Roodhouse, Ill., writes the Coventry Machinists' Company a letter praising the superior qualities of the Holbein, and said it was with surprise he learned its great durability on the roughest of country roads.

A New Two-Speed-Gear for Wheels.

The Decker is the name of a wheel to be made at Beloit, Wis., by the Berlin Machine Works, a company that is very strong financially. Thomas O. Decker the inventor of the two-speed gear attachment, will be the superintendent, and says samples for 1893 will be in the



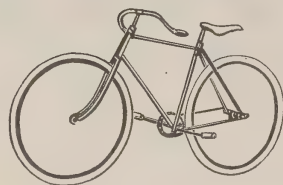
E-X-C-E-L-S-I-O-R.

MANUFACTURED BY

BAYLISS, THOMAS & CO., COVENTRY.

CYCLES

AGENTS WANTED...



...APPLY AT ONCE.

Sole Importers For the East.

HOWARD A. SMITH & CO.,

NEWARK, N. J.

JOHN HOYLE, 5 and 7 East Madison Street, Chicago, Chicago and Western Agent.

J. MALPAS, 58 Sheriff Street, Cleveland, Agent for Ohio.

market in a few days, and that by February prompt deliveries will be made. Mr. Decker was granted a patent for his two-speed gear attachment a year ago this month. Figure 1 shows a sectional elevation of the frame and driving gear,

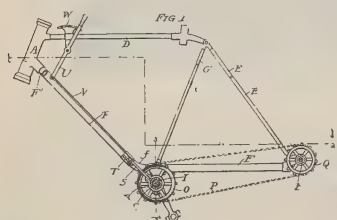
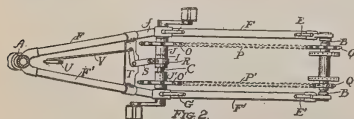
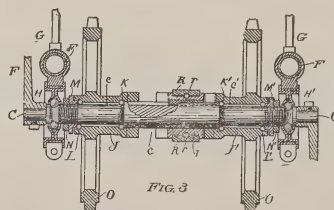


figure 2 a section thereof on the line 2 2, the parts below the plain of the section being shown, and figure 3 is a vertical section on the line 3 3, showing the parts on a larger scale. The working of the double gear is quite simple. Connected to the central portion (c) of the shaft (C) by a spline and groove so as to be capable of endwise movement, but incapable of rotary movement relatively thereto, is the sliding member (I) of a double clutch, having upon its opposite ends clutch teeth that are adapted to engage similar teeth on the other two members (J' J), respectively, which are mounted to turn loosely on the parts c c' of the shaft. Prefer-



ably the parts c c' of the shaft are of less diameter than the part c, forming a shoulder, and the members (J and J') are counter-bored for the reception of anti-friction balls (K and L L'), the

latter being held in place by screw collars (M M') and jam-nuts (N N'). Rigid with the members (J J') are sprocket-wheel (O O') over which run sprocket-chains (P P'), which chains also run over sprocket wheels (Q Q') on the driving-axle (B). One set of these sprocket-wheels (preferably Q Q') are of different diameters, so that a single revolution of the crank-shaft (C) will produce a greater or less number of revolutions of the driving-axle (B), accordingly as the movable member (I) of the clutch is in gear with the one or the other of the loose members of the clutch. The sliding member of the clutch is operated and controlled by means of the following mechanism: R is a metallic strap or ring fitting in a circumferential groove in the member (I), and r anti-friction balls in-



terposed between them for reducing the friction. S is a bell-crank lever fulcrumed to a plate (I) supported by the bars (F F'), said lever having one of its ends loosely connected to the strap (R). U is a hand-lever fulcrumed to the bar (D) or to a plate secured to it, or to some other part of the frame or a connection thereof, and (V) a rod connecting one end of said lever to the free end of the bell-crank lever. When the hand-lever is at one extremity of its permitted movement, the member (I) is in gear with one of the loose members. When it is at the other extremity, it is in gear

with the other of said loose members; and when it is in a position midway between these two extremes it is not in gear with either of them, a rack (W) with three notches being provided for holding the hand-lever in either of these positions. With this arrangement the machine may be geared without dismounting, for power or for speed, or it may be thrown out of gear and the pedals used for foot-rests while coasting.

The Ladies' Triumph.

We show herewith a picture of the ladies' Triumph, reference to which was made in last week's issue, but by an



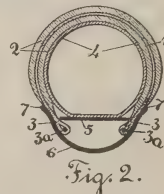
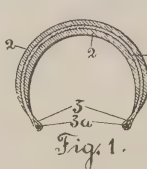
oversight the cut was left out. A glance will show it to be one of the neatest ladies' wheels yet put on the market.

Mr. Bettman, the managing director of the Triumph Cycle Company, was in Chicago this week. He has placed agencies in most of the big cities and has done so well that he is well satisfied.

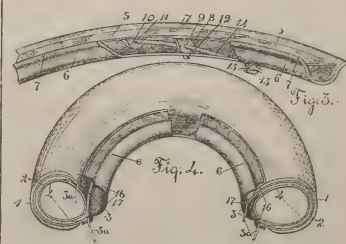
New Ideas in Pneumatics.

Thomas Fane and Charles F. Saunders of Toronto have been granted a patent on a tire which ought to prove a success. In figure 1, a cross section of the tire is shown, with a fabric material (1) between two sections of rubber (2 2), thus forming the outer cover. The fabric (1) extends beyond the edges of the rubber (2) and has formed along each edge a loop (3), through which passes an end-

less wire (3 a), much on the order of the Airtite, or 1893 Dunlop. Figure 2 shows how the tire is held in place. The air-tube (4) rests on an annular plate (5) located in the rim, beneath which extends the wired edges (3 a) so that when the plate (5) is drawn down tight the



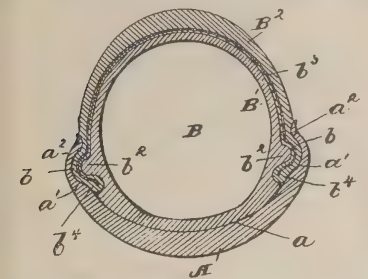
tire is held firmly against the rim (6) and somewhat below the edges (7) of the rim. In figure 3 is shown the method of joining the ends of the plate (5). On one end of the under side of this plate a lug (8) is cast, with a hole (9) through the same; at or near the other end is another lug (10) and hole (11) through it. To the lug (8) is fitted a teat (12), which projects through an opening formed in the other side of the rim (6)



for the purpose of firmly holding said lug in position. On the under side of the rim (6) and on the side of the lug 8, opposite to the lug 10 is a lug fitted with an aperture through which passes the bolt (14) fitted with a light-running

nut (15), said bolt having a large head, which butts against the face of the lug 10. By screwing the nut (15) on the bolt (10) the ends of the plate (5) are quickly and securely brought into position.

The tire of Louis K. McClymonds, of Cleveland, comes as near to being the counterpart of the Airtite or 1893 Dunlop as it could, though the rim (A) is of a



different shape. The edges (b 4) of the tire (B) are enlarged so that when the tire is forced in the grooves (a 1 a 1) of the rim by the annular ribs (b 2 b 2) on the inner tube when inflated, the tire is held firmly in place.

[The New Psycho—A Wonder.

A. A. Taylor, manager of the Taylor Cycle Company, returned from a seven weeks' trip to England last week, and brought with him a contract which gives him the sole United States agency (except the New England States) for the Psycho, a wheel so well and favorably known that little need be said of it. Mr. Taylor also brought with him a sample of the '93 Psycho, actual weight thirty-two pounds. With this wheel, the Tourist and the Liberty, the company will bid for trade stronger than ever, and travelers will start on the road with samples in about five weeks. Little has been heard of the Taylor company this season, but nevertheless the retail trade has been good, and considering the lateness in receiving Psychos and Tourists, the wholesale department has enjoyed a good trade. The coming season will see a change, and the Taylor company will push its wheels into every part of the western states. The Bidwell Cycle Company is the eastern agent for the Psycho. In the new wheel the frame is in two parts only, as if stamped from a solid sheet of steel. What the process of manufacturing is no man has guessed. That the frame, which is one piece all around, including crank hangers, is stamped out is proven by the little ridges along the center and in the corners, such as are left on all drop forgings. The head, crown and forks are also one piece. The frame is of tool steel and cannot be cut by a file, numerous customers having attempted the feat. The only explanation that a practical builder who examined it could give was that the entire frame was stamped out of sheet steel, and the two halves then joined together by machinery of some sort, which seems very improbable. No brazings or ridges at the intersections of the frames are shown.

Trade In and About Boston.

Boston, from a trade standpoint, is not lively; in fact there is scarcely a ripple of actual business on the surface of the trade pond, but there is much commotion (in getting ready) beneath the surface. The Union Cycle Manufacturing Company's wide-awake treasurer, Walter Measure, chuckled with delight over next season's prospects, and notwithstanding some pumping the name of next year's wheel could not be secured. "It is going to take; it will beat 2:10," said Mr. Measure.

Kirk Brown looks happy, and says the Airtite tire is making many friends and converts. Some good contracts have

been closed already. E. J. Howell was showing a party, including the REFEREE man, how quickly he could "flate" and deflate an Airtite last Tuesday, when an alarm of fire rang through the hotel, which made Howell break record in packing his grip, and the tire was forgotten for the time. "Our tire is also fire-proof," said E. J., as he made his way to the escape with the rim and tire over his shoulder.

They say that Major Atwell owns an interest in a Bromfield street auction house, where a large sale of wheels has been going on recently. Several Boston firms have resorted to the auction room to clear off old stock, and soome good prices have been realized.

William Read & Sons are busy getting next season's New Mail in shape. Senator John Read was, as usual, very busy—so was the president of the Easy Club, Major Atwell.

Manager Harvey, of the John P. Lovell Arms Company, said that next season's Lovell would surprise all, and the Fitchburg works have commenced on same, which will be described in the REFEREE'S Christmas issue. Mr. Harvey has made a complete success of the cycle part of this popular Boston sporting goods firm.

BROOKES CYCLES SUCCESSFUL.

George A. Drysdale, the American agent for the famous Brooks bicycles,

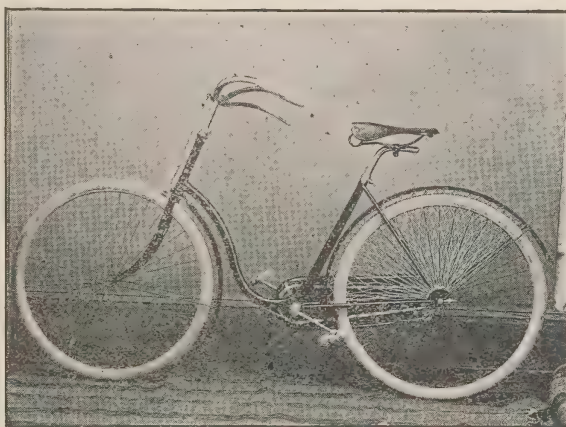
and most popular among the trade. Of course this firm makes a leader of the Phoenix. Mr. Sabin is a heavy real estate holder, his ventures in Tacoma, Wash., two years ago having turned out splendidly.

Underwood, of Quadrant fame, still holds the belt for a pretty store, and his wheels are as pretty as his store.

Overman, near the "bridge of size," is the same calm, self-contained, energetic business hustler, and the merry click of the typewriters proves there is business on hand.

Schaff, of the G. & J. company, was seen riding Connelly's Broncho-g geared ordinary. Pete Berlo is making one "just like Connelly's, but much lighter." This wheel is made up of a combination of safety and ordinary, with the old Broncho gearing. Whittaker thought great speed could be got out of it. Connelly's wheel has thirty-six-inch front and twenty-six-inch rear wheel.

Harvey, late of Hatch & Harvey, will shortly place on the market a valve for pneumatics, which he says will be the thing in valves for '93. He can be found at the Coventry Machinists' Company's place, or at the Revere Rubber Company, Franklin street. Speaking of the Revere Rubber Company, Whittaker, the manager of the tire department says his firm is making three tires for different firms, and does business with nearly



LADY'S PSYCHO.

176-178 Portland street, is much pleased with the success of the wheel in America, considering the short time it has been here. Among the ardent admirers of the Brookes is George F. Taylor, the well-known racing man, who is using a light roadster on the road. This wheel recently made a clean sweep in some local races, and several of the Boston cracks will ride the Brookes racer next year. Another feature of Mr. Drysdale's business is brass bedsteads, for which he is sole American Agent. They are also made by Brookes.

Codman & Shurtleff, the air-pump manufacturers, 13 and 15 Tremont street, are doing a good business with their registering inflater, air-pumps and nipples.

M. H. Dounes, of 7 Bosworth street, will shortly place a popular-priced cyclometer on the market, which will retail at \$4 This cyclometer, Mr. Dounes says, will be strictly reliable, and as he is one of the leading makers of intricate watch and clock work, the cyclometer should be reliable. The well-known Stillman G. Whittaker may be interested in the cyclometer in a selling way,

Alex. Hill, manager of the Coventry Machinists' Company's Boston house, is happy over the clearing out of a lot of ancient (but honorable) goods which had accumulated during the past three years.

Sidwell & Sabin are two genial people

every bicycle manufacturer in pedal rubber, etc. A new tire will be ready about Dec. 10.

A. O. Very, on the avenue, is doing a very nice business; so is Singer & Company and W. W. Stall, who will do quite a bit in the manufacturing way from now on.

THE POPE COMPANY BUSY.

The Pope Manufacturing Company seems to be as busy as ever, and a talk with Secretary Pattison and Treasurer E. W. Pope confirmed the REFEREE's reference to that dispute about the ladies' wheel and dimension required between saddle-post and handlebar. The meeting actually took place at Hartford, when Elliott Mason was on hand with his charts and won the day. "Nothing like actual experience," was the defeated Pattison's comment. Advertising Manager Cole of the Pope Manufacturing Company don't seem to take life over-serious, and the continual stream of advertising propositions don't seem to affect his health. A deep, clever young man is Cole, and if report is true he may leave the company next spring. Colonel Pope's good roads secretary has imbued this youthful enthusiasm of the head of good roads agitation. He swooped down on the REFEREE with facts and figures galore to prove what tremendous strides this most valuable of all schemes, launched by the ever-fertile brain of

Albert A. Pope, had been made. Col. Rice slightly kicks at the actions of the editor of *Good Roads* swiping an article out of the "Memorial to Congress" and running it in the last *Good Roads* as original editorial matter.

The Raymond Skate Company at Charleston, a Boston suburb, will build a high grade bicycle of latest pattern with several new devices. For instance, the saddle post will be used as an inflater, and the saddle will be the pump handle. A piece of rubber tube with screw will be fastened to the valve, and by just loosening the saddle you can pump away. For the convenience of woman riders the idea was at first suggested.

Good Business in Providence.

There is not much new in Providence trade circles. Whitten & Godding have been busy taking stock and are much pleased with the past season's trade, which was the banner one so far with this pushing house. Trade in parts and sundries is large. The Saladee saddle is selling well, and everything points to 1893 being a good year, Mr. Whitten said.

Rankin & Bruce are doing a nice business in the sundry line, and Monroe's anti-squeak compound for chains is having a good sale. This firm recently built a four-wheeler with wire wheels and pneumatic tires for C. J. Hamlin, which the Buffalo horse-breeding millionaire used in his team record-breaking recently. Messrs. Bruce and Monroe now drive around Providence behind a pair, in a pneumatic four-wheeler. They are now building a cushion-tired hickory four-wheeler, which they believe will beat the wired wheel. The cushions used will be one-and-a-half-inch, fitted to steel rims, bolted through the hickory felloes.

Belcher & Loomis will probably confine their efforts to pushing the Union wheels next season. C. G. Monroe, the manager of the cycle department, says it is wonderful how sales keep up, and hints that the firm might drop the jobbing sundry business altogether and confine itself to the retail trade.

Campbell & Company are still pushing things and report trade as fair. An exhibit in their window always attracts attention from pedestrians.

THE TILLINGHAST TIRE COMPANY.

George C. Voss, president of the Tillinghast Tire Company, always an interesting talker, divides his time between the factory and the company's office. "We are ready," he said, "with our '93 tire, and our factory is now in ship shape order to turn out tires by the thousand. Mr. Voss touched on a subject which might be of interest to tire and bicycle manufacturers alike—the ordering of tires. Said Mr. Voss: "Bicycle firms order their tires say in December, and say, 'We will let you know how to ship them later on.' Later on means the very last moment, and then comes a telegram to hurry off thousands of tires, and they all come about the same time. Now what show does that give the tire man or the bicycle maker?" "Why not make up your stock in advance?" suggested the REFEREE man. "Do you know the capital it would require to have say 20,000 tires lying idle, and do you know the insurance risk such a proceeding would demand? Well, I can tell you it would be heavy. The burden should be borne equally, and not all by the tire man. The delay in filling orders counts, besides. If a merchant orders a bill of cotton or woolen goods from a manufacturer, say in July, the manufacturer commences shipping at once, and when the season is ready the merchant is ready for his customers and the manufacturer has his cash. It is possible the reluctance to receive goods early by the bicycle

ATTENTION, ROAD RIDERS!

PRIZES FOR THE SEASON OF 1892.

ENTRIES CLOSE CHRISTMAS DAY.

As we have given many **PRIZES** for track and road races during the past season, it seems only fair now that Christmas is approaching to offer something for the hard-pounded road riders. If this experiment succeeds we will make a desirable list for 1893, which will be announced later on.

FIRST PRIZE, \$25.00 To rider who has ridden the greatest distance on M. & W. Tires without change of tires or any important repairs.

SECOND PRIZE, \$15.00 To rider making greatest number of Centuries on one set M. & W. Tires.

THIRD PRIZE, \$15.00 To rider making most meritorious single ride, weather, condition of road and distance considered.

FOURTH PRIZE, 1 Set Road Tires To each second and third best in above.

JUDGES: N. H. Van Sicklen, C. P. Root, L. J. Berger.

CHEQUES FOR CASH PRIZES WILL BE MADE TO ORDER OF N. H. VAN SICKLEN TO BE EXPENDED IN ANY WAY THE WINNER MAY CHOOSE.

WE ARE TO HAVE THE PRIVILEGE OF PUBLISHING THE RECORDS UNLESS RIDER STIPULATES TO CONTRARY. . . .

FILL OUT CAREFULLY AND MAIL TO US.

Address _____

Name _____

Age _____ Weight _____

Make of wheel _____ Weight of

wheel _____ Club _____ Name of

Captain _____ Refer-

ences _____

(State in this space the distance and any particulars necessary for forming a judgment—weather, condition of roads, etc., will be considered in making selection.)

MORGAN & WRIGHT, CHICAGO.

manufacturer may be from the uncertainty of pattern, and possibly radical change in construction. In the dry goods line that uncertainty does not exist. Still, the subject is worthy of consideration, and would give both sides a better show." Mr. Tillinghast was away on the road with the '93 tire.

Trade in Worcester, Mass.

What a magnificent building, you say, as you look at the new four-story Reed & Curtis building on Globe street, Worcester, which is now nearing completion, so near that the Reed & Curtis employees gave a dedication on the second floor Oct. 28. The front page of the programme had the building, with a Curtis pedal, as frontispiece: "Dedication Social of the Reed & Curtis Machine Screw Company, Gold Street Building, Friday Evening, Oct. 28, 1892." The floor space, 200x45 feet, was filled with a gay throng. Mr. Curtis was found and showed the way through the new building. His talk on pedals and screws was mingled with some little stories, for which Curtis is famous. The building is of stone and brick and heavily timbered to carry the heavy machinery for screw and pedal making. The basement will be used for the engine room, case-hardening ovens and polishing machinery. The second floor will be devoted to screw-making machinery, offices, toilet rooms and packing room. The third floor is for pedal-making machinery and a draughtsman's room, while the top floor will be used for stores and supplies. An improved elevator will connect the different floors, while a large stable and barn alongside the building will accommodate horses, wagons, etc. For a man who went to Worcester only five years ago, Mr. Curtis has done well, as his principal capital was energy and thorough mechanical knowledge of the business he started. Mr. Reed, a respected and wealthy Worcester manufacturer, offered to put more money into the business two years ago, and to-day the firm owns its own splendid factory, the ground it stands on and a good bank account.

J. C. Wakefield of Worcester is famous through wrench making for gas fitters, and proposes to become equally so among the bicycle trade. For the past four months he has been experimenting with a wrench which he has just sent among the trade as a sample. If the trade approves of it Wakefield will make 50,000 as a first installment.

LEATHER GOODS FOR THE TRADE.

The J. J. Warren Company of Worcester is about the leader in the bicycle leather goods business, and its leathers are used by the leading saddle makers, while its tool bags, pneumatic pump holders and other novelties are sold by the thousands. The Warren company can make any novelty desired by the trade, and its large, handsome store building, near the depot, is a hive of industry. Secretary Walter F. Davison on two occasions recently has shown the writer through the factory, and the place is a source of much interest, as everything in fine leather toilet goods, and in fact almost everything required by travelers, is made by the company. Mr. Davison worked his way up from the ranks to his present position, and enjoys the confidence of his partners and employees.

L. N. Alexander, the cycle agent of Main street, markets the cyclist's waterproof cape and reports a good sale for this rainy weather necessity, which is the invention of a telephone lineman of Worcester.

Dr. Wood, who is well known locally as a prolific inventor of things apper-

taining to cycling, still keeps up the game. Hygiene saddles, something novel in a frame, and other things, are the doctor's. Scarlet fever and the stomach ache (Worcester is prohibition) has caused the doctor to lay aside things cyclic of late, but with cold weather he will be at it again. I called twice on the doctor but could not catch the inventive man of physic.

Lemont & Whittemore are still holding out above the postoffice, and still sell bicycles and locks. Mr. Whittemore said that the trade had been good, and Mr. Lemont stated that the Bay City Wheelmen would do business at the old stand in a tournament next May.

The Mathews Manufacturing Company is making some sundries, besides coasters and supplies. J. C. Spears, always glad to see a newspaper man, was seated in his office, while the merry rattle of steam hammers told that drop forging was in full blast in his works. Across the way his bicycle factory was busily making the Majestic, for which Hurlbert Brothers & Company of New York are sole agents.

Springfield, Chicopee and Holyoke.

The smiling A. Kennedy Child, with tall hat, crysanthemum in button-hole and a gay and prosperous look generally, was telling H. C. Martin of Buffalo that a thousand Warwicks would be required about Buffalo next season. "Well, as I have contracted to sell several thousand of other makes, possibly I can sell a thousand of yours," said Mr. Martin. A. Kennedy said the coming year would be the greatest the Warwick company ever had, and that there was positively no truth in the story that he had promised to assume the management of a local cycle factory. He says the big Warwick works demanded his entire time and attention, and that New England people are slow to appreciate a first-class joke.

The Keating Cycle Company is busy at Holyoke getting ready for next season. The popular Jim Murphy took the REFEREE man in tow pending the arrival of Manager Keating, and showed him the beauties of the city where Springfield boys go to dance. Manager Keating said: "We will have a good wheel next year, and orders now in show that we will have to work night and day before spring is here."

BUSY AT CHICOPEE FALLS.

The Overman works at Chicopee are spreading out dangerously close to that grave yard. The new wing and tire factory is now completed. It looks, though, as if Overman will yet make Victors over the dead. Morgan and Andy McGarrett took me in tow, and after discussing cycling discussed other things. Morgan is superintendent of the Overman agencies, is only twenty-two, but very speedy in business. A. H. Overman and Advertising Artist Powell were away. The boys say that Colonel Pope was seen to drive around the Chicopee Falls factory last week, and entirely approved of all he saw, but did not stay to lunch.

In Hartford the lights played merrily in the Columbia factory, while rain pelted the pedestrians outside. D. J. Post, of the Hartford Cycle Company, was working hard. He said last season was a "corker" in every respect, and the next would surpass it by a long majority. The fact is, the Hartford Cycle Company had to call its men off the road last season during the lack of supply.

The Columbia works were busy and all local trade seemed good. A. M. Stillman of upright-oil-can-holder fame, is pleased with the cordial reception that his can-holder has received from the trade.

H. J. Curtis, the home-trainer maker, says inquiries for his machines are getting brisk from the clubs and cracks for winter practice.

A new firm, the League Cycle Company, was organized in Hartford last Thursday, and will occupy the old Cycle Works factory. The company has a paid-up capital of \$100,000.

MORGAN.

The Trade in Chicago.

E. H. Wilcox, of Freeport, visited the Chicago trade last week.

A James safety is to be raffled by the Englewood Cycling Club Dec. 3.

Tom Roe is located in New York. He represents the Ariel Cycle Company.

An Imperial pneumatic will be raffled by the Lake View Cycling Club Thanksgiving night.

J. H. Cassidy, of Thorsen & Cassidy, is in Iowa with a line of Western Wheel Works goods.

William Herrick was in Milwaukee several days last week in the Stokes company's interest.

W. C. Anderson has entered the employ of A. G. Spalding & Brothers. He worked for the Taylor Cycle Company a half-day.

E. Bryan, a colored man, is doing an excellent business in metal polish among the cycle dealers. He calls his product Imperial metal polish.

"Go away, boys. I'm up to my ears in work and can't talk to you for two days," said A. Featherstone in his cozy little office at Sixteenth and Clark streets.

H. T. Hearsey, the progressive Indianapolis cycle dealer, was in Chicago last week to confer with the Western Wheel Works people, a part of whose output he will handle.

There is a patent pending for a positive repair for what are termed hose-pipe tires. This repairs positively and quickly, and removes the main objection to that class of tires.

T. D. Ganse returned to Chicago from Michigan last week. For the past month Mr. Ganse has been in constant attendance on his wife, who lies sick in a Michigan farm house.

Fred Patee was in Chicago late last week. He would neither deny nor affirm the report that he would shortly locate in Chicago and smiled knowingly when asked. It seems reasonably certain to say that he will.

Secretary-Treasurer Wilmarth, of the Grand Rapids Cycle Company, is in the city this week. The Clippers for '93 will be greatly improved. The ladies' wheel is to be a straight frame, double fork crown and weigh but thirty-four pounds.

John Palmer departed for Akron, O., last Thursday, to keep his eye on the building of the first lot of his non-puncturable tire. John has this tire covered with patents in all foreign countries, and expects to cross the water soon to introduce it.

We should think that if the Anglo-American company would open up a depot in Chicago a large trade could be done, and it would suit the company's numerous customers. Perhaps the company intends doing this, and that may be the reason Mr. Sanders is coming west this week.

The Derby Cycle Company is extending its works considerably, adding new machinery and a plating and japanning plant. The shops have been enlarged from 25x150 to 100x150. Fifteen hundred wheels are expected to be made for the season of '93, and Mr. Garfield, who is now in the east with samples, is meet-

ing with splendid success, his first large order coming from Buffalo.

The Columbia Rubber Company of Chicago is selling agent for the Goodrich Rubber Company of Akron, O. The Columbia Rubber Company is now showing to the Chicago trade samples of the Palmer self-healing tire, which seems to be all that is claimed for it, resilient, self-healing and of light weight.

Since the announcement in the REFEREE was made that Mr. Hoyle had secured the contract of the Excelsior for this and the adjoining states, he has had scores of letters asking for agencies. Mr. Hoyle assures us that he will have a large sale for these wheels. Samples are on the way from England at this writing.

The Ganse Cycle Company has closed its Wabash avenue store, the lease having been purchased by the Ariel company, and hereafter all business will be transacted at the wholesale store, 508 State street. The company will next year push the Reform with more confidence than ever, from the knowledge that in past seasons the wheel has given every satisfaction.

On the 15th of this month the Ariel Cycle Manufacturing Company, will be at 277 Wabash avenue, corner of Van Buren street. C. H. Plumb has been installed as manager. The Ariel, a light roadster weighing thirty pounds, and the ladies' Titiana, weighing thirty-three pounds, will be pushed by this company in Chicago, as well as a line of boys' wheels and the geared ordinary.

Mr. Matlock, of the Simonds Hardware Company, St. Louis, was in Chicago last week. His firm will make the cycling line a most prominent department of its business next season. It employs 128 traveling men, and all will represent the bicycle department. This department will have unlimited capital. The Simonds Hardware Company has thirteen clerks in its sporting goods department alone.

General Trade Notes.

The Psycho for '93 will include a front driving safety and five other patterns.

The Marble racers for '93 will have rims of vari-colored tints, which will be very distinctive.

Joseph Ryan is in full charge of Hibbard, Spencer, Bartlett & Company's bicycle department.

W. C. Rands, the Detroit racing man, has fitted up a buggy with pneumatic-tired bicycle wheels.

J. Malpas, 58 Sheriff street, Cleveland, O., has secured the state of Ohio for the Excelsior through Mr. Hadden.

The Taylor Cycle Company, Chicago, will handle Liberties for the western states in '93, and is now appointing agents.

E. H. Wilcox has been made vice-president of the Stover Company and will give the best share of his time to superintending agencies.

J. K. Starley's new Giant safety will soon make its appearance in Chicago and will be handled by the Taylor Cycle Company. This wheel was patented twenty years ago.

Hal Greenwood, the hill climber, starts on the road this week for Kingman & Company, Peoria. He will sell King and Queen of Scorchers and the Road King and Queen.

William L. Ross, of Boston, sails for England Wednesday for a visit to the Singer works at Coventry. He will arrange for early shipments of the new Singer goods, so as to be ready for the early 1893 trade, and upon his return will be posted upon the new features

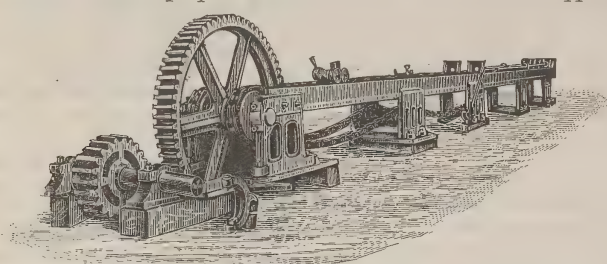
SPECIALTIES!

Machinery and Complete Plants of Most Modern Practice for Making

SEAMLESS COLD-DRAWN STEEL TUBES

For Cycles and all other purposes. Seamless and Brazed Brass and Copper Tubes.

Sugar Cane Mills.



Triple & Multiple Effects

Improved Drawbench for Seamless Steel Tubes.

MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

LOW

BIRMINGHAM, ENG.

HOWARD A. SMITH & CO.,

518 Broad St., Newark, N. J.

Attention Manufacturers!

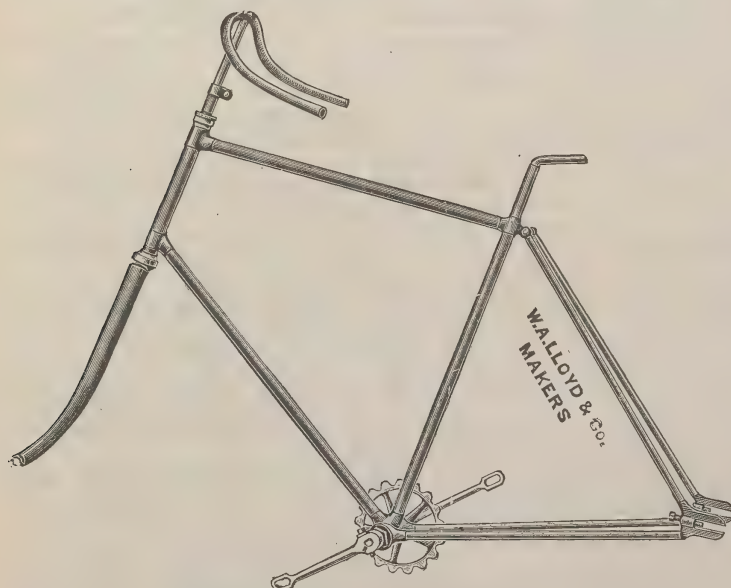
=RIMS! RIMS!! RIMS!!!=

In any Quantity, and Guarantee Quick Delivery.

Manufacturers of the Famous Cork Handles.

AGENTS FOR

LLOYD'S FRAMES.



—LIGHT FRAME—

ACTUAL WEIGHT 11 3-4 Lbs.

FITTED WITH OUR

PATENT CRANKS.

Correspondence invited from Jobbers.

W. A. LLOYD & CO.,

CLYDE WORKS, BIRMINGHAM, ENG.

LOW

24 Cash Prizes.

We desire to thoroughly introduce our Sunol Bicycles throughout the United States in 1893, and in order to give them such an introduction, we realize that we must advertise liberally and well. We are willing to advertise liberally, but that it may be done well, we must have a supply of bright original advertisements. We therefore make the following offer for the best 24 advertising ideas, first prize to be awarded to the author of the best, second prize to the author of the second best, etc.; decision to be made by three competent judges:

1st Prize, \$200. 2nd Prize, \$100. 3rd Prize, \$50.

4th Prize, \$25. 5th to 24th Prize, \$10.

We will also pay \$5.00 for each idea not securing a prize that we think we can make use of. Contest closes January 15th, 1893. For particulars as to the nature of advertisements required, etc., address—

The McIntosh-Huntington Co.,

Adv. Dep't.

Cleveland, Ohio.

"Make Haste Slowly"

Is an old but good proverb, especially for Bicycle Manufacturers and Jobbers to follow, who are about to place their orders for Saddles for next season.

YOU WANT TO SEE OUR '93 PATTERNS BEFORE YOU BUY.

They are just as good, just as practical, and just as sensible as our celebrated Baby Seat. We will show them to you very soon. WAIT.

THE RICH & SAGER CO.,

17 Elm and 16 Courtland St., Rochester, N. Y.

WORLD RENOWNED...

--AND--

...ABSOLUTELY TRUSTWORTHY

Loudon's Celebrated

GUTTA PERCHA CEMENT.

WORKS:

COVENTRY, ENGLAND.

Wholesale Agents:

PARKHURST & WILKINSON, KINZIE ST., CHICAGO.

which Singer & Company have to offer next year.

Next year's pattern Swift will have have slightly greater rake on the front forks, just the one thing needful to make these famous machines perfect on all conditions of grease and gradient—*Bicycling News*.

Although only lately consummated, the deal that Howard A. Smith & Company, of Newark, N. J., with Bayliss, Thomas & Company, of Coventry, for the sale of the Excelsior cycles for the entire east, is generally known throughout the trade.

which, fitted with pneumatic tires, will weigh, all on, thirty-four pounds.

President Llewellyn Johnson of the Premier Cycle Company sailed Wednesday on the City of New York. He will visit the Stanley show and obtain all the desirable novelties for the American trade. The 1893 Premier roadster has one and three-quarter pneumatics, mud guards, chain case and brake, and weighs, all on, thirty pounds.

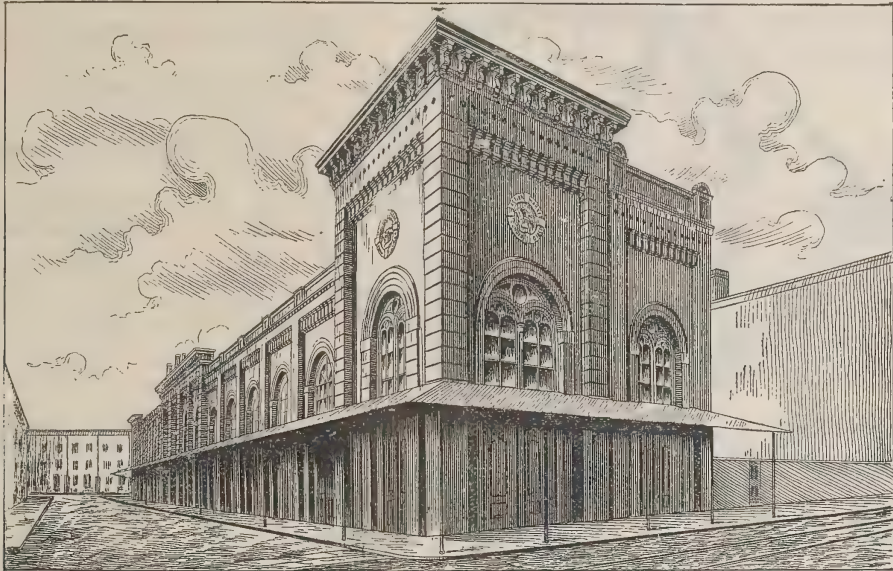
H. S. Fulper, the hustling state representative of the New Jersey division, is traveling in the interest of the Ideal

on a roadster pneumatic safety, and although the roads were very bad in places it required no attention whatever from start to finish."

George Seymour, a trusted and valued employe of the Coventry Machinists' Company, who is in charge of the Boston repair shop, was tendered a farewell supper by his friends at the "Hare and Squirrel," Coventry, on his departure for America recently, after having enjoyed a vacation tendered him through the thoughtfulness of Manager Grenier. Mr. Seymour thinks his company and

other day. Troy's name was mentioned and the possibility of the southern trip falling flat was suggested. Said fox: "Talk about Troy not being capable of engineering a deal like this to some one else! That fellow is as smooth as the oil he is given credit for distributing so lavishly. Out in Dakota several years ago he had a printing office outfit in a big covered wagon with four mules hitched to it so that he could follow the county seat about and get a 'graft' at the legal printing. How was it? Well, you see, in territorial times the county seat question was a constant source of strife.

Snap elections were held and county seats were removed to neighboring towns frequently. This was not always accomplished without force of arms; the records were often carried away in the night by armed men. Troy started a paper in a northern county, and of course got a line on all the county printing. He had a 'pull' like a team of mules, and he once told me that he could not for the life of him see how the county raised the money to pay his bills, to say nothing of the other expenses that had to be met. Just at the time he saw his bank account grow to a figure that would permit him to run for congress, a snap election was held and the county seat was declared moved to another town. A fight followed, but a lot of fellows armed with shot guns came down upon the court house and carried away the county records. Troy's business was gone, but he pulled stakes and followed the records. Another printer, who had engineered the snap election, had the printing 'cinched.' Within a month Troy had sufficient 'pull' to get the work again. He bought a big covered wagon and four mules and had the outfit back of his print shop ready for action. One night a number of the former county seat came down on the sleeping town, captured the records and hurried away. When morning broke there was Troy, wagon, mules, print shop and devil on the main street of the re established county seat, placidly get-



PHILADELPHIA CYCLE SHOW BUILDING.

Howard A. Smith & Company are and have been among the largest bicycle sundry dealers in the United States, and with a very large following.

March safeties will be the same design for '93, but will be greatly improved in little details. The twenty-eight pound wheel, one of which Spooner rode in his twenty-four hour ride, will be named after the record-breaker.

William R. Anglemire, of Rockford, Ill., has just returned from a 2,300 mile trip a-wheel in New York, Pennsylvania and Virginia. He rode Morgan & Wright tires and did not have a puncture or accident on the entire trip.

The Goodrich Rubber Company, of Akron, Ohio, expects to manufacture 150,000 tires this season. Four kinds are manufactured by this concern, the Gormully & Jeffery, Palmer, Thread (H. A. Lozier & Company) and Greyhound.

W. H. Kirkpatrick, traveling salesman for Howard A. Smith & Company, has severed his connection with this house to accept the position as manager of the bicycle department of McKee & Harrington. In future he will be known as "Lyndhurst Kirk."

H. F. Vale & Company, of Birmingham, Eng., have been paying considerable attention to manufacturing frames for the trade. In this the firm has been very successful, and having enlarged their works are in a position to take care of American orders.

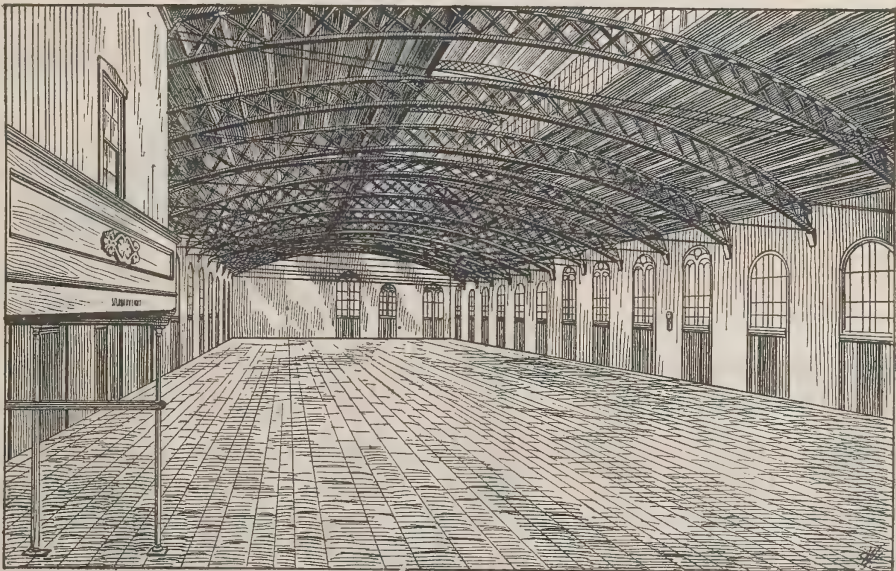
The Liberty cycle for 1893 will comprise the Liberty light roadster pneumatic, weight, all on, thirty-five pounds; the Liberty full-roadster pneumatic, all on, forty pounds; the Liberty "Bogie Man" light road racer, twenty-eight pounds, and the "Bogie Man" racer for track use, which will weigh twenty-two pounds. There will also be in the Liberty family the Goddess, which is a ladies' safety of beautiful lines, and

pneumatic tire. As the Ideal is one of the best tires on the market and Mr. Fulper is a good judge of anything pertaining to a bicycle, we believe that he will be successful in introducing the tire to the many manufacturers of this country.

Manager Grenier about right—and Coventry people ditto.

Troy and His Official Organ.

Talking about Troy, the cunning "inducer" and "distributor" of oil, who is at present railroading through a scheme by



PHILADELPHIA CYCLE SHOW BUILDING—(Interior).

The Leicester Cycle Company, of Peregrine fame, has just received an intimation from the Wanderlust Bicycle Club of Vienna to this effect: "The Wanderlust Bicycle Club of Vienna herewith confirms that Mr. J. Sabotka, a member of the club, won the Vienna to Trete road race on September 24 and 25, doing 26 hrs. 35 sec. for the 500 kilometers, and also creating several Austrian records en route. He was mounted

which a party of crack racing men are to be taken for a tour of the southern states, reminds one of a story told by Fox of the Sercombe-Bolte Manufacturing Company, which, if it be true (and there is no reason for doubting it) proves Troy to be more cunning than he is even given credit for. Fox, who has roamed all over the country doing newspaper work, following race meets, etc., was talking before a group of wheelmen the

ting out an 'extra' telling of the recapture of the records and his enterprise in being situated so that he could follow in short order. In an editorial item he said: "When ye editor loses his graft on the legal printing of this county again, it will be owing to the death of his mules or the total destruction of the prairie schooner in which his print-shop has a home."

The REFEREE is well worth the price, sn't it?

A NEW WHEEL.... THE REMINGTON.



FITTED WITH

Cushion Tires,	-	-	\$125.
Featherstone's Dunlop Pneumatics,	-	-	140.
Bidwell-Thomas,	-	-	140.
N. Y. Belting & Packing Co.'s Protection Strip,	-	-	135.

Highest Grade Throughout.

Fully Guaranteed.

All Parts Interchangeable.

OUR SPECIALTIES:

MODE OF BRAKE CONSTRUCTION,
METHOD OF AFFIXING CRANKS,
SPOKE NIPPLE, CHAIN ADJUSTMENT, AND
SELF-LUBRICATING, CASE-HARDENED
CHAIN

AGENTS WANTED EVERYWHERE.

WRITE FOR CATALOGUE AND DISCOUNTS

REMINGTON ARMS CO.,

Office, 315 Broadway, NEW YORK CITY.

Works at ILION, N. Y.

THIRD ANNUAL CYCLE SHOW!

Exhibition of Cycles and Cycling Accessories,
And Newest Applications of Pneumatic Tires.

Under the auspices of the ASSOCIATED CYCLING CLUBS of Philadelphia.

TO BE HELD IN THE
FIFTH -- STREET -- MARKET,

Proposed Site of the New Bourse,
FIFTH STREET, ABOVE CHESTNUT.

Commencing Jan. 4, 1893.

Continuing for Ten Days.

The committee takes pleasure in announcing that it has secured a building that will give ample space and facilities for the show, having 37,000 feet of floor surface—three times as large as Industrial Hall, where the last show was held. For prospectus, plans and full particulars, address

THOMAS HARE, Chairman of Committee, 104 S. 5th St., Philadelphia, Pa.

Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass

*Send along your name, address and two dollars and receive
THE REFEREE
For one year. Once a subscriber—always a subscriber.

"PERFECT" POCKET OILER.



Best and neatest can in the world. Throws only a small quantity of oil at a stroke; no leakage; handsomely nickel-plated. For sale everywhere. Price, 25c. each



"PERFECT"
POCKET OIL HOLDER
Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.



"PERFECT"
Pneumatic Pump Holder
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.

WULFRUNA CYCLES.

ONE OF THE MOST POPULAR MOUNTS ON THE MARKET.

THE WULFRUNAS have earned a splendid reputation throughout England and the continent, and also in America.

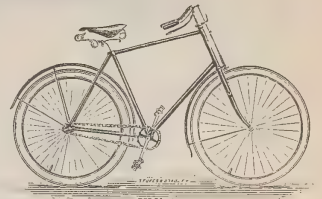
There is No Better Cycle Made.

For Agency, address

JOHN BARRETT, MANUFACTURER,

Wolverhampton, England.

W. G. SCHACK, Buffalo, N. Y.



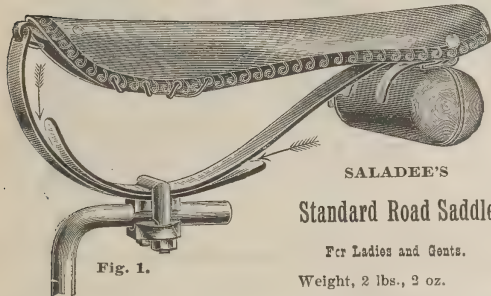
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SALADEE'S PATENTED

INTERNATIONAL STANDARDS

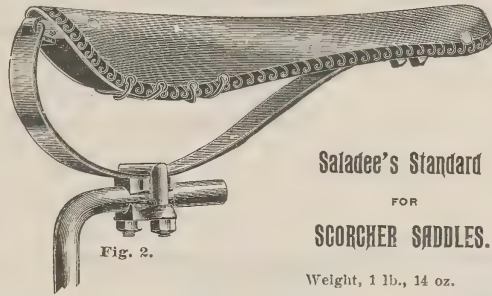
For the UNITED STATES, CANADA, ENGLAND, FRANCE, GERMANY, BELGIUM, AUSTRIA and SWITZERLAND.



SALADEE'S Standard Road Saddle

For Ladies and Gents.

Weight, 2 lbs., 2 oz.



Saladee's Standard FOR SCORCHING SADDLES.

Weight, 1 lb., 14 oz.

The arrow points in FIG. 1 indicate the open spaces between the plates of the spring in front and rear of the clasp, and which are closed as the weight is applied to the seat, reinforcing the spring as it is depressed, and thereby affording an AUTOMATIC ADJUSTMENT, to a light or heavy rider. Never before attained in cycle saddlery.

Correspondence Solicited for next season's trade.

The Whitten-Godding Cycle Co.

PROVIDENCE, R. I.

Sole Manufacturers for the U. S.

The simplicity, style, and comfort embodied in FIG. 2, as a "Scorching" Saddle, has never yet been equalled.

In this spring, the weight of the rider is so balanced, in relation to the L-Rod, that the absolute rigidity of the old "Hard Shell" is avoided, and hence a degree of comfort is retained that all expert cycle-riders riding a "Scorching" will duly appreciate.

Send for our Illustrated and Descriptive Circular, and PRICE LIST.

The Little Schoolmaster in the Art of Advertising:

PRINTERS' INK,

A Weekly Journal for Advertisers,

Will be sent to any address from date of order to Jan. 1st, 1894, for

ONE DOLLAR.

After Dec. 31st, 1892, the subscription price will be advanced to \$2 a year.

ADDRESS (inclosing One Dollar)

PRINTERS' INK,

10 Spruce Street, - New York.

For five dollars a copy of the American Newspaper Directory for the current year (1,500 pages) will be sent, carriage paid, to any address, and the purchase of the book carries with it a paid-in-advance subscription to PRINTERS' INK for one year.

BUTLER & WARD,

Manufacturers of

BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates. 226-228 Halsey St., Newark, N. J. 224

We offer prompt attention, liberal discounts and the highest quality of tube produced. Special terms to factors and merchants.

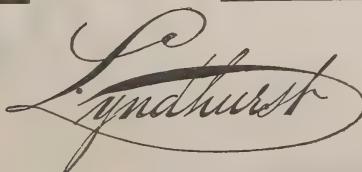


Our stocks are large, enabling specifications for current sizes to be filled without delay. For four years past our tube has been regularly used by every leading house in England.

Racer 23 Lbs.

Light Roadster 33 Lbs.

Won Over 30 Races This Season.



Factory, Lyndhurst, N. J. Agents Wanted.

McKEE & HARRINGTON, 173 and 175 GRAND ST. New York.

THE STANDARD CAP COMPANY



56 West Houston Street, New York.

Originators of the

Long Visor Eton Cap.

Eton and Bicycle Caps

Of all grades.

TRADE ONLY SUPPLIED.

CYCLE TRANSFERS.

CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. W. GAY, City Transfer Works, Washington st., and Gough st., Birmingham, England. Dec. 14-92

Recording "Referee" Reflections.

The New York Recorder, one of the most influential and widely-circulated metropolitan dailies, had this to say last Sunday on our racing board cartoon:

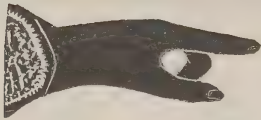
No better caricature was ever drawn than that published in the current issue of the Referee. It represents the late secret session of the racing board at Chicago, with the figures of the editors of the rival cycling journals in close contact outside the door. Prial, Van Sicklen and Betts are well done, the latter in his famous character, Betsy B.

Generous Racing Men!

According to a New York paper it is queer how very generous to their relatives racing men become some times. George C. Smith, the Riverside wheelman, who was charged with selling a bicycle which he won, has made a sworn statement that he gave the wheel to his brother, and that it was the latter who sold it.

The commissioners of Belle Isle, Detroit, have forbidden the holding of races on the circuit. The action of the board is probably proper, but it is a blow to the wheelmen, nevertheless. The clubs have to hold their races on the Grosse Point road.

Women bicycle riders of the land say it is easier to manage a bicycle than it is a man. The man capable of managing his own pocket-book is generally a good one to manage a woman. The women can ride bicycles, but they can't vote.—Stamford (N. Y.) Mirror.



READ THIS!

It's Right
to the
Point!

ROODHOUSE, ILL., Nov. 2, 1892.

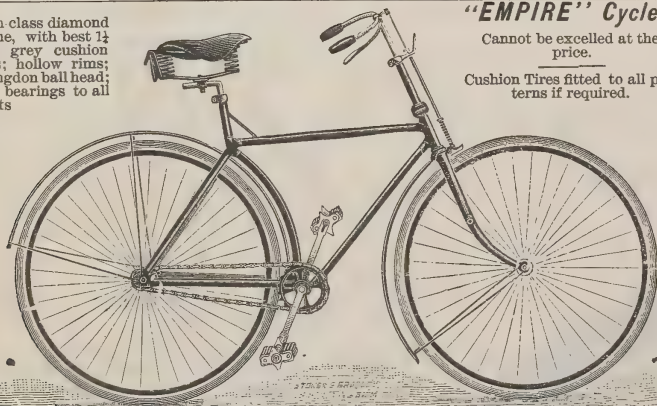
COVENTRY MACHINISTS' CO., Chicago, Ill.

GENTLEMEN:—Your circular letter, 26th, received in due time. Have been very busy and have deferred answering until I could give it the attention it deserves. I have carefully answered the questions and hope they will be of benefit to you in your attempt to improve where you can. I, like you, find that **NO** machine of any kind is **PERFECT**, and when a maker tries to make people think so I let him alone, as it is a good time to wait until he wakes up and gets in the procession. I have been a rider since February '81, and in that time I have seen so many "perfect" machines totally relegated to the rear, that it makes me smile to hear this or that maker talk about perfection.

You know this is the first season I have handled the "SWIFT," and it has given me and my customers **SPLENDID** satisfaction. When I sold the first "Holbein" early in the season I was afraid it was too light for our roads here, and so told my customer, but as it was a "SWIFT" he was willing to risk it. It has never been to the repair shop and it was always ready for a go the whole of the season, and seems to be in perfect condition now. I am very much pleased to know that you will build them in the U. S. hereafter. I am thoroughly satisfied now that the "Holbein" with Pneumatics is heavy enough for our rough Illinois roads with an average rider's weight. Yours truly,

WM. E. SULLIVAN.

High class diamond frame, with best 1 1/2 inch grey cushion tires; hollow rims; Abington ball head; ball bearings to all parts



"EMPIRE" Cycles.
Cannot be excelled at the price.
Cushion Tires fitted to all patterns if required.

Trade Mark, EMPIRE.

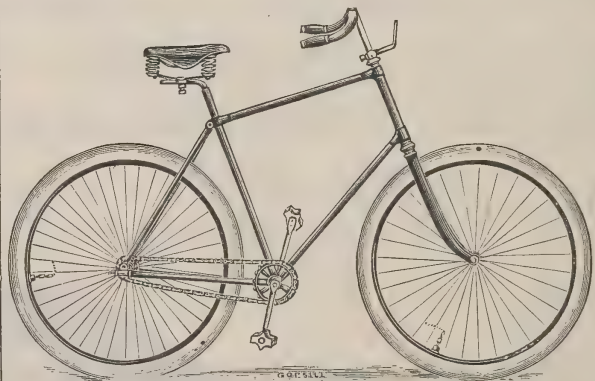
£14.10.00.

Established 1886.

PERRY RICHARDS & CO.,

ew

EMPIRE" CYCLE WORKS. WOLVERHAMPTON



THE VALE

Special Diamond Frame, Long Ball Head, Long Wheel Base, Weldless Steel Tube Frame. Weight of Light Roadster, 35 lbs. Good Agents Wanted.

HENRY F. VALE & CO.

121 Upper Sutton Street,

ASTON, BIRMINGHAM, ENGLAND.

WHERE GOOD ROADS EXIST

THEY HAVE MADE CYCLING POPULAR

THE CLIPPER IS THE WHEEL

CONVERTIBLE, STRONG, LIGHT RUNNING

WE SELL

KING OF SCORCHERS, SEMI-RACER
KING OF SCORCHERS, ROADSTER
RELIABLE
CENTAUR DIAMOND

ARIEL
TITANIA
BEN HUR and
PEORIAS

FROM FLORIDA TO OREGON



ew

KINGMAN & CO

904 S. WASHINGTON STREET
PEORIA, ILLINOIS

204 SOUTH EIGHTH STREET
ST. LOUIS, MISSOURI

1104 WEST ELEVENTH STREET
KANSAS CITY, MO.

FOR CHICAGO READERS

The Thanksgiving day foot ball game between the Chicago C. C. and the Illinois Social Club has been declared off, and the cyclings are arranging again with the Englewood C. C.

The daily press has given scant notice to Dead-Broke Wylie; in fact, the nearer he approached Chicago the scarier the notices. This only goes to prove that the public stands ready to applaud meritorious performances, but such as Wylie's performances, never.

The Minnette Cycling Corps will bid lively for honors on the racing path next season with a team which will be under the training of John West this



R. S. BAIRD,
President Comet Cycle Club, Milwaukee.

winter. The best men of the club are: H. N. Stringer, J. B. Woolas, F. B. Whitlock, J. E. Hudson, F. D. McGuire, C. E. Griffiths and possibly A. F. Harner.

One of Chicago's oldest riders remarked to the writer some days ago: "Mark my words, the time is coming when Chicago will be the home of all the fastest men in the world. Her men are climbing fast. Chicago is the greatest city in the world and is determined to be the very center of cycloedom and cycle racing."

Rockford is to be in the western circuit next season, with a two or three days' meet. The Rockford Cycling Club in meeting assembled agreed, one and all, to take hold and make the best tournament of the circuit and one superior even to the tournament given on the occasion of the Illinois division meet some years ago, when several world's records were broken.

Six of Chicago's cycling clubs are now in homes of their own, either built for or owned by them, and two more—the Chicago Cycling Club and the Cook County Wheelmen—will be by next season. The Illinois Cycling Club's house is at 1068 Washington boulevard, Oak Park Club at Oak Park, Aeolus Cycling Club at 177 Evergreen avenue, Columbia Wheelmen at 311 West Division street, Englewood Club on Sixty-fifth street near Wentworth avenue, and Ravenswood Club at West Ravenswood Park and Wilson avenue. The Farragut, Ashland, Carleton and Arlington social clubs all have large cycling divisions nicely provided for in their elegant homes.

The Century Road Club Organized.

Last Thursday evening the Century Road Club of America held its second

meeting at the Grand Pacific hotel, a score of the prominent members being present. The constitution and by-laws were accepted as read. A mail vote was authorized for officers. W. A. Skinkle of Cleveland, ex-president of the Chicago Cycling and Cleveland Wheel clubs, will undoubtedly receive the unanimous vote for president, and William Herrick will be made chief centurion—a life position. There are to be elected, besides the above, two vice-presidents, secretary, treasurer and a state centurion from every state of more than ten members. The government of the body is to be in the hands of a national board consisting of the officers, national and state. The place and time of the annual meeting will be the same as chosen by the L. A. W. The club in its government will be very similar to the L. A. W., the same rules applying as regards professionals, acceptance of members and expulsion of members who shall have been expelled from an L. A. W. club. The secretary will be the only salaried official. The mail ballot will also decide the official organ of the organization, which will publish the names and addresses of all applicants, "that no dogs may enter the fold unawares." The official organ will not be supplied free, but at half the regular subscription rates. The initiative fee remains the same, \$5, including the badge and the first bar. The club year begins April 30, and is divided in two parts, May 1 to Nov. 1 being the first half, in which the applicant pays the full dues, and during April no dues until the starting of the year. The membership cards denote membership and not necessarily the badge. The objects of the club are to promote good fellowship among road riders and to act as a repository for road records. Such records claimed for stated distances must be over accurately surveyed and certified distances and records between important points from specified point to specified point, timed by two competent officials. State centurions will be authorized to issue orders for bars for centuries ridden. The club now numbers over 1,000 members and the treasury is in a most flourishing condition.

General Race Gossip.

The San Jose, Cal., wheelmen will have a road race Thanksgiving day.

The Acme B. C., of Oakland, Cal., holds a twenty-five mile road race Sunday.

The Capital City C. C., of Lincoln, Neb., holds a ten-mile road race this week Friday at 4 o'clock.

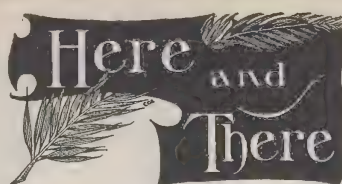
A number of Erie men are in trouble for having participated in some unsanctioned races on Columbus day.

The Metropolitan Association of Cycling Clubs of New York has decided to hold a big race meet next June, at Manhattan Field.

W. C. Rands recently lowered the record from Detroit to Mt. Clemens, twenty miles, covering the distance in 1 hr. 8 min. Schimmel held the record previously, 1 hr. 38 min.

A colored lad in Youngstown, Ohio, has been showing his white friends that there is talent in the negro. From Hubbard to Youngstown is six and a half miles, and Phelps (colored) made the distance in 25 min. 28 1/2 sec., while the next best man was three minutes slower.

The Rockford Cycling Club has decided to enter the western circuit next year, and will give as large a tournament as any organization in the west. The Rockford track has already won a good reputation and is quite widely known among the fraternity, three world's records having been broken at the last meeting.



The St. Louis wheelmen will enjoy a paper chase Thanksgiving day. Three prizes will be given.

The Louisville wheelmen were successful in their fight against an objectionable lamp ordinance.

F. G. L. Hunt, of Grand Forks, arrived in St. Paul Monday, on a bicycle, having ridden the distance, 400 miles, in five days.

The Fort Orange and Albany wheelmen are preparing for a joint parade. Invitations have been extended to nine out-of-town clubs.

The New York Tourist Wheelmen have arranged for a run to Coney Island on Nov. 13, Yonkers Nov. 20, Fort Schuyler Nov. 27.

J. W. Tubb is taking a census of the New Haven wheelmen, and so far he has found nearly 2,000, a tenth of that number being women.

John Graf, a Philadelphian, has brought suit against George W. Lafferty for damages. Graf says Lafferty's team struck him while he was riding in the park.

Two Columbus wheelmen, while coasting a steep hill near Harrisburg, came to a sharp bend in the road. Their speed was too great to allow making the turn, and they went over a steep bank.

The New Haven B. C. has just had a turning over and commenced anew. The board of governors has been done away with and the club will now run things. Even the constitution is being revised.

A relay bicycle race was run from Frostburg to Cumberland and return on Sunday. The time consumed in making the round trip was 2 hrs. 8 min. Distance eleven miles. Good time, indeed, for a relay ride of eleven miles.

The Achille Philion aggregation, including Mr. and Mrs. Philion, Lillie Williams and Charles W. Price the Milwaukeean, sailed from New York Saturday for Havana. They are going to show the natives of the Indies and South and Central America what bicycle riding is.

The wheelmen of Salt Lake City are greatly stirred up over an ordinance introduced in the city council preventing riding on sidewalks. They say the streets are of such a character that it would be impossible to ride, and they desire the ordinance so modified as to permit riding on the walks when lamps and bells are attached to the wheels.

The mileage contest among the members of the Allegheny Cyclers of Pittsburgh was won by C. L. Miller. The club offered a gold medal for the member who covered the greatest number of miles between May 1 and Nov. 1. Miller's record was 6,712 miles. Miller worked nine hours a day and averaged eighty-four miles a day, including eight century runs during October.

Two deaths resulting from injuries received through falling from bicycles have recently been reported. One was that of Thomas P. Gross, a conductor on the N. Y. & N. H. railroad, who was riding from Spring Valley to Haverstraw, and was thrown in such a manner that the handle penetrated his groin. The other death was that of Charles H. Felker, of Dayton, O. Felker attempted to get out of the way of a coal wagon while on the curve of a car track, but fell and injured

his neck and collar bone. A little later he was thrown again and struck his head. The two injuries were such that spinal fever and death resulted.

That a man has ridden a bicycle in the time of the mile of Nancy Hanks is taken by the Philadelphia Press as evidence that "a man is nearer a match for a horse than is ordinarily supposed." Our contemporary should not lose sight of the difference in the condition of the test. On one hand the bicycle aided greatly the speed of the man; on the other it retarded the speed of the horse. In addition to the bicycle or cart the horse had to carry along a man.—*Nor-tonville (Kas.) News.*

Last week the annual election of officers of the Grand Rapids B. C. was held, resulting as follows: President, J. H. Taylor; vice-president, C. H. Holt; secretary, James Stewart; treasurer, P. S. Hunt; directors, W. B. Folger, A. B. Richmond, W. H. Stebbins, F. H. Escott, F. C. Heath; captain, F. S. Richmond; first lieutenant, W. B. Simmons; color bearer, F. S. Gilbert; bugler, W. J. Gouldsbury. Tuesday evening an athletic entertainment was given and election returns were received.

Frank Lenz, *Outing's* traveling wheelman had this to say to a California newspaper man: "The papers back east had reported that the Indians had chased me in Montana, and just as I was getting away from them my wheel broke down. They told how I was caught and my baggage overhauled, and that a bottle of whisky which the redskins found

MEN WE ALL KNOW.



No. 8—Asa Windle.

was the only thing that saved my life. There wasn't a word of truth in this yarn, but it worried mother, and she had been keeping the wire hot with inquiries. I have it in for some of those newspaper men." And he probably has it in for the papers that reported him drunk about the streets after a banquet in his honor.

At Baltimore Saturday a certificate of incorporation was filed by Harry Lee, B. Downey, N. Tip Slee, Edward C. Wollman, Joseph E. Geigan, Charles M. Rhodes, Robert C. Downey and Parry Lee Downs to incorporate the 'Cycle and Athletic association of Baltimore County, "for the purpose of buying, selling, mortgaging, leasing, improving, disposing of or otherwise dealing in lands in this state and partly beyond this state, and for maintaining grounds, dwellings and improvements for 'cycling and general athletic sports." The principle office is to be at Towson, and the period of incorporation is limited to forty years. The capital stock is fixed at \$80,000, divided into 600 shares at a par value of \$50 for each share.

THE FOWLER

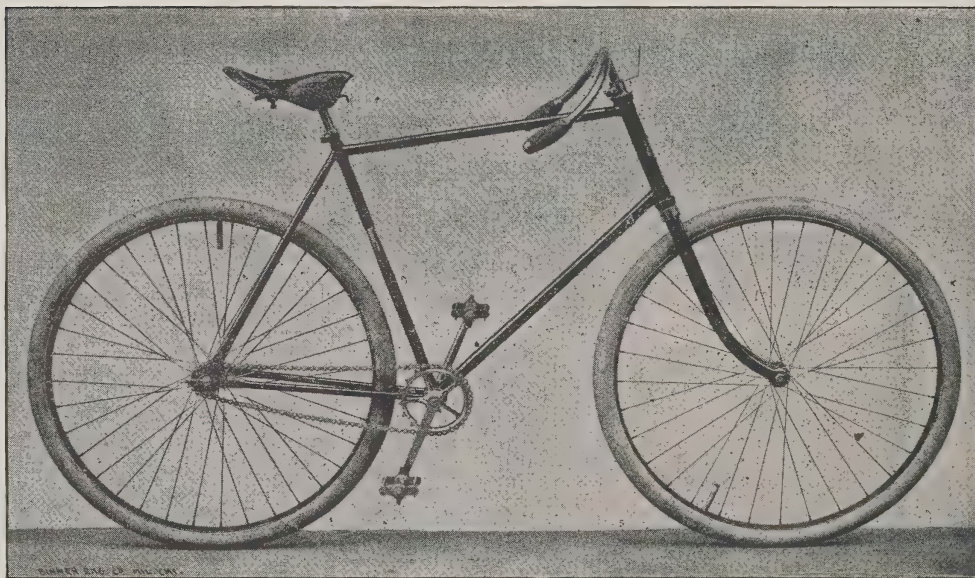
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HANDSOME AS ANY

STRONGER THAN ANY

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MODEL B,
--32 POUNDS--

—o—
ACTUAL
. . . . WEIGHT,
MODEL A,
--36 POUNDS--
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CHAS. P. ROOT, - - - Associate Editor.
R. M. JAFFRAY, - - - Business Manager.

DUCKER WAS RIGHT.

It is a by no means unusual event for the racing board of the L. A. W. to find itself the victim of attacks by all sorts and conditions of men, some of whom are thoroughly familiar with racing matters, while others, particularly space writers for the daily press, know absolutely nothing about them. The members of the present board have been bitterly assailed at times by people who entirely overlook the fact that the league membership at large, through representatives sent to the annual meetings of the national assembly, is very largely to blame for what seems to the complainants to be the mistakes and shortcomings of the racing department. But its troubles have been light, airy playthings as compared with the experiences of racing boards of bygone days.

The great complaint against the racing system of the league for years has been the manner in which men in receipt of salary and expenses from manufacturers and clubs have been permitted to race as amateurs, to the great discomfiture of others really entitled to that title, and in open violation of the rules of the league. Once, and once only, was a plucky attempt made to abolish the evil, for evil it must be called until the rules are changed. That effort was made by Abbot Bassett, then chairman of the board, in 1886. He was backed by the executive committee of the league. A number of men were expelled, but the majority have been reinstated by subsequent appointees, none of whom, save Davol, who met with such opposition by the then president, James R. Dunn, that he positively declined to continue in service, and Randall, who, for his temerity, was removed by the same official, have had the pluck to follow Bassett's example. Therefore the rules of the league have been set at naught by the men selected to enforce them.

And why? Because to enforce them has been impossible. All praise, then, to the racing board, under Raymond, which now comes boldly to the front, and says: "Gentlemen, the rules cannot be enforced. We recommend a change."

That the recommendation should be acted upon there can be no question. When Mr. Luscomb talked to the national assembly at Columbus, last February, on the subject of prizes and expenses, many were surprised at the favor with which his remarks were received. Luscomb recommended two classes, and

though the question was not pushed the way was paved for a change.

We are not yet allowed to know authoritatively just what changes the racing board will recommend. Owing to the contract now existing between the league and the Wheelman Company, which contract has been and is being severely condemned on all hands, we presume the chairman was not permitted to give out any information on the subject. His notice in the *Bulletin* contained only the following:

The amateur rule was then brought up for discussion, and it was decided to recommend a number of radical changes to the next constitutional convention, which changes will be published in the form of a proposed amendment to the constitution, the establishment of two classes of riders, and the prize question, receiving careful consideration.

Some further information appeared in the following issue of the paper, however. It was written by a member of the board. He offers the following advice to those riders who, at the time, had in contemplation a trip to the Pacific coast at the expense of an eastern paper and a number of manufacturers:

Don't monkey with a buzz-saw, gentlemen, and jeopardize your positions in the L. A. W. at a time when the proposed broadening of the amateur rule and the establishment of two classes of riders next year will allow you to profit openly and above board by the results of your labors on the path.

This seems to indicate very clearly that the board has decided to advocate the very idea promulgated by Henry E. Ducker and placed in operation by the American Cyclists' Union over six years ago—the plan advocated for many a long day by men whose experience dates back to the early days of racing—the formation of a class for the salaried, expense-paid individual, who, by reason of his ability to make records, is an indispensable attraction, so that the pure amateur may have a chance to win something once in awhile.

It will be a hard pill for some people to swallow. The secretary of the league will find it particularly bitter, for the controversy between Messrs. Bassett and Ducker in 1886 was acrimonious in the extreme. How the editors of the *Bi. World* and present holders of the official organship contract will take it we cannot tell, for at that time they were, as now, staunch supporters of the league while bitter opponents of Bassett, to whose credit they placed about every crime in the calendar.

But, let them think what they may, the fact remains that, according to the present racing board's and executive committee's views, Ducker was right.

Like many another great reformer, he was not appreciated at the time. The men who controlled the league were conservative.

Ducker was a progressive and energetic man.

He saw that the promateur could not be downed, or rather that the maker could not.

He realized that the success of cycling depended in no small measure on the maker.

He knew that to the maker the establishment of wheelmen's rights, so far as it had gone up to that date, was due.

He knew that the withdrawal of the assistance of the maker meant a setback for racing and the sport generally.

He, while a member of the racing board and president of the Springfield Bicycle Club, vigorously opposed the suspension of riders without proofs of their guilt, for the board considered every suspect guilty until he proved himself innocent.

He resigned his position on the racing board, helped form the American Cyclists' Union, and asked that a mail vote

be taken on the advisability of the league's dropping racing altogether.

For all this he was notified by President Beckwith that his resignation of the chief consulship of Massachusetts, if tendered, would be accepted. It was not tendered, and Ducker was "removed."

He only worked the harder on his American Cyclists' Union plans.

He gained a thousand members for the union in a few weeks. Constitution, by-laws, racing rules, all were carefully considered, and as a result the country had, that fall, the finest circuit of races ever known up to that time and hardly excelled by those of to-day.

The league meanwhile had made professionals of all the makers' amateurs who could not or would not prove their innocence. It was by far the stronger and larger body. Large bodies move slowly. The league could not see the force of Ducker's arguments. Ducker himself was eventually called away from Springfield. There was no one to fill his place, and in time the American Cyclists' Union died from lack of sustenance.

And then came the setback in cycle racing which Ducker had so confidently predicted. The successful meetings of 1882-1886 came no more. International racing died out entirely, and it was not until four years later that the riders became once more bold enough to brave the league's wrath. They were backed by wealthy clubs and defied the racing board.

For nearly three years the board has been called upon to enforce the rules. It has not, and cannot, and at last is forced to the acknowledgement that, though ahead of the times, Ducker certainly had the right idea.

It may be well, under these circumstances, to glance at some of the rules of the A. C. U., and ascertain what they were. The union was organized very early in 1886. After numerous meetings, the adoption of rules, amendments of same, etc., a code was finally decided upon, in which we find the following:

It shall be their [the racing board's] duty to make inquiry regarding any wheelman whose amateur or promateur status is questioned, and cause one of its members to investigate all protests or charges and report his findings to the board for action. A member who may have been suspended or expelled can be reinstated only by a unanimous vote of the board.

SECTION 3. The standard of membership in this organization shall be determined by the following rules:

(A) An amateur is any person who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money, or who has never, either in public or in private, raced or exhibited his skill for a public or a private stake, or other remuneration, or for a purse, or for gate money, and never backed or allowed himself to be backed, either in a public or private race.

(B) A promateur is one who at any time or in any degree has violated his amateur standing as defined above, by receiving expenses or other remuneration for cycle riding, or any other recognized athletic exercise.

(C) A professional wheelman is one who at any time and in any degree has violated his amateur standing, as specified above.

SECTION 4. To prevent any misunderstanding in interpreting the above, the union draws attention to the following explanation: A wheelman forfeits his right to compete as an amateur, and thereby becomes a promateur, by

(A) Receiving expenses or other remuneration for riding the cycle or training or coaching others for cycle racing.

SECTION 5. A wheelman forfeits his right to compete as an amateur or promateur, and thereby becomes a professional, by

(A) riding the cycle or engaging in any athletic exercise for a money prize or for gate money.

It seems to be the opinion of race-meet promoters that without the Zimmermans, the Windles, the Lumsdens and the Johnsons race meetings cannot flourish. It seems to be admitted that the pure amateur is not a drawing card. He is a very good "fill in" for the space between the races of the cracks, but his drawing power is extremely small. Race

promoters also believe that the public will not patronize races between men advertised as professionals. They may be right or they may be wrong in believing that the many swindles perpetrated in by-gone days, and which the papers seized upon with such avidity, would prevent people paying to see professional contests. But under existing rules Zimmerman & Co. are undoubtedly professionals. They do not ride openly for money it is true, but the rules forbid other things of which these men have been guilty. Hence the necessity of a middle class.

What better plan can be suggested than that of the A. C. U.? The word promateur fits these men exactly. It was first used years ago—in 1881 as nearly as we can remember—by that famous writer, Pendragon, now deceased, in the London *Referee*. He applied it to the great Manhattan Athletic Club runner, Myers, who, at his club's expense—or, to be strictly correct, at the expense of certain of the members, for the M. A. C. was an altogether different organization in those days—crossed the Atlantic and competed successfully with the English athletes. The only difference between Myers and the bicycle riders of to-day was that his supporters had nothing whatever to gain, while the manufacturers are benefited by the efforts of the riders.

In Ducker's day the riders were in an exactly similar position to those of to-day. We therefore believe that, if the racing board's recommendations are of the kind we anticipate, they should certainly be carried out, following generally the lines laid down by the A. C. U.

It is not to be expected, of course, that the professionals will be admitted to membership; indeed, so close are promateur and professional to each other that the latter class seems superfluous. The promateur is allowed to do all that the professional may, except accept a money prize.

There is one thing which should be attended to at once. We refer to the publication of the proposed amendment to the constitution, so that members may know to a certainty what is proposed. It is a measure of the utmost importance, and one on which everyone should be given ample opportunity to express an opinion. It will be one of the most important questions discussed for years, and should therefore be thoroughly ventilated.

HANDICAPPING FEES.

A paragraph contained recently in our eastern correspondent's notes has led to a discussion of the question whether league handicapping fees are too liberal. An eastern handicapper has been credited with receiving about three thousand dollars as the result of last season's work, and this has been compared with the salary paid the official handicapper of the Amateur Athletic Union. As a matter of fact no league handicapper has received anywhere near the sum mentioned, and as to the union's official, he is employed, at a regular salary, as assistant to Secretary Sullivan, and his handicapping duties are but a portion of the work required of him in that capacity.

The amount received by one or two handicappers may be rather liberal. This, however, is attributable rather to the large territory one man is allowed to cover than to the rate charged.

The districts are not judiciously arranged. A far better plan than that now in vogue, we believe, would be the appointment of a handicapper in large cities at intervals of from one hundred to two hundred miles. At present the same handicapper covers Michigan, Illinois and Indiana; another, the whole of

New York and New Jersey; a third, Ohio and Kentucky. It is surely a fact that a handicapper in St. Louis could do far better work than a Chicagoan, for example, in the case of races held just across the river, at Belleville; yet, because the latter town happens to be in Illinois, the race promoter must send his entries to Chicago, Indianapolis or Detroit, each of those cities having official handicappers for the district. Similarly, a race promoting club in Buffalo is forced to employ a man five hundred miles away, notwithstanding western New York promotes a vast number of races, and a man centrally located could do better work.

It would be beneficial, we believe, to appoint men as above suggested, and allow the race promoter to employ any one within a given distance that may suit his fancy.

Let no one be uneasy about the amount of the fees. The handicapper earns all he receives, and oftentimes spends a large proportion of the amount following up the racing and keeping posted on the form of the men.

In England they are becoming convinced that the day of the one-man-timer is past. Recently Schofield made a splendid record at Putney, and three very prominent cyclists, all experts at clocking, held watches on him. But the official timekeeper, Pembroke Coleman, was not there, and the N. C. U. refuses to accept the record. *Wheeling* thinks that the governing body should accept the time as announced by the three well-known gentlemen. This is our opinion, also. Mr. Coleman probably is a very clever timer, but it stands to reason that three good men ought to prove as reliable as Mr. Coleman. It seems a pity that when a man makes a record it can not be put to his credit just because Pembroke Coleman is not on the grounds. The Englishmen have, after great hesitancy, accepted records made in America and timed by three unofficial timers. If it works here, why not there? There seems to be no reason why three ordinarily capable men should not be able to give as correct time as one.

The English cycling papers are having a troublesome time over the elliptical sprocket wheel—chain wheel, they call it. They have arrived at all sorts of conclusions. It seems to be the general impression among those who have used the device in this country that for hill climbing it is excellent, but for ordinary work there is no advantage gained.

LANTERN parades are regarded as superfluous abroad—that is, by the cycling press—and the sooner the same opinion is arrived at here the better. They will do well enough for boys. They do cycling no good.

It appears to us that the *Bicycling News'* full-page picture of Frank Shorland was a little stretched.

Now With the Overstone People.

Arthur Flavell, formerly of Flavell & Co., makers of the Reform, has associated himself with Loyd, Read & Co., manufacturers of the Overstone, and will hereafter be the company's general representative. Mr. Flavell will shortly leave for this country with samples of the latest things in Overstones. The designs for '98 consist of a racer weighing only twenty pounds, a light roadster, twenty-five pounds; with brake and guards, twenty-eight pounds. The Overstone is a well made machine and is known in this country. Any letters addressed to this office will reach Mr. Flavell.

ELECTION BETS PAID.

How Some Prominent Cyclists Suffered By the Land-Slide.

A couple of weeks ago there was a good sprinkling of Republican cyclists—you can't find many now, however. They are all Democrats; at least, they won't admit that they were ever Republicans. Still there are a few who are marked, and are, consequently, easily distinguished. The wheelmen took a great interest in the recent land-slide—before and since the great event. They talked politics and some protectionists were rash enough to risk a few wagers on the result. They were not all cash transactions, however; some don't believe in cash prizes. They preferred to gamble away their eyebrows, mustaches, false teeth, etc. As a result there are several slightly disfigured and unfamiliar faces about the streets of Chicago. Probably there are others in some parts of the country, but the returns are not all in as yet. Even the lady cyclists took chances—and lost. Not an eyebrow, nor a mustache, nor even false teeth, but a bet, and the penalty was to wheel 180 pounds of man a block or two. Miss Alice Poole, president of the Columbia B. C., an organization of ladies and gentlemen, was an admirer of President

betting on the presidential election he was evidently not "fit." He had seen enough of free trade in England and that was what forced him to leave the place. "If Cleveland should be elected," he said, "hit'll not be a fortnight afore Hi'm 'oofin' it hout o' this bloomin' place, too." He staked his all on 'Arrison. "Hi'll stake me bloody hexistance on," he said, when he offered to wheel Richardson four blocks and part with half his mustache and one eyebrow. As was the case with Miss Poole, the Harrison supporter gave big odds—about two to one in the Leaming-Richardson case. Harry has paid his bet, but he has remained well under cover since. Saturday night he wheeled his 200-pound opponent the required four blocks and patronized the barber to the tune of one eyebrow and a half-mustache.

When W. A. Rhodes returns from the south he will be compelled to ride a g. o. o. to Elgin, Aurora and return.

Harry Foster of the C. C. C. is also minus one mustache, while Henry Bingham has worked the wheelbarrow act to perfection. There are—or were—a good many Republicans in the Chicago C. C. They were, to a more or less extent, great betting men. They're not now. Some



ELECTION BETS PAID.

Harrison. She thought everybody else was in the same frame of mind except J. S. Graham of the Caxton Company, a neighbor. He had an inkling that Grover would get back to the executive mansion and was willing to give Miss Poole a wheelbarrow ride if things didn't go that way. He is six feet high—and just about as heavy; Miss Poole is hardly as large as the average woman. She was really giving odds on Harrison—not two to one quite, however. Anyway, as she lost she paid the bet and Mr. Graham was trundled up and down Drexel boulevard for five long minutes. Though it was dark there was a good crowd around to see the fun.

Nicolet lost a mustache he had been cultivating for, lo, these many years. The popular trick rider is usually pretty careful—one has to be naturally so in his line—so he took the Republican end of a bet. He thought only of how the other fellow would look, but—perhaps you can find his likeness in the picture which graces this page. Bob Lennie—auburn haired Bob—had been coaxing his mustache since he was sixteen. His work was well done. That mustache was a beauty. His likeness is in the group, too.

But Harry Leaming, the trainer—what a sight! Harry has brought out many a crack, and never made a mistake, but in

lost a little, some a good deal, and one all he had, all he had in sight and a great deal besides; but he was game even to 11 o'clock Tuesday night, when he bet Illinois would go Republican.

On Sunday morning last J. P. Walters, of the Taylor Cycle Company, was wheeled in a barrow from Van Buren street and Wabash avenue to the Lincoln Cycling Club at 1 Ogden Front, three miles, by Mr. Murphy, in the employ of the same firm. Walters weighs 212 pounds and Murphy 160, yet the latter never once tipped the heavy man out nor did he drop the handles for the one hour and twelve minutes required for the trip.

One of the happiest men in the cycle trade to-day is R. L. Coleman. He is \$1,500 ahead by Cleveland's victory. Last summer when the *Recorder* was honored with ten half-page advertisements, the *Press* solicited the same business, but was refused. As the request was persisted in, Mr. Coleman made a "bluff" at the solicitor. He offered to pay double price for the ad. if Harrison was elected, and if the Democrats were victorious he was to have the advertisements free. The "bluff" almost took away the breath of the advertising agent, but after consulting with the business manager Coleman's offer was taken. R. L. is a red-hot Virginian and an ardent follower of Jacksonian politics. While

not in the city at present he is, nevertheless, rejoicing at his country home in his native state, and sends word to the office here to have all the sport they want over his victory.—New York Recorder.

Where the Adv. Caught.

T. B. Russell, writing on the subject of advertising, in the last issue of *Printers' Ink*, says: "One is often asked, 'how does it do a person any good—how does it promote the sale of his wares—to have their name or his mentioned casually, or printed in an advertisement, without further appeal?' I do not attempt to say just how this does good; but I would like space for a short personal statement bearing on it. Some two months ago the editor of a London magazine asked me to write an article on a subject connected with bicycle riding. I bought one or two cycling papers, in order to get up the topic, and without considering for a moment the idea of investigating in a bicycle (for I had tried the sport and given it up as distasteful not long before), I was necessarily thinking for a day or two a good deal about bicycle riding. In due course, I wrote the article and drew the fee. Next week I bought myself a bicycle again and have ridden with increasing enjoyment ever since! Now, there was no particular reason *why* I should do this except that the idea of 'bicycle' had been a good deal in my mind. I was not captured by any particular advertisement, but simply moved to purchasing point by the mere fact that the subject was knocking about in my head. The reader is asked to excuse the egotism of this narration in consideration of the advertising question illustrated by it. I do not attempt to explain, however."

Chicago Notes.

A. T. Merrick, of the *Wheel* staff, is in Chicago this week.

Vere Davies is negotiating for Battery D to give a six-day bicycle race in the near future.

Twelve Chicago club men attended the run Sunday, going to Hegewisch, Hammond and Pullman.

The Plzen Cycling Club gradually increases in membership, and now has over seventy names enrolled.

H. M. Gardnier has resigned as secretary of the Lake View Cycling Club and C. F. Swain has been elected to succeed him.

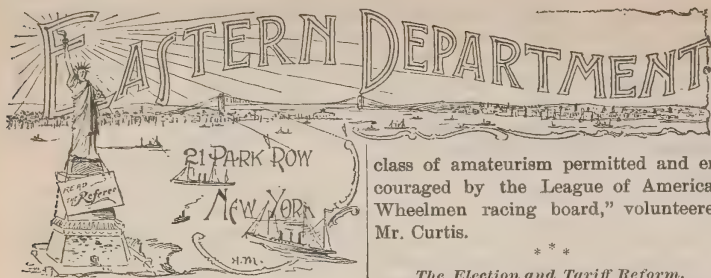
W. Ed Davis, president of the March-Davis Cycle Company, will be married Nov. 23, at New York, to Miss Bennett, formerly of Buffalo. After a three-weeks' wedding trip Mr. Davis returns to business.

A. D. Macomber starts from Chicago the first of next May to establish a record from this city to San Francisco. Mr. Macomber, two years ago, was a prominent Memphis wheelman, but now claims Chicago as his home.

The two tickets for the election of the Century Road Club are not yet ready. None but workers are wanted and many of these have declined the honor. The committee is at work and promises an excellent array of candidates, if it takes all winter.

New Athletic Park.

Mansfield, Ohio, is striving to have an athletic park. The *News* of that place says: "The athletic park project must not be allowed to become dormant. It should be hustled from the present time. This thing of agitating a subject and dreaming on its accomplishment until the week before it is needed is characteristic of some localities. See to it that the Mansfield athletic park project does not fall into the same rut."



The REFEREE has opened at its eastern office a trade register, in which visitors to the national metropolis can place their addresses, so that a communication between buyers and sellers may be had at any time. Visitors from abroad will be especially benefited by the register, as it will keep their whereabouts known. Letters addressed care REFEREE, New York, will be well looked after and placed in private boxes and forwarded when desired.

Among the callers last week were: R. L. Coleman and E. J. Day, of R. L. Coleman & Co.; P. H. Bernays, Overman Wheel Company's manager, San Francisco; Edwin Oliver, Cleveland; F. H. Henning, Peoria; Charles Schwalbach, Brooklyn; W. C. and C. E. Walker, Elliott Cycle Company, Newton, Mass., and Pope Manufacturing Company, Boston, respectively; Joseph Ketchum, Brooklyn; W. M. Perrett, Philadelphia; Mr. Wall, Wall & Boyer, Philadelphia; H. Crowther, *Bicycling World*; W. D. Callender and A. T. Merrick; Thomas Saunders, Birmingham, Eng.; M. Quinlan, Gendron Wheel Company; W. E. Hicks, St. Louis *Post-Dispatch*; J. H. Ives, New York Belting and Packing Company; L. Ketchum, representing Samuel Snell; Stephen Golder, New Howe representative; W. H. Kirkpatrick, McKee & Harrington's salesman.

They Come High.

The manufacturer who made a bid for a racing man to go with the *Sporting Life* car—and who received the reply which was printed in last week's REFEREE—sent a reply stating that the rider's estimation of his services were below the standard of the man that he would like to secure. He said he wanted a man who could be worth \$5,000 at least, for the trip. "Do you want to see a copy of the letter?" was asked the REFEREE man by the manufacturer. The offer was declined, as the REFEREE man has weak nerves. There seemed to be no desire on the part of either manufacturer or racing man to avoid publicity. Where, oh, where is that racing board?

The A. A. U. and the Makers' Amateur.

W. B. Curtis, president of the Amateur Athletic Union, was seen last week by the REFEREE's New York representative in regard to what action the union would take in regard to the makers' amateur or trade class if formed by the L. A. W. "Father Bill," as he is affectionately called by New York newspaper men, was busy, but found time to answer a few queries.

"What action will we take if a trade class is formed, and what will we consider them? Why we will consider them professionals, pure and simple."

"What will your association say or do in regard to the present class of prizes offered amateurs?"

"We will want to know at the next meeting, at which Mr. Luscomb will represent the L. A. W., if his organization considers thousand-dollar teams, diamonds, coffins and burial lots suitable prizes for amateur athletes. We don't consider them so, and we will possibly ask some other questions regarding the

class of amateurism permitted and encouraged by the League of American Wheelmen racing board," volunteered Mr. Curtis.

The Election and Tariff Reform.

As far as the New York trade is concerned the success of the Democratic party has not caused any talk about what Grover Cleveland & Co. will do with William McKinley's little act. One of the leading manufacturers (a Republican) said it meant one of two things, a moderate reduction of the tariff or the flooding of this country with cheap labor from abroad. He would rather have the tariff slightly reduced and the foreign labor stop at home. "Cleveland will not adopt any radical changes; but that a reduction in the tariff will take place I have no doubt whatever. It will make very little difference, as it will give us our raw material the same advantage." Other people think that importers may hold off in order to see if Cleveland will call a special session to reform the tariff law. But before anything can be done the season will be far advanced, and it seems few will care to wait for congress, which is notoriously slow in action.

Educated, Refined, Wealthy!

A Nashville paper prints a column interview with Daniel Overman Canary, and dishes up the professor in regal style. Dan must have impressed the local reporter. This is what was printed: "Mr. Canary is the champion trick rider of the world, is highly educated and refined, is a member of the Overman Wheel Company, who makes Victor bicycles, and is traveling in the south for his health!" Almost anybody who knows Dan can appreciate the broad smile on the Canary bird's face after he read the interview, and that is where the traveled man with a reputation shines in contrast with the man who has not rubbed up against reporters in many lands. From an advertising point alone, Dan earns his salary. But "highly educated, refined, a member of the Overman Wheel Company"—ahem! Mr. Canary should now be eligible for league membership.

Dry Goods and Bicycles.

A traveler for a well-known eastern house was a caller at our New York office last week, and in a talk alluded to the alarming increase in the houses of the John Wanamaker order, which are commencing to cut quite a swath in the bicycle trade. That such houses are a menace to the trade no one will deny; and as a rule they employ people to buy who don't know a bicycle from a button or ball bearings from solid tires. The traveler, a nice young man, feels grieved at such houses, and he had a cause for it. After waiting, by order of his firm, for three hours to see the buyer of one of these houses, he was ushered into what he termed a "sweat box." He was asked, first, "What price do you ask?" He named a price—a very low one for high grade, cushion-tired wheels—when he was cut short with: "Oh, we can't talk to you; we can buy lots of wheels at half that price;" "Yes, but what make are they?" persisted the young but experienced salesman. "Oh, we don't know or care about the make; our customers don't ask that; the price is the thing," was the reply. Feeling crushed, indignant and humiliated generally, the young man sought air with profound

admiration (?) of the dry goods man's appreciation of a high grade bicycle. In Boston, recently, a concern of this kind wanted to make a REFEREE man believe that some old tin-pot wheels, of antique pattern, were high grades. Then they had the good taste to ask about a third more than the true value of the wheel.

Road Racing—Evils.

The racing members of many English clubs have been arrested and punished lately. The most recent violators of the Highways act were several members of a Dorsetshire club, who, when arrested, pleaded they "didn't know the law was loaded." This either proves that the N. C. U. is not much of an educator or that the Dorset men are very ignorant of the road laws of England, or else that they are prevaricating amateurs. "The Bench" (which generally means in moral England a titled somebody with plenty of pompousness and little legal knowledge) was lenient and let the boys down as follows:

The chairman (Right Hon. Viscount Portman) said that the bench would not inflict a fine, this being the first case before them, and the young men had evidently not known that they were doing anything wrong. He, however, cautioned them and all other cyclists from rapid riding on the highways, as it was clearly an offense against the Highways act. He hoped they would be more careful in the future, and dismissed the case.

The time is not far distant when road racing will be similarly dealt with in this country, as it is in direct violation of the courtesies of the road and the intended uses of the road. The public has been wonderfully lenient with the road racing business, and it is a decided tribute to the popularity of cyclists and the cycle, but there must come an end to forbearance, and it might be well for cyclists to forbear making the road a race track. After the racing board has done tinkering with the amateur definition it might tinker with profit on this very important subject: "The uses and abuses of the road by cyclists."

The Lady Stenographer's Puzzle.

Charles Schwalbach offered a number of prizes to be awarded to the persons guessing nearest to the number of bicycles that passed through Prospect Park and down the Coney Island boulevard on election day. The following winners have been announced: First prize, bicycle, H. F. Pierce, Long Island Wheelmen; second prize, silver watch, Mabel Conklin, Flatbush; third prize, \$10 gold piece, F. Pfeiffer, Brooklyn; fourth prize, rifle, H. Rockefeller, Brooklyn. H. F. Pierce counted 988 bicycles, while Miss Conklin named 989. The judges set the number at 988. There is a joke connected with the prize part of the enterprising (and only) Schwalbach's scheme. The second prize was won by Schwalbach's stenographer, and the prize was six men's shirts. It puzzled the fair prize winner to know how she should dispose of them. Alex Schwalbach, as usual, came to the rescue. "Get married and give them to your husband," suggested the horse doctor, but a silver watch in place of man's attire made Mable happy.

ENGLISH PRESS OPINIONS.

Amateurs and Professionals to Be Ruled By the N. C. U.

There is but one course open to the N. C. U., and that is for it to take over the entire management of professional racing. The scheme is really so simple that I wonder at any other being put forward. There would be two classes of membership to the new Union—amateurs and professionals. The applicants for admission to the amateur ranks would have to be able to prove to the satisfaction of the committee appointed to inquire into the status of all candidates, that he had never competed for a money prize; that he had never disposed of a prize; was not in receipt of nor had never received remuneration from a cycle manufacturer or agent, either directly or indirectly; that he had never been provided with a machine free of cost, and that he had never been allowed an extra discount by any maker in order to induce him to ride that maker's machine. And here we shall find a stumbling block, for the simple process of riding a machine which had been lent for a special purpose by a maker at a low rate of hire, would constitute the rider a professional, and even the acceptance of a commission in return for recommending a machine to an ultimate purchaser would be fatal to a man's amateur status. Any candidate unable to prove his innocence would be permitted (all other conditions being satisfactory), to rank as a professional. The two classes should be allowed to compete in any race or at any race meeting promoted under N. C. U. rules, the only new condition being that while the professional would have the choice of cash or its value as his reward, the amateur would be confined to articles of vertu. Any offender against the section of this rule applying to amateurs would either be instantly relegated to the professional ranks, or, should his offence be very flagrant, be debarred from racing under Union rules altogether. Then our National Cyclists' Union would be a union in actuality as well as in name. There is a source of satisfaction in the reflection that this resolution will never be carried. The press are unanimous in their condemnation of it, and when the press does set its face against a scheme and apply the power of adverse criticism, the formulators of the said scheme might just as well accept the inevitable and shut up shop without another word. —Northern Wheeler.

Harris Ranks High Abroad.

A. W. Harris, the little Leicester crack, must surely be rated as the most successful Englishman upon English tracks during '92. He has won 42 firsts, nine seconds, and four third prizes, has two shares in three challenge cups of the aggregate value of 105gs., and one share in three more, whose total runs up to 130gs. Besides all this he holds the mile record for England, which, if not so fast as Yankee times, is probably nearly as meritorious as the best done in the home of Zimmerman. —British Sport.

Accepting English Records.

If, as appears likely, Schofield's records as made last week cannot be passed, it must be regarded as regrettable. With records tumbling down in other countries, it behooves us to leave nothing undone that would enable us to retain our share of them—at least, if we desire to hold a foremost place in the athletic world. Already we have been freely taunted with having lost the athletic supremacy which most people seem to agree we once held. It was stated in an

1893.

1893.

ALWAYS IN THE LEAD!

We now have samples of Telephone
Cycles for "1893."

AGENTS wanting exclusive territory for a strictly High Grade machine
will do well by corresponding with us.

GENT'S WHEEL Weighs 34 Lbs.

LADY'S WHEEL Weighs 36 Lbs.

Kirkwood, Miller & Company,

PEORIA, ILL.

American paper last week that the American athlete is the greatest in the world because he lives in a Republic! We are not going into that, but we do think that the conditions under which we live are sufficiently conducive to freedom to enable a man to have his records verified, and officially accepted. If Schofield's are not, we do not know with whom the fault will lie. Perhaps with the rider and his connections. If with the official timekeepers, we think it would be well if some explanation were forthcoming.—*Wheeling*.

* * *

Like an American Broncho.

An English cycling paper enumerates among the advantages of the bicycle the undoubted fact that it does not rush off home without its rider in case of an accident, like a horse, and alarm the whole family. The writer might also have added that a decently brought-up machine will not roll over its rider and crush him to a jelly if it does see fit to fall; neither will it kick him on the head when he is prostrate, nor get up and sprint down the road while he drags behind by one foot, and dash out his brains *en route*. Cycles will bite sometimes; in fact, an able-bodied safety, with good rat-trap pedals, can nip quite a large slice out of its rider's leg on occasion; and they can buck-jump on a greasy road like an American broncho; but that is about the worst of them.—*Irish Cyclist*.

* * *

Hillier and the Americans.

Tempora mutantur. A few years ago probably no name so stunk in American nostrils as that of G. Lacy Hillier, who at that time was busy doubting American times. Nothing was then too bad for Hillier in the American press. Now, because he worked up Zimmerman,

nothing is too good for G. L. H. in the American press. He is the finest editor who ever trod shoe leather, and never wrote a personality. So say the Americans, and so say all of us.—*Wheeling*.

Denver's Strong Claims.

Louis Block, in a speech at the Lincoln club Japanese smoker, last Saturday evening, outlined the plans of Denver to secure the national meet for 1894. Work has started this early that they may make a surety. Colorado has only a few over 200 league members and there are, per the assessor's roll, 3,300 wheelmen in Denver. The cyclists are about to build a \$60,000 club house, and prominent wheelmen have formed a company to issue a weekly cycling paper, beginning the first of the year, to be known as the *Western Cyclist*. Great credit should be given the Denver cyclists for their energy. It is thought that by '94 over 1,500 league members may be enrolled. Denver has grand scenery surrounding it and Pike's Peak as a superior attraction. Several very fine runs can be taken, and from Golden, reached by train, the cyclist may coast fourteen miles through delightful scenery into the heart of the city. Denver's streets are of asphaltum. At the national meet next year this western city will be represented by an active band of hustlers who will enlist favor for their cause. Chicago cyclists seem to be very favorably inclined toward Denver.

Col. Pope's Sister Ill.

Colonel Albert Pope, with rare devotion, has for the past two weeks been a constant attendant at the bedside of a sick sister in Boston, and for three nights scarcely moved from his post. The sister and Colonel Pope are twins, and the lady is a successful physician of Boston.

A DEBATE ON "AMATEURISM."

Several Schemes Presented for the Government of the Pure Whites.

In England the cycling politicians are endeavoring to fix up the amateur question, but they seem to be as far away from a satisfactory settlement as are the Americans. Says the *Cyclist*:

Last Thursday about thirty well-known men found their way to the Central Club rooms in Chancery Lane, where J. J. Glynn opened a discussion on the government of modern cycle racing, by the reading of a paper. Percy Low occupied the chair, and besides those subsequently mentioned as speakers we noticed present Peter Harris, J. S. Smith, T. W. J. Britten, W. J. Kelly, J. F. Walsh, A. C. Edwards and others.

Mr. Glynn asserted at the outset that the mode of government of the sport of cycling pursued by the union was altogether opposed to the needs and desires of the present-day racing man. The union should legislate for the sport as it is today. Reviewing the many difficulties of the present situation, which must not be tinkered with, he proceeded to unfold his plan for remedying the existing troubles. He would divide the present so-called amateurs into two sections—a trophy class and a cash class. The former would race for trophies, the maximum value allowed being £7 7s., whilst the latter would accept cash prizes. In certain races the trophy class would be allowed to meet the cash class without loss of status, by the former. At all costs, the present racing stars in the trade should be retained. They would be expected to join the cash class, which he did not think they would object to do, but if they continued to pose as amateurs while retaining their connection with the trade, expulsion would be their fate. Why not cash for prizes? No degradation occurred in the sports of shooting and archery where such prizes are competed for. The Sheffield runner had been held up as an awful example of what cyclists might become who raced for cash. But the Sheffield runner had no powerful organization to look after him, such as cyclists would have under his plan. After enumerating the many advantages the cash prize would confer on the ardent young racer with a slender purse, Mr. Glynn explained the system or licensing racing men which he advocated. These certificates of eligibility would be applied for by each racer, who would pay fees amounting to 3s. 6d. to the ruling body. In the event of misconduct on a racer's part the certificate would be suspended or forfeited. The certificates would be

produced at race meetings to prove each rider's status. Transfers from the trophy class to the cash class would at all times be allowed. The certificates would be renewable annually. Mr. Glynn sat down amidst applause.

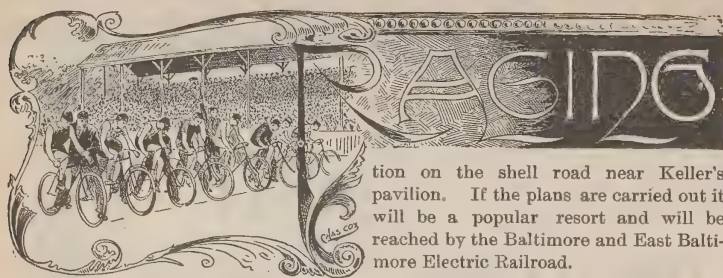
C. P. Sisley supported the scheme unfolded by the opener, whilst thinking it somewhat too detailed and lacking in breadth of treatment. The present masquerading must be brought to an end. He thought the cash class should be formed under the auspices of the union, but, anyhow, cash prizes must be found in the near future. He believed in pure amateurism being cultivated—on prizes value five shillings and bronze medals. The two plans should co-exist. The trade class would prove difficult to handle, but with a strong ruling body he had no fear.

Three other gentlemen argued in favor of one class only, but their arguments were not as popular or as logical as the first two speakers.

The chairman agreed with Mr. Glynn's paper. In reply to Mr. Larette, he thought cyclists could afford to stand apart from the A. A. A. if necessary. He strongly insisted that the licensing scheme would be far easier to work than the present system of suspension. The union was run by a clique of men—honest and well meaning, he admitted—imbued with the obsolete spirit of gentleman amateurism, who controlled the destinies of the overgrown sport. These men must be ousted and fresh blood infused. Racing men must make up their minds as to what they wanted, and then secure the election of capable men on the union council who would shape the new policy.

So it seems that England is as ripe for a change in racing as is America. A lively debate is now going on in *Bicycling News* regarding two classes, and Dr. Turner, the advocate of two classes, is leading the charge merrily and seems to be sweeping the decks with his arguments.

James Miller, of Detroit, the cyclist who was run over by A. R. Currie on Lafayette avenue last May, and who subsequently began suit for damages, has now instituted proceedings against Currie's bondsmen, John C. Currie, Sr., and John C. Currie, Sr., with damages at \$1,000, it being claimed that A. R. Currie has skipped.



K. C. W. Road Race.

The annual twenty-five-mile Kings County Wheelmen handicap road race was run election day over the Irvington-Milburn course, and 500 persons witnessed the race. There were six starters—Morehouse, 6 min. handicap; McDonald, 3 min.; T. J. Hall, Jr., 3 min.; Hawley, 30 sec., and C. M. Murphy and Wells, scratch. The course was in fair condition, but a strong wind was blowing.

The first five miles was finished as follows: Morehouse, 19:05; McDonald, 18:14; Hall, 18:14; Hawley, 16:18; Murphy, 15:45; Wells, 17:46. Hawley won a special prize for making the fastest five miles. From the fifth to the twenty-fifth mile the race was close and exciting. The finish resulted as follows: Hawley, first, time, 1:22:33 3/5; McDonald, 1:29:16; Wells, 1:31:36; Morehouse, 1:32:01. "Billy" Murphy, with pacemakers, was to have tried to establish new figures for twenty-five miles on the road but his racer had been smashed, and the repairer, who failed to fix it in time, came in for a blessing from William. Hawley rode a New Howe road racer, and the fact was promptly cabled to Glasgow by Golder's orders.

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A Series of Road Races.

The Washington Wheelmen, of Tremont, held their second series of road races on the Westchester course election day. About 1,500 persons were present, and there were 250 riders from the Harlem, Knickerbocker, New York, Manhattan, Riverside, Kings County and other clubs. The results of the races were:

- One mile, novice, scratch, closed—L. Eikwort, 1; R. W. Hillman, 2; W. Guggolz, 3.
- Two-mile, handicap, closed—S. T. Thompson, 25 sec. 1; E. B. Frost, scratch, 2; J. A. Swallow, 15 sec., 3.
- Half-mile, handicap, closed—R. W. Hillman, 40 yards, 1; W. Guggolz, 40 yards, 2; E. S. Prince, 40 yards, 3.
- Five-mile, handicap, closed—S. T. Thompson, 1 min., 1; E. H. Frost, scratch, 2; W. D. Edwards, half-minute, 3.
- Hundred-yard, slow race, closed—J. A. Murray, 1; T. S. Draper, 2; C. Smith, 3.
- One-mile, handicap, open—A. Dennicke, 140 yards, 1; C. A. Fulle, 135 yards, 2; J. H. Fulle, 135 yards, 3.
- One-mile, handicap, closed—F. Grote, 100 yards, 1; E. S. Prince, 90 yards, 2; S. T. Thompson, 80 yards, 3.
- Ten-mile, handicap, open—A. Dennicke, 5 1/2 min., 1; C. A. Fulle, 4 min., 2; J. H. Fulle, 4 min. 3. W. S. Campbell also started from scratch in this race, but was unable to overhaul the leaders.

* * *

New Baltimore Tracks.

The plans of the National Cycle and Pleasure Association have been announced, and another bicycle track is to be made close to the present track on the Pimlico road. The new track will be a model one. A large clubhouse will be erected on the grounds, with all the conveniences, including a buffet. There will also be sleeping apartments in the building for the use of racing men. The track will be a half-mile. Inside there will be a quarter-mile running track and a baseball diamond. Another attraction will be three tennis courts. The membership fee will be \$5 a year and stockholders will be admitted free to all events. Work will be commenced at once. Another proposed track will be in the eastern section

on the shell road near Keller's pavilion. If the plans are carried out it will be a popular resort and will be reached by the Baltimore and East Baltimore Electric Railroad.

* * *

Road Race at Lincoln, Neb.

The Capitol Cycle Club, of Lincoln, Neb., held its first annual ten-mile road race to Havelock, five miles and return, Friday last. The start and finish was made at Tenth and R streets. Long before the starting time arrived the crowd commenced to gather. Rivalry runs strong between Mockett and Griffith, and great interest centered on them. Griffith had handicap of fifty seconds on Mockett but preferred to start scratch with him. The finish was as follows:

E. R. Milwine.....	38:48
C. L. Shader.....	38:17
J. F. Enlow.....	38:51
D. Small.....	38:59
Joe W. George.....	39:09
Chas. Fisk.....	39:10
G. H. Conant.....	40:33
W. E. Lewis.....	42:19
J. E. Howe.....	42:27
Ed E. Mockett.....	37:45 3-5
Mode Griffith.....	37:47 2-5

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Y. M. C. A. Races.

The annual handicap road race of the bicycle section of the Bedford branch of the Brooklyn Y. M. C. A. was held on the road from Elizabeth to Springfield and return, election day. The only mishap occurred to John Johnston, who was winning the event when his front wheel caught a stone, overturning his wheel. He remounted and captured second. The results of the race were: John S. Whalen, first, in 36:50; John Johnston, second, in 42:00; George R. Thrall third, in 42:30; E. Martin, fourth, in 43:00, and Alfred Daybill, fifth, in 45:00. Whalen won both prizes.

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Big Mileage Records.

ROCHESTER, Nov. 14.—With a mileage averaging nearly 1,000 miles for each individual member the Lake View Wheelmen have far excelled the records of any other club in Rochester and many in New York state. The total mileage of the club is over 125,000 miles. Frank T. Wagner won the handsome gold medal offered to the rider who traversed the most ground during the interval of May 1 to Nov. 1. His cyclometer registered 4,035. W. D. Crittenden entitled himself to another fine badge for the one having the next best record, 3,169 miles being the sum total of his run. W. J. Hanvey, D. M. Leavenworth and a dozen more each covered over 2,000 miles.

Among the members to make century runs for a gold badge for every one made were: C. A. Carpenter, ten; W. D. Crittenden, eight; F. F. Wagner, seven; E. E. Servis, six; G. C. Southard, five; E. H. Vaughan, five; F. T. Barrows, four; C. A. Elwood, F. C. Moyer, C. A. Rockwell, G. V. Southard, W. G. Hanvey, three each; V. J. Chambers, I. C. Edington, W. C. Likly, D. M. F. Leavenworth, H. B. Chapin, two each; C. L. Barton, H. D. Barton, G. A. Brooks, A. L. Beskwith, J. H. Crouch, A. F. Orittenden, C. D. Drake, H. M. Davis, F. E. Hendrickson, H. A. Joiner, C. E. Lyon, F. D. Morgan, H. F. Marks, J. P. Mets, G. J. McDowell, F. T. Servis, W. E. Williams, H. J. Zoller, J. H. Brown, one each.

* * *

Cycling Directors Win.

The Manhattan A. C. Wheelmen held their second annual road races last Tues-

day over the Englewood-Tenafly course. In the ten-mile championship race there were five starters and the finish was made in the following order: R. B. Moneypenny, 43:06; L. L. Betting 45:15; C. M. Coolidge, 48:35.

There were eight starters in the five-mile handicap, the result being as follows:

	Hdcp.	Time.
L. L. Betting.....	50	23:06
R. B. Moneypenny.....	Scratch	21:24
F. H. Howland.....	1:15	28:00
J. B. Anderson.....	30	23:24
U. B. Wooley.....	2:00	26:03
C. M. Coolidge.....	45	25:10

Both the directors of cycling in the M. A. C. surprised their friends and opponents. Moneypenny showed almost championship form. A stiff breeze was against fast time. The time was excellent for the day.

* * *

Parkside Track for Sale.

At a meeting of the board of directors of the Chicago Cricket Club last week, it was decided to sell the Parkside track, grounds and club house to the person making the highest bid up to Nov. 3. There are seven acres of ground and it is worth anywhere from \$50,000 to \$75,000. The club has had a hard time to exist and all because one man wanted to run things his own way. When wheelmen showed an inclination to use the track and pay for it, the directors would not make the least effort to put the surface in even a rideable condition, and when the Chicago C. C. gave a meet the track had to be repaired and the grounds and house put in shape by the members. It is no wonder the track is for sale.

* * *

Off for Record-Breaking.

There was a missionary in Chicago this week; he was after record breaking material. He secured some riders and more promises; the former are on their way south, and the latter the missionary will keep. Two men who are now in the south are subjects of this same missionary, who hopes to put some good times to the credit of his wheel.

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General Race Notes.

The Charleston, S. C., wheelmen are preparing for another race meet.

G. S. Webb, the Aurora cycle dealer, says Aurora may apply for dates in the national circuit next season.

Evansville merchants offered to share the loss incurred at this year's cycle tournament with the cyclists, but were refused. The cyclists expect to recoup losses many times over at next season's effort.

Peoria merchants say next year's tournament will be the crowning effort of their successful career. It will come one week after Chicago and will last a week, four of days racing and two of record-breaking.

The Roseville Athletic Association held a one-mile scratch race over the South Orange Field Club track election day morning. J. C. Woodhull came in first, with E. L. Hartpence a close second. Time, 3:16.

The race meet managers adopted this year the scheme of forwarding prizes won C. O. D. for entry fee money. One local racing man fumed and fretted for two weeks before he could obtain his prize. This is a business-like proposition and should meet with success.

The members of the Kings County Wheelmen have reported the following mileage records up to date: H. Boerum, 2,622 miles; F. Hawley, 2,489; W. A. Thomson, 2,414; O. R. Gurnee, 1,961; C. W. Young, 1,741; W. H. Wells, 1,725; G. Kenney, 1,643; L. D. Phillips, 1,582; D. McLean, 1,482; I. S. Bowdish, 1,276; M.

H. Phillips, 1,060; F. Kenney, 950; J. Foster, 930; W. E. Benn, 926; E. J. Ryan, 914; F. E. Doup, 912; R. W. Steves, 835 and R. F. Hibson, 820.

H. E. Raymond, chairman of the racing board, has notified Carl von Lengerke that he is duly entitled to the first prize in the novice race of the Riverside A. C. of Newark. W. H. Bird, who finished first, was disqualified because he was not a novice. Carl is much pleased, as it was his first real race.

The East Orange Cycle Club races took place over the South Orange Field Club track election day. The times were poor, owing to the high wind: The events were:

One-mile scratch—J. E. Clark, 1; George Dover, 2; time, 3:16.

One-mile handicap—George Lefferts, 90 yards, 1. H. W. Smith, scratch, 2; time, 3:10.

Five-mile handicap—J. E. Clark, 400 yards, 1; Charles Lefferts, 2; time 22:28 1-4.

The fifteen-mile road race of the New York A. C. Wheelmen, held on election day over the roads around Morris Park, was won by Theodore E. Belts. Time, 53 min., 45 sec. James H. Hanson was second, and Ernest Thorp third. Belts road a Keating light roadster, which stood up well, and the rider was so delighted with it that he bought it on his return from his victory.

The Boston Athletic Association will have a hare and hound chase on bicycles on Thanksgiving day. Handsome prizes are offered, and the race is open. The chase will be run inside of a ten-mile radius and some great sport is expected. The affair last year was a grand success and a large number participated, the trail being well laid all the way to where the break for home was made.

Chicago Cyclists Elope.

The announcement Wednesday morning of the elopement and subsequent marriage of two prominent Chicago cyclists caused no end of talk among wheelmen. George G. Greenburg is captain of the Columbia Wheelmen, a member and director of the Minnette Club, and holds a good position with S. D. Childs & Co. Miss Lucy Waugh, that was, but who is now Mrs. Greenburg, is the daughter of Mr. and Mrs. John E. Waugh, 1174 Jackson Boulevard. Both the young people are centenarians of note. They had ridden together a great deal and acquaintance ripened to love. Monday Miss Waugh went on a visit to her cousin; Tuesday morning she met Greenburg and they went to the Cathedral church, SS. Peter and Paul, Washington boulevard and Peoria street, where Rev. George De M. Wright joined them in marriage. Then they went on a visit to Aurora, but will be back some two weeks hence, when they will commence house-keeping at 99 Whipple avenue. It was known the young people were to be married, but the elopement was a great surprise.

The Philadelphia Cycle Show.

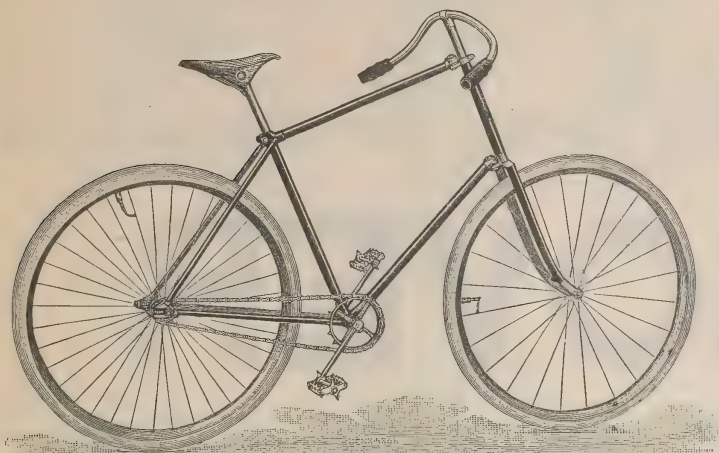
Everything is going along swimmingly in connection with the coming cycle show under the auspices of the Associated Cycling Clubs of Philadelphia. Secretary Baker reports that applications are rapidly coming in by mail and telegraph from all parts of the country, and that the prospects are also good for a complete display of everything in the way of pneumatic-tired sulkies.

One thing is sure, and that is that the show will be the most representative one yet given, and that any maker who is not included will sooner or later regret the fact.

The exhibit will be largely advertised in every conceivable way among agents all through the country, and the attendance of this class promises to be very large.

DEALERS SHOULD CONSULT THEIR OWN INTERESTS.

THE POINT AT ISSUE IS IMPORTANT.



20-Pound Rudge Racer (Red Rims).

RUDGE CYCLES FOR 1893.

WHY
DEALERS
WANT
THEM
AND
BUY
THEM:

BECAUSE they are an old-time-tried make; popular everywhere, and give satisfaction to their riders.
BECAUSE the bearings are nearest perfection and are known to be superior to all others.
BECAUSE they are light, graceful in outlines, strong and durable.
BECAUSE the percentage of breakage in RUDGE cycles is less than in other makes.
BECAUSE they are made in America from finished bearings, forgings, etc., direct from the parent factory, under the most careful supervision.
BECAUSE we sell them on favorable terms.

Ask repairers, who have occasion to overhaul some of the RUDGE ordinaries sold in this country eight or ten

years since, what condition they find the bearings in. They will tell you they are best and superior to all others.

We would be glad to correspond with parties desiring to have exclusive sale of The World Famous RUDGE Cycles. Catalogue ready. Correspondence solicited.

ROUSE, HAZARD & CO., - 89 G Street, - PEORIA, ILL.

EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.

RECORDS AND TRADE IN ENGLAND.

American Orders Keep the Manufacturers Reasonably Busy.

COVENTRY, Eng., Nov. 5.—Spite of the lateness of the season Osmond and Schofield have been staying on at the Putney track in the hope of getting some records for the Whitworth, and in this they have been successful. Last week and the week before Schofield succeeded in beating Zimmerman's Herne Hill quarter and half-mile records, and also took the three-quarter-mile record as well. There has been a row over the time-keeping, some people averring that as on the first occasion the times were not taken by an N. C. U. timekeeper they could not be accepted. But this is all bosh; no fewer than three timekeepers—including E. Plummer, late of New York and now on the outside staff of the *Sporting Life* in London, and H. Hewitt Griffin, the handicapper—held good watches and they practically agreed. Under these circumstances it is not probable that the N. C. U. will disallow the records—at any rate, if it does so it will not be on the score that it questions the time-keeping.

Except in the trade there is not a vast deal doing, and there would be little activity were it not for a few continental and American orders and the preparations for the coming shows. Last Monday several firms whose factories have been practically closed during the last few weeks, began again, but there are still plenty of idle hands. In our experience of four years in Coventry I have never seen so many of the men out of work as there are at the present time.

RETURNED FROM THE STATES.

Of the English makers and their representatives, who lately flocked over to the states in such large numbers, several are

already back. Early this week I met William Starley, of Starley Brothers—"Bill" Starley, as he is known throughout the trade. He is exceedingly pleased with the result of his visit—in fact declares that his baggage was so large with orders that the steamship people wanted to charge him with excess for it. During his absence his firm has been by no means standing still. It is now fully prepared for making the whole of the 1893 wheels with the new tubular steel fittings which are to take the place of castings and stampings. In their works one day this week I was shown a sample set of these fittings which, including the saddle pillar, weigh less than three pounds complete. John Starley, one of the brothers, is now riding regularly every day on the road a machine made in this fashion. It has a full roadster frame and weighs only nineteen pounds. The firm is confident that by using Fleetwood tires instead of Dunlops, and by taking out a little bit of weight here and there, it can reduce it to seventeen and a half pounds. I tested it very freely and there was not the slightest indication of give about it anywhere. Like everybody else, Starley Brothers are experimenting with a front-driven safety. As I am promised an early trial of it I shall hope to give the result in a subsequent issue of the REFEREE.

J. I. Warman has been back in Coventry a week. The annual meeting of Warman & Hazlewood, limited, takes place on Monday, when it is anticipated that a dividend of 10 per cent. will be declared and a substantial balance carried forward. The past season's trading with the firm has been a very sound and steady one, this being in a great measure due to the increased and satisfactory business done by means of Mr. Warman's depot in Chicago. He has been busy during the past week in getting out some

special patterns for next year's American market.

C. V. Pugh, of the Whitworth Works Cycle Company, arrived home early last week and lost no time in setting about putting things in order for the coming seasons. The firm has made its plans for a big output next year, and knowing the thorough way in which they do everything, I have the greatest confidence in their future success. They don't make as big a song about it as some people, but all their chief men being practical riders, both on road and path, they have a quiet way of digging right down to the bottom of things, finding out what is best and what the public wants, and shaping their methods accordingly.

Mr. De Lattre, the manager for William Middlemore, the famous saddlery maker, called on me this week with specimens of his next season's saddles. These are being made in a very neat brown leather which, I fancy, will be all the rage. Wherever he shows it, Mr. De Lattre books a big order—a very substantial testimonial to its value. Middlemore's is also turning out a very handy little pneumatic pump carrier. It is easily got at and adjusted, and is already selling very largely.

The Pneumatic Tire Company has done excellent business this year, and I am told on the best authority that it has already booked an immense number of orders for next season. However this may be, I know for a fact that it is already working at its Coventry factory up till 11 o'clock at night. I hear also that several rubber firms have agreed to pay the company royalties on all the pneumatic tires they send out. The £1 shares at present stand at about 7 1/2, and it is probable that at the end of the year a dividend of 30 per cent. will be declared. Immediately after the Stanley

show Harvey Du Cros, Jr., the manager of the business at Coventry, will leave on a flying visit to America. Although quite young he is one of the best business men in the trade. He is, moreover, an intelligent and interesting companion, with plenty of life and fun.

Another change has been made in the firm of Flavell & Co., Coventry, which will henceforth be known as the Reform Cycle Company. A. E. Flavell, the founder of the business, who had the management of the workshops, has retired and taken the position of manager to Loyd, Read & Co., where his practical experience and active energy will be of considerable service.

MEN WE ALL KNOW.



No. 9—J. M. Erwin.

Official handicapper, Lincolnite, and prominent cycle correspondent.

Nov. 16 saw the opening of the new club house of the Massachusetts Bicycle Club at 13 Batavia street,

CHANGE OF AGENCY.

TO AGENTS:

We are now appointing agents for the sale of

THE ROVER

throughout the United States. Those desiring territory apply at once to

J. K. STARLEY & CO., LTD.,

Care The Referee Pub. Co., 334 Dearborn St., Chicago.

"CAN'T MAKE A MISTAKE."

FINDLAY, OHIO, Aug. 27, 1892.

MARBLE CYCLE MFG. CO.:—While W. C. Munchausen, of Findlay, O., was training on his new Smalley Road Racer he collided with a freight train drawn by a balky locomotive. The Smalley had the upper rod of the frame and also the saddle post slightly bent and indented, and three spokes slightly loosened by a stroke from the piston rod, but for running purposes it was absolutely uninjured. Within twenty seconds after the accident its rider was pushing it at full speed to test the bearings and riding hands off to see how it lined up. It ran perfectly satisfactorily every way; but the freight train—well, there wasn't any freight train, for like the boy who "stood on the burning deck," "there was a burst of thunder sound: The train, O where was she? Ask of the winds that far around strewed freight cars o'er the lea." The engine wheel that struck the bicycle was buckeled in seventeen different ways and looked like a stale ginger-bread man, and the whole train looked like an Ashtabula wreck. The other wheel was tied in a double bow-knot and the entire crew was killed. If I had needed proof that Smalleys are good enough I should be convinced, and I am sure that all Smalley riders will join me in saying they are better than the BEST. "You Can't Make a Mistake in Buying a Smalley."

THOS. C. MUNCHAUSEN.

In justice to Mr. Munchausen it should be said that he is one of our 7,000,000 agents, and knows what he is talking about. We shall spring more testimonials from our other 6,999,999 agents as the season progresses. Meanwhile our inducer, Col. Geo. K. Barrett, is talking business to responsible agents, and allotting territory.

MARBLE CYCLE MANUF'G CO.

Retail Depot: 271 Wabash Ave., Chicago.

Factory: Plymouth, Ind.



Business, naturally, has been dull on Wabash avenue for some days. Our artist has humorously depicted the result.

Banquet to Tyler.

Harry C. Tyler, the prominent Springfield racing man, was tendered a banquet by his clubmates last week. D. E. Miller, president of the club, presented Mr. Tyler with a watch, chain and charm in recognition of his excellent work in the interest of the club. The watch cost \$300. The outside of the case bears the monogram "H. C. T.," while the inside has this inscription: "Presented to H. C. Tyler by the Springfield Bicycle Club, 1892." One side of the charm is engraved, "One mile, 2:08 4-5." The reverse side bears the emblem of the club—wings and scroll—in relief, the scroll bearing the initials of the club, thus: "S. B. C." Mr. Tyler will shortly open a Springfield agency for the Union Cycle Company, whose wheel he rode with so much success the past season.

New York Press Cycling Club.

A meeting to reorganize the New York Press Cycling Club was held last Friday afternoon at the offices of the *Sporting Times*, 240 Broadway. At the meeting W. E. Hicks was temporary president and E. Franks temporary secretary. Those present were James E. Sullivan, W. E. Hicks, G. M. Neiden, E. R. Franks, H. S. Quinn, E. C. Carter, E. H. Baynes, W. J. Morgan, L. C. Boardman, F. R. Maderia and L. Ketcham. A committee on nomination of officers was appointed, consisting of Messrs. Carter and Morgan. This committee will report at the next meeting, which will be held at the same place, at 1 o'clock, Friday, the 18th inst. The meeting then adjourned.

Cycle Nomenclature.

Winter is coming, evidently and truly—since the old, old question of cycle nomenclature has again cropped up. It comes with the chrysanthemums, as a rule, and lasts till the snowdrops. It has

the same well-known features as of old; it says we shouldn't call the ordinary the ordinary, because it isn't ordinary now; and that the word safety is a misnomer, and "geared ordinary" is loathsome. It does not suggest any change, which is just as well, since a change would not be at all likely to be taken up. The terms in use may be illogical, but they have acquired a definite meaning, and do their duty effectually enough for all practical purposes. So long as a man knows what another man means by "safety," "ordinary" and "front driver," the titles may safely be left in peace.—*Irish Cyclist*.

The Colored Rim Fad.

There are fads nowadays among cyclists and cycle makers. Just now the colored rim seems to be all the go. When the Pope Manufacturing Company brought out the blue rim the scheme took and Columbias are known as "blue rims." It is not a bad idea, either, for one can easily tell which wheel crossed the tape first and as a rule the rider's mount is known. For next season several makers will adopt the colored rim scheme. Here are some already announced:

Columbia—Blue.
Rudge—Red.
Quinton Scorchers—Bright Yellow.
Sanger—Silver.
Smalley—Variegated.
Keawood—Yellow.
Ariels—Green.
Fowler—Black.

Woman's Province in Wheeling.

Just how far woman's province in wheeling matters may safely be permitted to extend itself is a matter for growing consideration. That the sport is destined to become more popular among the fair sex is evident, and writers are alarmed for fear that the fair riders may undertake record breaking. Nothing could so quickly kill the pas-

time as such a course. A woman's mission is to dress appropriately, with as much originality in her costume as may suggest itself without being offensively conspicuous, decorate her wheel with as much artistic taste as she is capable of, ride as gracefully as she possibly can, and depend upon her male escort to do the rest, even to taking a header deep into the abyss of devotion on her behalf.—*St. Louis Post-Dispatch*.

Notes.

He thought he could ride, but he couldn't; Friends told him to stop, and he wouldn't. He entered a race, And met with disgrace For trying those things that he shouldn't.

—*Scottish Cyclist*.

The Blue Jacket Wheelmen is the title of a Greenville; S. C., club.

Seven of the most prominent preachers of Rockford, Ill., now ride bicycles.

Hasting, Neb., has a fine quarter-mile track, the best in the state, it is said.

Paris is to have a new track, to be constructed of wood at a cost of \$10,000.

Cycling maps in Belgium are printed on rubber, so that they may be read in in the rain.

According to Scheltema—Beduin cement tracks are safe from slipping if a goodly quantity of sand is mixed with cement.

Lacaille thinks the geared ordinary much superior to the safety as a road mount, though perhaps not as fast.

A plate-glass track is the latest idea in order to keep, or, rather, restore England to its cycling supremacy.—*Wheeling*.

The use of the bicycle is becoming quite general in Japan, reported to be the bicyclists' ideal touring country. The Gormully & Jeffery Manufacturing Company has already shipped a number of Ramblers to that country and has re-

cently placed the agency for the entire Island in the hands of H. MacArthur & Co. of Yokahama.

R. J. McCreedy does not think the geared ordinary will ever be in great demand. He believes there is more hope for the front driver.

Mr. McSherry, of the American Bicycle Company, has built a twenty-five-pound ladies' wheel. It is strong enough to carry a heavy man.

Pneumatic-tired omnibusses have proved successful in Glasgow, Scotland, and as many as two dozen passengers have been carried in one at once.

Schofield has been making some good records in England, his flying quarter being 29 2-5 sec.; starting quarter, 31 4-5 sec.; half, 1:02; three-quarters, 1:38 2-5.

Ed. Grath, of the Pastime A. C., St. Louis, rode twenty-two miles over frightfully poor roads without a dismount. The course was from Ballwin to St. Louis.

A stock company has been formed under the title of the Bicycle Canopy Company, with a capital of \$60,000, to manufacture an ingeniously-constructed bicycle umbrella.

President Kerrison, of the Press Cycle Club, has been elected chairman of the Inter-Cycle Club, of Boston. All the clubs around Boston are in good financial circumstances.

In England and Scotland riders of pneumatics are frequently brought to grief through having their tires punctured by the thorns on hedge clippings, thrown into the road.

On Jan. 25, at St. Paul, a convention is to be held to discuss the question of good roads, to which the Minnesota division will send ten delegates. The movement has been organized by Chief Consul A. B. Choate.

WAIT AND SEE

Sorry our cuts aren't ready.  Hope they will be next week.

THE :-: STEARNS :-: WHEELS

Have character.  They've distinction.

- - COMBINE - -

Minimum weight, great speed.  Maximum strength, much comfort.

THE LARGEST LINE IN THE MARKET.

Stearns Racer,  Royal Stearns. .
Special Stearns. Imperial Stearns.

E. C. STEARNS & CO., Syracuse, N. Y.

"IMPERIAL" HISTORY

—SECOND CHAPTER.—

NOW IT CAME TO PASS—

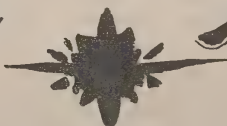
That "IMPERIAL" Wheels from the beginning caught the popular fancy and became fashionable. The experience of their makers during the past season more than demonstrated this, inasmuch as during the first two months of the year they had contracted with representative dealers throughout the country for every "IMPERIAL" that they could build during the year. They made no effort to further increase their sales, preferring to take care of their early trade.

The fact that this output was well up in the thousands, demonstrates in the most practical way, the superiority of the goods.

The already immense factory had been considerably enlarged from time to time to keep pace with the demand for "IMPERIAL" Wheels, it finally becoming necessary to erect a new seven-story addition. We may safely say that the output of "IMPERIAL" Wheels will be more than doubled during the coming season.

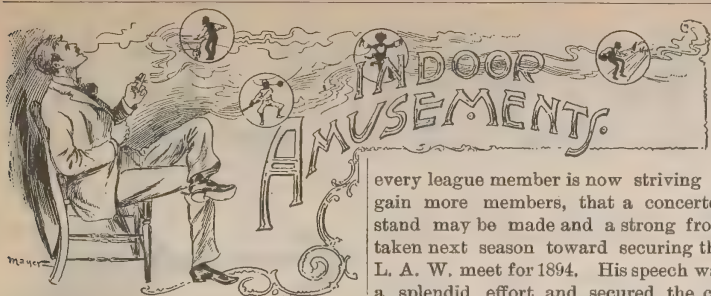
"IMPERIAL" Wheels are the recognized leaders. We note with pardonable pride, the many "IMPERIAL" ideas adopted in the 1893 models of other makers; verily these "IMPERIALS" have been most satisfactory in the past—they will excel themselves in the new line for 1893.

CHAS. H. SIEG MFG. CO.
SELL HUNDREDS OF
"IMPERIAL" WHEELS
IN CHICAGO.



AMES AND FROST COMPANY
302-304 WABASH AVE.
CHICAGO. MAKERS

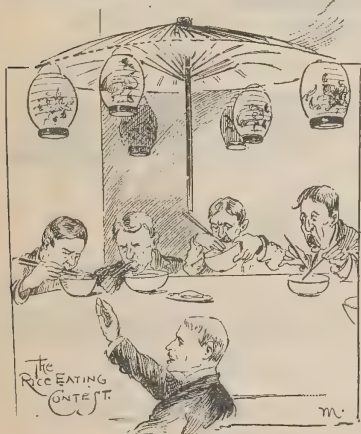
Startling and Most Excellent—IMPERIAL WHEELS For 1893—Wait. THIS IS NOT AN ADVERTISEMENT.



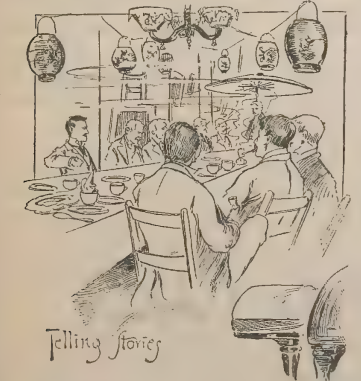
THE LINCOLN'S LATEST.

It Was Called a Japanese Smoker and a Rice-Eating Contest Was Held.

Gaily and artistically decorated was the Lincoln Cycling Club's pretty home, at 1 Ogden Front, last Saturday evening. The occasion was one of those novel smokers which have done so much to spread the Lincoln's fame abroad, and that are somehow always a grand success. On this occasion it was a Japanese smoker. The members and friends were not rigged out as Japs, but the club house was distinctively Japanese from the sign on the door to the souvenirs carried away. Every light in the club house shone through a Japanese shade, and much of the light was cast by great festoons of Japanese lanterns in the halls and parlors, where was spread a table laden with good things, *a la* the Jap also. The napkins and other et ceteras smacked of the little isle. In the eating respect the Lincoln's differed. The eating came first and the speaking afterward. When Toastmaster Erwin called the assembled guests to order over sixty were comfortably seated. Japan and its



past history was learnedly discussed by the cycling scribe from Johnson's Corners, and followed by an attack on the delicious viands. Ice cream was served in wooden plates, shaded by Japanese umbrellas of miniature size. Pipes lit, one after another was called on for a speech, song or story, and nobly did they respond. Henry Mayer gave his rendition of Italian opera, and Louis Block, of Denver,



praised the Lincolns, the smoker and Chicago generally, promising to inculcate Lincoln's ideas into cycling gatherings in his far western home, where

every league member is now striving to gain more members, that a concerted stand may be made and a strong front taken next season toward securing the L. A. W. meet for 1894. His speech was a splendid effort and secured the co-operation of every member present in aid of his mission. It was with a great deal of interest that two scores of cyclists gathered around the table, while a score more engaged in a rice-eating contest for



a prize. Chop sticks were used scientifically and D. B. Southern won handily. Each departing guest carried with him a Japanese bug as a souvenir, and voted the Lincolns quite up to the standard established last season.

Smokers at Buffalo.

BUFFALO, Nov. 14.—On Friday of last week the Press Cycle Club held its first smoker of the season. It fairly took the place by storm, as it was a gathering of tramps and rag-tag-and-bob-tail; in fact, the whole of vagabondia was well represented, and many of the "get-ups" were very artistic. A supper finished the festivities, and as it was so great a success another will be held.

Saturday evening the Ramblers B. C. held a novel form of entertainment, and it was a most gratifying success. According to agreement made before election, the Democratic part of the club was constituted the audience and the Republican contingent became the entertainers. After the grand march, which took place in the large gymnasium, Dia Lewis and H. C. Martin held a lively debate for a few moments upon the whys and wherefores of the campaign, in which Mr. Martin got rather the worst of it. There was a programme of great length and variety. The members of the club's team were presented with very handsome medals in commemoration of their victory in the Rose road race. This team consists of W. F. Buse, E. F. Weinig, F. E. Klipfel, G. G. Buse, F. C. Fuhrman and B. Cleveland. A fine luncheon tempted the appetites of the people present, and thus ended a most successful evening's entertainment.

Smokers are now in order and all the clubs are right in line with them. The Comrades will have one on this Saturday evening, at which they promise the participants a jolly good time with music, smoke and lunch. The Wanderers follow with one for next Saturday and after that the Iroquois will have one.

The election returns were received at the club house of the Buffalo B. C., and an excellent luncheon followed.

The Women's Wheel and Athletic Club

is doing good work in the cycle line, and making many converts to wheelodom among the finer sex. All through the season this club has had runs to interesting places in our vicinity, where much that was useful from an educational standpoint was acquired. Many prominent women are included in its ranks and the society is proving its utility daily.

WILLIE DUNN.

In and About Chicago.

Thursday evening last was ladies' night at the Lake View club.

Ehlert, the old-time racing man, is pitching indoor ball for the Spalding team.

Interest is being aroused in the Plzen Cycling Club, and the indoor ball team of last season is being reorganized.

The annual smoker and turkey raffle of the Plzen Cycling Club occurs Thanksgiving eve.

Last Friday evening the *Æolus* Cycling Club defeated the Irvings at Irving Park by a score of four to three.

A. J. Street has formed and will manage an indoor ball team in the Illinois Cycling Club. The team is now open for games.

Wednesday evening last the Chicago Cycling Club's first party of the season occurred at Rosalie hall. All the efforts of former seasons were eclipsed. The hall was crowded.

The *Æolus* Cycling Club indoor ball team has been tied for the past two seasons for first place in the Northwest League, losing the '90 championship to the Arions and the '91 championship to the Shandon Bells by narrow margins in both instances.

At the Ravenswood Cycling Club, Wednesday evening, a progressive euchre party was given. A score of tables were occupied. This was one of the winter series of progressive club parties, for which handsome trophies have been offered for the best average of the season.

Thursday evening of this week the Lincoln club's regular team played a team composed of members of the same club who had never handled an indoor ball or bat. A. J. Marrett captained the latter team and had Herrick and Guinea as a battery and such men as Servoss, Goss, Bigelow, Morris, Hauselman, Pagan and others in the points. By request, the score is withheld.

The Wicker Park Cycling Club of 46 Potomac avenue, members of the Northwest Indoor League, has the following indoor team: Leopold Karpen, manager; Charles Hamen, captain; Harry Olsen, Henry Johnson, F. Klemp, August Knockmaus. Oscar Swanson, M. Quigley, William Karpen, John Owens, Steven Barry, O. Nottleman and William Breyer. The team has been formed just recently, but contains many excellent players.

About the Country.

Dr. V. H. Hobson of Louisville, Ky., will be married to Miss Reed on Dec. 21.

The Columbus (Ohio) C. C. is arranging a series of smokers and card parties for the winter.

Tuesday night the Peoria B. C. gave a dancing party at the club house, and on the 15th a card party will be held.

Several members of the Dayton (Ohio) B. C. have organized a vocophone band. There will be sixteen pieces in the organization.

Tuesday night the Des Moines (Iowa) C. C. opened its club rooms and dance hall in the Trustee block, West Sixth and Locust streets. The reception lasted from 8 to 10 o'clock, and then dancing began,

the Iowa State Band furnishing the music. Some 500 invitations had been issued and as a result there was a large attendance.

The Lockwood C. C. of Jacksonville, Ill., has issued handsome invitations for its Thanksgiving dance, to be held at the Fifth Regiment Armory. Dancing will begin at 8:30, music by Gehrig's full orchestra.

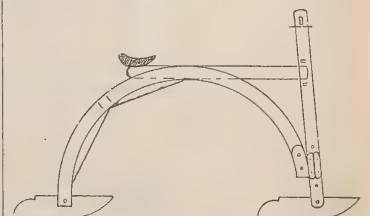
On Thursday evening of last week the members of the Magnolia Cycling Club of Houston, Tex., and a number of their gentlemen friends met at their new quarters and participated in a stag euchre party and formally opened the rooms. The aim is to make of the new club the argest of its kind in Texas, both as a social and cycling club, and the members seem determined by united effort to attain success.

Building Special Wheels.

A. H. Radell, 494 East North avenue, Chicago, is preparing to manufacture, in a small way for the present. He turned out a twenty-six-pound ladies wheel this week. This machine has twenty-six-inch wheels, forty-three-inch wheel base, and a novel frame. It is a square-built frame, two bars diverging from the base of the long steering head, one joining the frame just above the sprocket wheel, the other just below. The handle bars are handsomely designed. The front fork has considerable rake and the sprocket wheel being well forward of the rear wheel, the long wheel base is equalized. The frame is all tubing and no forgings are used, the joining being by the flash process. This is probably the lightest ladies' wheel in this country. The tubing in manufacture, is liable to ind-nation in this process, but Radell's wheel is perfect in this respect. His gentlemen's wheel weighs but twenty-four pounds and is made by a similar process, all tubing and flash joints. The wheel-base is forty-eight inches, being equalized by the distance between the crank hangers and rear wheel. The frame is very deep, the seat post being entirely done away with and the seat attached to the top bar of the frame, which extends a few inches back. Mr. Radell manufactures only to order and has orders for several machines for next season.

Coasting a la Bicycle.

The bicycle sled here sketched is a novelty which will commend itself to lovers of the exhilarating sport of coasting. The machine consists of a front and rear runner in the same plane,



the backbone between the two being hinged so as to allow the rider to guide and balance the sled. Connected with the handle is a brake lever, which controls a pair of dogs that can be thrust into the snow or ice, thus retarding the movement of the machine.—St. Louis Republic.

The pneumatic tire problem has not been solved, and never will be until the bicycle riders thoroughly understand the use for which such tires were designed, and learn to put a just limit upon the capability and durability of a sensitive air cushion, which is subjected to constant and severe pounding over uneven surfaces, and smooth surfaces, too, as a matter of fact,

Our 1893 Model, THE FOWLER

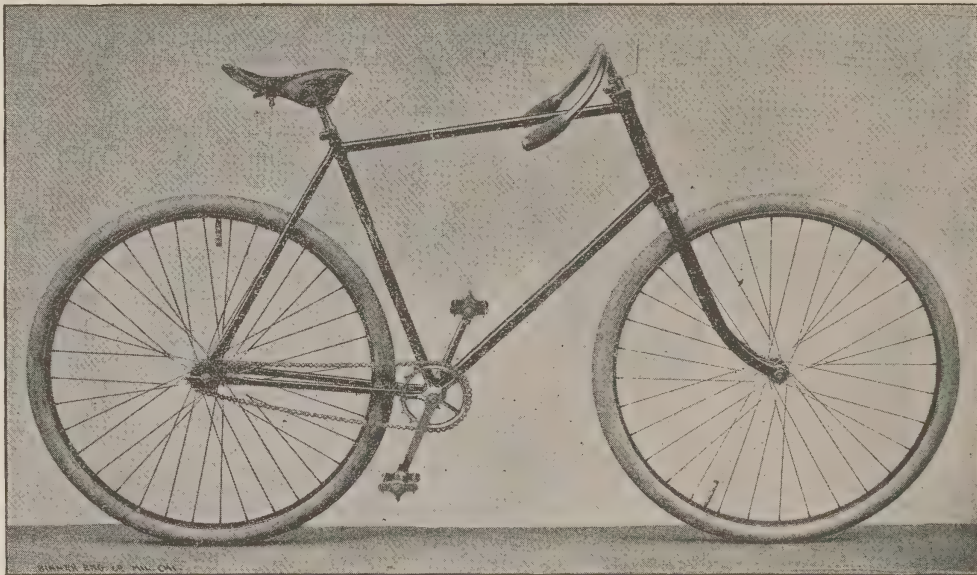
BUILT OF THE BEST GRADE OF THE
BEST MATERIAL, AND BUILT TO RIDE.



We invite the
Whole World to
visit our Factory
and see how we
are building

THE FOWLER

and what we are
building it out of.



WEIGHT, 32 LBS.

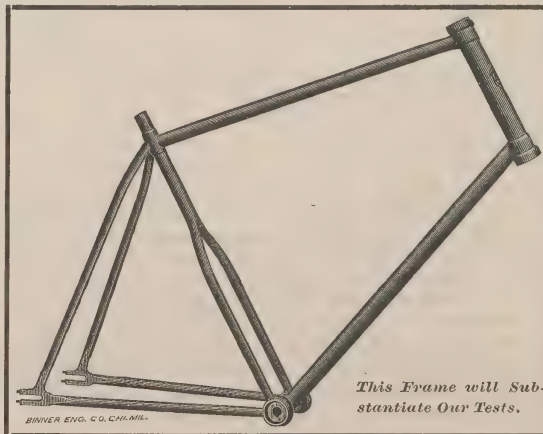
LIST PRICE, \$150.

Tool Steel Bearings, Drop Forgings.
Best Cold-Drawn Tubings.
Best Pneumatic Tires.
Best Saddles, your choice.
Best Spokes and Rims.
Best of everything that plenty of money could buy.

We Respectfully Call YOUR ATTENTION to OUR FRAME,
Which is, Without a Doubt, the Strongest Diamond Frame on Earth.



The Tubing is Brazed to Forgings, and at the Crank Bracket by two Tubes instead of one, "as in other makes," which we have found after thorough tests to show less lateral movement than any frame of twice its weight.



This Frame will Substantiate Our Tests.

WHAT WE CLAIM AND CAN PROVE.

The most Rigid Crank Bracket.
The most Rigid Frame.
Sprockets Always in Line, consequently chain will not bind or run hard.
Bearings will always run easy and free.
And most of all, we claim less lost power.

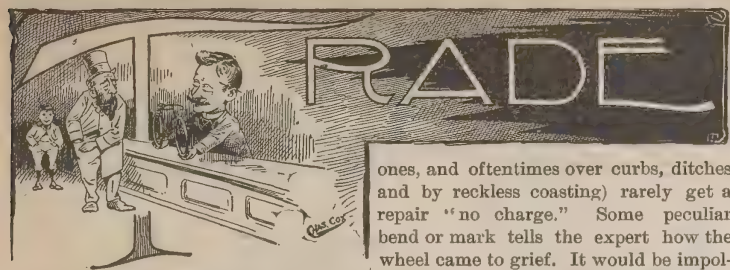
LIVE AND LET LIVE, OUR MOTTO.

Live Agents Wanted in all unoccupied territory. Write for Terms and Discounts.

HILL CYCLE MANUFACTURING CO.,

142, 144, 146 and 148 West Washington Street,

CHICAGO, ILL.



LIGHT WHEELS—SPRING FRAMES.

A Correspondent Thinks the Light Wheel Idea Totally Wrong.

CHATTANOOGA, Tenn., Nov. 8—*Editor Referee*.—While reading that valuable paper, contributed by such high authority as J. K. Starley, I wondered how many of your readers would carefully consider it, how many would heed the valuable advice contained in the article. I wish to endorse Mr. Starley's views on the whole and particularly on two points, weight and spring frames. *Re* the former the gentleman says: " * * * There is, however, a medium to all things, and I am strongly of the opinion that, although for a light, expert rider, who is within easy reach of a repair shop, a machine can be made that will carry him over ordinary roads safely to weigh not more than thirty pounds; that a similar machine, weighing thirty-five pounds, would be found a better weight in the end, and for ordinary touring purposes, and for riders over middle weight, a machine weighing forty pounds would not be too heavy." It is a well-known fact to every close observer and to every manufacturer that '92 machines were too light, or too something, as there never has, in the history of the trade, been so much trouble, so much dissatisfaction as during this year—trouble with light wheels, and consequent expense and grumbling on the part of their riders; dissatisfaction from those who bought heavy wheels, not because of break-down, but because they were "too heavy."

CRYING FOR LIGHT WHEELS.

And yet, in the face of all these facts, most agents, knowing the trouble that is staring them in the face for '93, are crying for lighter wheels, lighter than thirty pounds, lighter than twenty-five pounds, and even less than twenty pounds. I have seen men using twenty and twenty-two pound racers on the road here in the south! What will be the result? Simply a demoralization of the trade. Manufacturers cannot make twenty-five or thirty pounds of steel hold riders on the average roads, and those who buy them will condemn the maker, try another and another, until all have been found wanting. In many cases the wheels have been purchased on installments, \$30 to \$50 down, and before the next payment is due the rider has trouble, turns in his wheel, a second-hand wreck, and tries again, with like result. Agents are forced to pay for them or quit the business in debt to the manufacturer, who has lost his agent, his trade and his reputation in that locality.

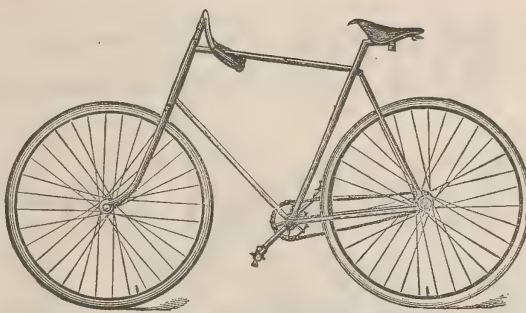
ADVOCATES HEAVIER MACHINES.

For the good of all concerned, let us ride heavier wheels, except for racing, or cease advising our friends to get light ones. If you want a racer, there are plenty of them, but confine their use to the track, or bear the loss without a murmur. All wheels, from eighteen to sixty pounds in weight, and in price from \$35 to \$175, are guaranteed. Guaranteed against what? Defective material and workmanship, of course, and the maker claims the right to be his own judge. Those whose wheels "break down on a smooth road" (after having been subjected to severe tests on rough

ones, and oftentimes over curbs, ditches and by reckless coasting) rarely get a repair "no charge." Some peculiar bend or mark tells the expert how the wheel came to grief. It would be impolitic and unwise to contradict the owner after he had committed himself; yet a man of experience knows, in nine cases out of ten, that he's a liar.

SPRING FRAMES.

Mr. Starley says: " * * * I think when the additional advantage of a spring is obtained in such a manner that we will be still more isolated from the vibration set up by the uneven surfaces of the roads, such a machine will be regarded as the best. * * * " The writer, after a thorough test of spring frames for four years, has been trying to ride a light rigid frame of the same make, and admitted by all to be second to none, and he is firmly convinced that for any use except the track, or roads equal to tracks, the spring frame is superior, and he can ride more miles, with less fatigue and greater speed, than on a rigid. That, too, with ten pounds more weight in the machine. Those who believe the acme of comfort is reached in a pneumatic are as much mistaken as the man who thought a solid



THE MONARCH LIGHT ROADSTER—"COPPERPLATE."

steel rim on the velocipede equal to rubber tires, or solid tires with rigid frames equal to same with springs, and so on up to pneumatics.

Many seem to think, because one "western maker" has added a variety of light rigid frames to his line of spring frames, that spring frames are doomed. In this they are mistaken; that particular maker has built up a trade excelled by few concerns in the world, and a reputation second to none, extending to every cycling country on the globe. What did he do it on? Spring frames of sufficient weight to keep away from repair shops. He has doubled his capacity and increased his business by making a light wheel suited to club and racing men, and at the same time he is preparing to build more spring frames than ever. There is a market for them and he knows it. It's a safe market, too. The writer commends the above to "Mitchell" of South Dakota, in reply to his recent article in *Sporting Life*. DONOVAN.

TRADE IN KANSAS.

Regular Prices Seldom Obtained—Cheap Grades Most in Demand.

All aboard! Not a pleasant sound to an old traveler, that. It means deprivation of his usual comforts; a cutting off for a time of the little things to which he is accustomed, the many small conveniences and knick knacks that have become necessary to his comfort, and to

the proper enjoyment of this none too comfortable or enjoyable existence. It means the complete surrender of his life, property and personal liberty, for the time being, into the hands of a more or less (generally more) chuckle-headed and irresponsible railroad employees. But alack and alas, the grocer and the disciple of St. Crispin must be paid and therefore the traveler goes forth. In St. Louis the cycle business, as usual is very dull. There is a certain amount of business in second-hand and cheap machines. The Meacham Arms Company is selling the bulk of the last named. The Knight Cycle Company reports a poor season's business and will continue to handle the Stover line. Laing and Jordan think that they are satisfied each with the trade he has had in '92, and Snitjer still puts his faith in the Columbia and Warwick. Percy Stone is in the insurance business and doing well. He says that he will race next season. The Simons Hardware Company is branching out and will handle a large territory next season. At Kansas City trade is also dull. The honors for '92 seem to be pretty well divided between Wamac and Schmelzer & Sons, Wamac with the Liberty, the Imperial, and a cheap line, and the other firm with the Columbia, the Remington and the Western Wheel Works' goods. The Midland Cycle Company reports a fair business, and Ellis, the old timer, says he has nothing to complain of.

A GOOD CYCLING TOWN.

Wichita, the traveler found, a veritable paradise for wheelmen. The city is a finely built, well equipped municipality, with wide, well shaded streets as smooth as a floor and as a level as a skating rink. Many of them are paved with asphalt and the natural soil gives to unpaved thoroughfares a surface like a race track. Several of the better makers are represented in the city, but the bulk of the machines sold are of the cheap or medium grade variety. The traveler met several very pleasant gentlemen riders in the city; found there were nearly 500 cycles there and that the prospects for '93 were good. In Kingman the traveler met the representative of the Gormully & Jeffery Manufacturing Company from Hutchinson, who had several machines on exhibition and who expressed himself as well satisfied that there was a future for bicycles in Kansas, Jerry Simpson to the contrary notwithstanding.

THE ELECTION AFFECTS TRADE.

The traveler wishes to state, however, that all along there is a feeling of uneasiness among merchants and dealers in all lines of goods. The recent change in the political policy of the country is met with a deal of distrust; dealers are afraid to buy, and if it were possible for the incoming administration to change the complexion of affairs at a moment's notice, it would be an utter impossibility for any drummer to sell a bill of goods—

no one would buy. The traveler finds that in the small towns of the state the systematic policy of cutting prices on high grade bicycles has obtained almost universally. He has yet to see a single cycle for which the owner has paid full price, and particularly is this policy followed in Kansas City, and the result, as usual, is very bad. There is a strong demand in the larger cities for very light bicycles, and the general knowledge which is shown regarding the construction and equipment of a first-class machine among riders is astonishing. It is many years since the traveler was a knight of the grip, and in his day the drummer was a missionary; now, however, he may often learn from his customer. This is as it should be and the trade can congratulate itself on the fact.

LA COTE MAL TAILE.

THE McCUNE CYCLE COMPANY.

Its Factory in Perfect Running Order and Samples Out.

A REFEREE representative journeyed to Everett, one of Boston's suburbs. Away down the railway track can be seen a large brick building and the sign, "The McCune Cycle Company." Alongside the factory is a large fence, and it was quite noticeable that Col. Pope's fence artist, Drew, had been there, for it was not difficult to notice the six-foot letters which told of the Columbias. Drew, however, says the Columbia was there first. The factory is very complete in all details, and the wheel now being made as well. Unfortunately J. B. and W. E. McCune, manager and secretary, respectively, were away, the former being on the road with a sample wheel. A general tour of the factory and an inspection of the wheel in its various stages of construction leads one to believe that the great shop, good material, pretty lines and radical improvements in the wheel, will make the McCune production a great success. The company was organized June 3, 1892, under the laws of the state of Maine, with a capital of \$100,000 and the following board of officers: Charles Read, president; William H. Keating, vice-president; William E. McCune, secretary and treasurer; and J. B. McCune, formerly of the Union Cycle Manufacturing Company, general manager.

VERY LIGHT WHEELS.

The wheel made by the McCune company is probably as light as any on the market, its weight, all on, being only twenty-eight pounds, and stripped, twenty-six and a half pounds. This light weight is secured by a liberal use of aluminum, of which the mud guards, brake and small attachments are made. Large tubing is used in the frame, three-quarter-inch being the smallest and one and a quarter-inch the largest. In the crank-axle bearings seven-sixteenth-inch balls are used; in the rear hub, three-eighths; front hub, five-sixteenths. The bearings are dust proof and no oil is necessary in those of the rear hub or crank-axle. The bearing consists of counter-sunk shells. After the balls are set in the shells a steel washer is forced inside of the forging and up against the shell. Then a cloth washer an eighth of an inch thick is placed on the axle, so as to have it come against the washer; another steel washer is crowded into the shoulders of the cone, so that when the bearing is adjusted the cloth washer is pinched between the two steel washers. The whole is overlapped by the cup or forging that receives the shell, making it an impossibility for dust or mud to get in at the top or end of the bearing. When the axle is taken out the washer that sets against the shell remains in place and thereby keeps the balls from

ATTENTION, ROAD RIDERS!

PRIZES FOR THE SEASON OF 1892.

ENTRIES CLOSE CHRISTMAS DAY.

As we have given many **PRIZES** for track and road races during the past season, it seems only fair now that Christmas is approaching to offer something for the hard-pounded road riders. If this experiment succeeds we will make a desirable list for 1893, which will be announced later on.

FIRST PRIZE, \$25.00 To rider who has ridden the greatest distance on M. & W. Tires without change of tires or any important repairs.

SECOND PRIZE, \$15.00 To rider making greatest number of Centuries on one set M. & W. Tires.

THIRD PRIZE, \$15.00 To rider making most meritorious single ride, weather, condition of road and distance considered.

FOURTH PRIZE, 1 Set Road Tires To each second and third best in above.

JUDGES: N. H. Van Sicklen, C. P. Root, L. J. Berger.

CHEQUES FOR CASH PRIZES WILL BE MADE TO ORDER OF N. H. VAN SICKLEN TO BE EXPENDED IN ANY WAY THE WINNER MAY CHOOSE.

WE ARE TO HAVE THE PRIVILEGE OF PUBLISHING THE RECORDS UNLESS RIDER STIPULATES TO CONTRARY.

FILL OUT CAREFULLY AND MAIL TO US.

Address _____

Name _____

Age _____ Weight _____

Make of wheel _____ Weight of

wheel _____ Club _____ Name of

Captain _____ Refer-

ences _____

(State in this space the distance and any particulars necessary for forming a judgment—weather, condition of roads, etc., will be considered in making selection.)

MORGAN & WRIGHT, CHICAGO.

coming out. Both wheel bearings are arranged in a similar way.

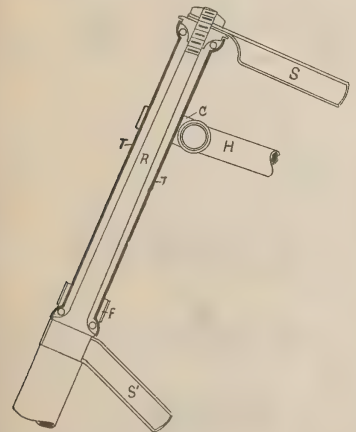
OTHER GOOD FEATURES.
Each axle can be removed without a ball coming out. Both sprocket wheels are detachable. The crank key is made so as to need no driving, and if a hammer should be used it is impossible to strip the thread. The frame will be enameled in maroon and the bright parts nicked, but special finishing will be made to order. All on, the wheel will retail for \$160; stripped, except brake and coasters, \$150; completely stripped, \$140. The company expects to make 2,000 wheels and will run with a force of 100 men.

RECENT ENGLISH INVENTIONS.
New and Useful Designs in Frames, Tires and Wheels.

These abstracts are prepared immediately after the complete specifications are published by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

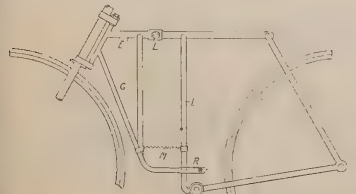
[All persons interested in opposing the grant of a patent on any one of the unmentioned applications may, at any time within two months from Sept. 28, give notice in the prescribed form of such opposition.]

No. 16,655. W. H. Marriott and M. W. Swainston's "Improvement in the construction of safety bicycles and other front-steering velocipedes." Sept. 26, 1891.—This invention relates to the steering-head and has for its object the reduction of wear and weight and increased steadiness of running. In a safety bicycle or front-steering tricycle constructed according to this invention, the handle-bar (H) is attached to an open-ended tube (T), along which it can be adjusted if required by the lug C. This tube (T) is fixed at its lower end to the fork crown (F). Through the tube passes another tube or rod (R), which is a little longer than the tube (T), projecting both at the top and bottom thereof. This inner tube or



rod (R) forms the front part of the frame and its ends are fixed to the upper and lower backbones (S and S'). The outer tube (T) with the handle bar and front fork thereon are free to turn about the inner tube or rod (R) when steering, suitable ball or other bearings being provided at the top and bottom of the outer tube. The upper bearing is by preference provided with the adjusting cone. As a modification the fork sides may be produced or two other tubes may rise from the fork crown and be connected by a bridge carrying the top bearing in the same position as the single tube T carries it. In this case the handle-bar may be provided with two stems telescoping in the two tubes carrying the bridge.

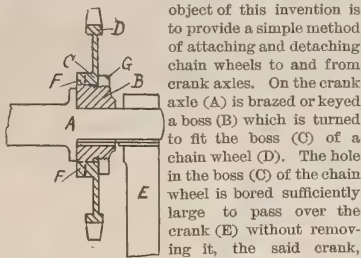
No. 19,707. J. Brittle's "Improvements in spring frames for cycles." Nov. 13, 1891.—The object of this invention is to provide a simple spring



connection between the front and rear portions of the frame in such a manner as to preserve the distances between the saddle, crank axle and rear wheel axle. The rear portion of the frame carries the saddle pillar and the bottom bracket; the front portion consists, in addition to the usual fork and head, of a portion (E G) projecting

backwards and extending downwards behind the steering wheel, such backward portion being preferably formed of a triangular shape of which the other member is horizontal. The rear framing is connected to the forward framing by means of a stop joint (L) and a tension spring or springs (M) at the bottom. The lower end of the member (G) of the forward framing is carried backwards horizontally and forms a slotted end (R) between the sides of which the lower portion of which the lower portion of the vertical member D of the rear frame passes, this arrangement tending to maintain the lower portions of the frame in the same plane while allowing of the vibrations of the framings in relation to one another. As a modification the forward and rear framings may be pivoted together at their lower end and a compression spring or springs placed between their upper ends.

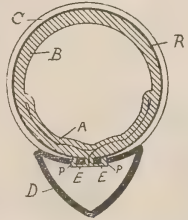
No. 20,051. R. W. Smith's "Improvements in or relating to velocipedes." Nov. 18, 1891.—The



chain wheel has two lugs (F) upon its boss which fit into two suitably machined spaces upon the boss (B) on the crank axle (A). A nut (G) is screwed upon the boss (B) and clamps the wheel and boss together.

[All persons interested in opposing the grant of a patent on any one of the unmentioned applications may, at any time within two months from Oct. 5, 1892, give notice in the prescribed form of such opposition.]

No. 10,768. J. F. Palmer's "Improvements in or relating to pneumatic wheel tires." June 7, 1892.—This invention relates to pneumatic tires of the kind which is capable of closing automatically any punctures which may be made therein. The object of the invention is to provide in the tire, which is composed mainly of rubber and contains air under pressure, a tread of increased thickness and held under compression, contraction or tension, whereby any punctures that may occur in it shall be automatically closed and the exhaust of air prevented. Incidentally the character thus given to the tire permits it to be inflated by merely introducing a sharp-pointed nozzle connected with the air pump. The compression or tension of the tread is generally accomplished by reversing its curvature transversely from a concave to the intended convex or nearly convex condition, the outer surface being during this change of curvature held in close adhesion to a strip of substantially non-stretching fabric. The compression of the rubber therefore is not brought about primarily by the exercise of internal pneumatic pressure. The invention may be carried out in either of two ways: 1. The inner tube may be made in a primarily open form with the lateral edges in the form of flaps which are to be sealed together on the hub side of the tire to produce the tube; or, 2. the strip of rubber having the flaps may have on a central part a flap of pliable rubber, which forms a closed air tube, the flaps being beaded at their edges to enter a slot in the rim as illustrated. Referring to the illustration it will be seen that the air tube is made of a rubber web (A) moulded along its edges on a rubber strip (B), which is sufficiently wide to produce, when formed into a tube, a tire of the desired diameter and which should be about double the width of the web A. The outer surface of the strip (B) is backed with inelastic material, preferably canvas (R). The tread portion of the rubber (B) is either naturally straight or of an inverted shape in cross section so that when brought into the shape illustrated it is compressed and therefore to some extent self-healing. The tube is enclosed in a covering (C) which may be lined with an in elastic material. The tire is fastened in place preferably in the following manner: Beads (E E) are formed along the edges of the envelope (B) adapted to be inserted and confined in a slot (P) in the rim (D). As shown the beads (E E) are in the form of edges formed by folding the rubber and canvas strip inward along its edges and vulcanizing them to harden and consolidate them. It is found desirable to thicken the rubber (B) towards its opposite edges as they thereby more compactly fill the slot. When so thickened first one bead is inserted into the slot so far as to bring the thinner portion to the edge of the slot in order that the other bead may be slipped past it into the slot. The tire is then righted on the rim thereby bringing both rims coincident against the under side of the edge portions of the slot which



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Our stocks are large, enabling specifications for current sizes to be filled without delay. For four years past our tube has been regularly used by every leading house in England.

THE STANDARD CAP COMPANY

56 West Houston Street, New York.

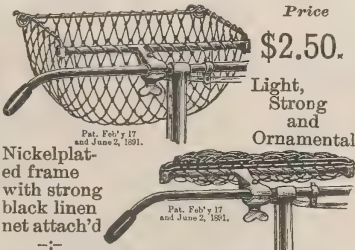
Originators of the Long Visor Eton Cap. Eton and Bicycle Caps Of all grades.

TRADE ONLY SUPPLIED.

CYCLE TRANSFERS.

CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. **W. G. A. Y., City Transfer Works, Washington st., and Gough st., Birmingham, England.** Dec. 14-92

KALAMAZOO Parcel -- Carrier!



Nickelplated frame with strong black linen net attach'd FOLDS UP COMPACTLY WHEN NOT IN USE. Carries either in front or at the rear of the handle bar. Agents Wanted.

KALAMAZOO CYCLE Co. Kalamazoo, Mich.

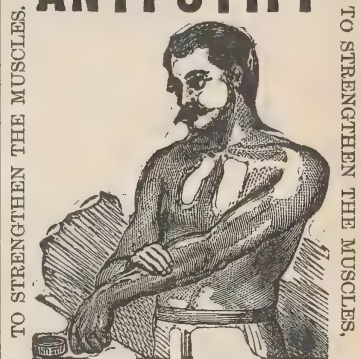
LATEST CYCLING PAPERS from all parts of the world received regularly, and FOR SALE. Send for list. **FLETCHER & Co.,** 43 E. Van Buren St., Chicago.

stop them against withdrawal. The cover (C) is then cemented on, or, preferably, clamped along its edges between the rim (D) and envelope (B). The downward pressure to the web (A) when the tire is inflated tends the more securely to retain the beads against withdrawal from the slot and effect the clamping of the edges of the cover (C). Other inflating media than air may be employed.

No. 19,301. G. Bebbington's "Improved system of driving gear for the propulsion of velocipedes." Nov. 7, 1891.—This invention relates to a gear for speeding up front driving machines but may be modified so as to apply to rear drivers. On one or both ends of the hub there is fixed a

To Athletes, Cyclists, Baseball and Footballists. Horse-back Riders, Boxers and Oarsmen—When you want to ride, run, walk, row, skate swim a long distance, USE

ANTI-STIFF



It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles or sinews. Quick in its action, cleanly and pleasant in use. Rub it into muscles every night for a fortnight and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations and Liniments, both in substance and effect. Some Athletes are so fond of it that they rub it all over them.

Price, 20c. and 35c. per box. Trainer's Size, \$1.00.

E. FOUGERA & CO., Agents for United States, 30 N. William Street, N. Y.

The Little Schoolmaster in the Art of Advertising:

PRINTERS' INK,

A Weekly Journal for Advertisers,

Will be sent to any address from date of order to Jan. 1st, 1894, for

ONE DOLLAR.

After Dec. 31st, 1892, the subscription price will be advanced to \$2 a year.

ADDRESS (inclosing One Dollar)

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10 Spruce Street, - New York.

For five dollars a copy of the American Newspaper Directory for the current year (1,500 pages) will be sent, carriage paid, to any address, and the purchase of the book carries with it a paid-in-advance subscription to PRINTERS' INK for one year.

BUTLER & WARD,

Manufacturers of

BICYCLE SADDLE SEATS.

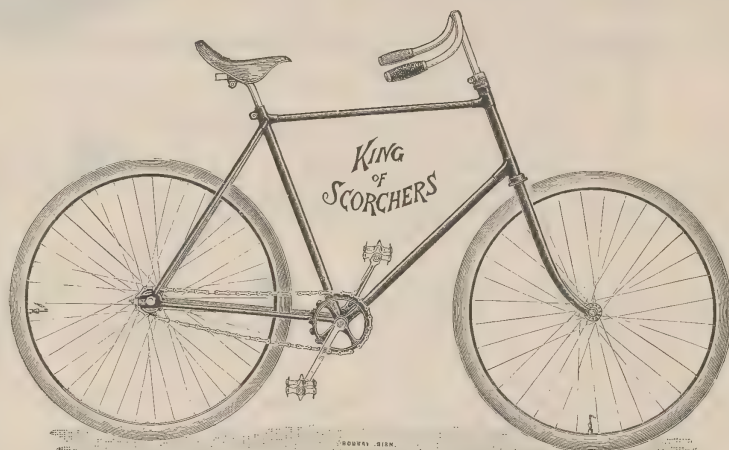
All Sizes and Shapes. Send samples for estimates.

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STRONGEST CYCLES ^{OF} THEIR WEIGHT IN THE WORLD.

KING OF SCORCHERS! QUEEN OF SCORCHERS!

*Pioneers
of
Light-
-Weight.*



*- Result of -
Twenty-
Four
Years'
Experience*



KING OF SCORCHERS, RACER, 26 POUNDS.
KING OF SCORCHERS, SEMI-RACER, 26 POUNDS.
KING OF SCORCHERS, LIGHT ROADSTER, 33 POUNDS.



*Made to
Ride,
Not Merely
To Look At.*



*Lightest
Ladies'
Cycle
Made.*

QUEEN OF SCORCHERS, 33 POUNDS.

CONTRACT NOW. COULD NOT FURNISH ENOUGH LAST SEASON.

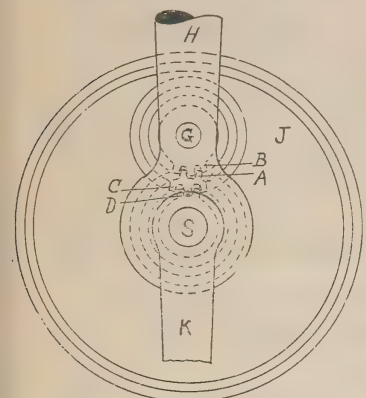
Hulburt Bros. & Co.,
26 W. 23d St.,
NEW YORK.

The McIntosh-Huntington Co.,
CLEVELAND.

Kingman & Co.,
Peoria, St. Louis, Kansas
City, Omaha, Des Moines.

Made by Centaur Cycle Co., Coventry, Eng.

pinion (D) provided with fourteen teeth and on the crank axle (S) there is keyed a wheel (A) having twenty-one teeth, and on a spindle (G) there is keyed a wheel (C), also having twenty-one teeth, gearing with D, and a pinion (B) having fourteen teeth gearing with A. C and B revolve together. The axle (S) is carried in suitable ball bearings at the ends of the fork (H). The numbers of teeth given above may be varied and the ratio of speed varied in proportion. If two sets of gear are required of a different ratio of speed from each other a pinion is provided on each end of the hub, one having more teeth than the other, and the other wheels composing the remainder of the second set of gear are suitably proportioned. When the gear is required to be altered while the



machine is in motion the spindle (G) on each fork is mounted eccentrically, and by turning the spindles about half a revolution it will throw the gear in or out as required, but if the gear is only required to be altered when the machine is at rest the driving wheel can be reversed in the bearing and the wheel (C) altered to suit the different sized wheel on the hub brought into gear. The drawings show the end of the hub (I) on the gear side enlarged and recessed sufficiently for the gear to be covered in by it (C is the crank.)

The Union "P. D. Q."

The '93 Union derives its name, "P. D. Q.," from the words pedaling done quickly. Many names for bicycles are common; the Union people wanted something original. They got it. In the '92 wheel the Humber pattern frame is used; both wheels are twenty-eight inches in diameter and are fitted with the Airtite tire. All bearings, including the crank axle bearing, are positively dust proof; the long steering head, ten inches, which has proved such an excellent feature on the 2:10, is again introduced, and the wheel base is lengthened to forty-three inches. The cranks are round and made with two adjustments. The handle bar has an artistic drop and backward curve. The machine is finished in excellent style and weighs, stripped, thirty-two pounds, which the Union company thinks is light enough for a full roadster which may be ridden by anyone, irrespective of weight. The regular gear will be sixty, but it can be lower or higher, if desired.

The Monarch "Copper-Plate."

The illustration of the Monarch Cycle Company's "Copper-Plate," shown in this issue of the REFEREE, is a splendid likeness of the design of the wheel. It will range in weight from thirty to thirty-two pounds, making it desirable for racing or general use. The Monarch company has made a careful study of what is needed for the American market, and the "Copper-Plate" is the result.

Mr. Sanders' Many Lines.

With Thomas Sanders this time comes Mrs. Sanders, who is an accomplished wheelwoman, and who has taken frequent long tours with her husband in England. Mrs. Sanders has been visiting Mrs. Perkins, wife of the well-known manager of the Liberty factory, Rockaway, where Sanders, Jr., a bright youth, is learning the trade. On this trip Mr. Sanders will show the Crypto geared ordinary and front driving safeties. He will also show samples of Lamplugh's

saddles, take orders for Perry & Co. and sell the British Seamless Steel Tube Company's tubing. Then Bown's safeties, and the many specialties of the well-known Birmingham manufacturer will keep Mr. Sanders out of mischief on this trip. He will come for the west shortly. His present address is Imperial Hotel, New York.

Will Return in January.

C. Vernon Pugh, general manager of the Whitworth Works Cycle Company, Birmingham, will again visit America in January, on business connected with the World's Fair and placing Whitworths generally throughout the country. His company has made arrangements for turning out a very large number of wheels next year and has already sold an enormous number in Great Britain, the continent and Canada. The capacity has been increased to more than four times what it was in 1892.

The 1893 Sunol.

The Sunol Cycle Manufacturing Company, Sixteenth and Canal streets, Chicago, is just now very busy. A half-dozen models have been manufactured and given a thorough test. The Sunol, of

making a leather chain case to weigh only eight ounces. The stays are made of aluminum and the wheel may be taken out without removing the cover. It is designed for any wheel, but will find favor with users of light machines.

The directors of Warman & Hazlewood, at their meeting in Coventry, found the firm's business in a most satisfactory state. The trading profits for the year amounted to over \$60,000, against which the directors' fees, etc., were charged, so that a net profit of \$10,000 was the result. Mr. Warman's report on the American business was quite satisfactory to the directors.

Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

- 485,605, inflatable tire for vehicle wheels; Kirk Brown, Philadelphia, Pa.; filed Nov. 10, 1891; serial No. 411,438.
- 485,633, cushion tire and rim therefor; Robert M. Keating, Springfield, Mass.; filed Aug. 24, 1891; serial No. 403,575.
- 485,678, treadle-crank for bicycles; Walter V. Ash, Newark, N. J.; filed July 29, 1892; serial No. 441,558.
- 485,807, trousers protector; Israel N. Aaronson, New York; filed Feb. 18, 1892; serial No. 421,913.

four pounds. The new ladies' machine, built on straight lines, weighs only thirty pounds.

Trade Notes From New York.

Charles Walker, treasurer of the Elliott Cycle Company, Newton, and his brother, William C., of the Pope Manufacturing Company's office staff, left New York by steamer last week for Savannah, Ga., on a pleasure trip.

Frank White, Bidwell's tire man, returned to New York from a western trip last week, having booked a good number of orders. He reports prospects for '93 as being very bright. Frank rubbed noses with many western friends on his trip, and will go west again in a few weeks.

President Llewellyn Johnson, of the Premier Cycle Company, New York, sailed Wednesday last, with the Stanley show as his principal objective point. He will look out for next season's wheels and novelties in sundries while abroad. Treasurer Douglass will be in charge during Mr. Johnson's absence.

W. Montague Perrett, representing the Bretz & Curtis Manufacturing Company, Philadelphia, was in New York last week with the Scorchers bicycle and



which samples will be shown shortly, will be a model wheel, in design, workmanship and material. Traveling men will be sent out within a few days. Mr. Bishop of the McIntosh-Huntington Company, which controls the output of the Sunol company, was in the city last week during the disagreeable weather, and though admiring Chicago energy and "get there," declared Cleveland his choice, first, last and always. Mr. Bishop leaves a most pleasant impression upon any one with whom he converses. He is a shrewd business man and perfect gentleman, as may also be said of F. P. Smith, the manager of the factory.

Trade Notes from Abroad.

Judging from the reports in the English cycling papers, the Seddon's tire is receiving quite a boom abroad.

The Tom Thumb lamp, weighing but twelve and a half ounces, has been brought out by John Parker, successor to Samuel Snell & Co. Notwithstanding its size it gives a fine light.

William Middlemore is making many improvements in his saddles. A socket made from steel stampings reduces the width of the springs in front and makes the tension more easily accessible.

A Northampton agent named Grove is

485,839, velocipede; Robert F. Darling, Syracuse, N. Y., assignor to E. C. Stearns & Co., same place; filed March 17, 1892; serial No. 425,237.

485,844, ice-velocipede; William Guethler and Frank Gallhaus, Philadelphia, Pa., said Guethler assignor to Wilhelm Neilson, same place; filed Feb. 23, 1892; serial No. 423,547.

485,865, post for cycle saddles; Charles E. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, same place; filed May 31, 1892.

485,898, tire for bicycle wheels; Thomas H. Sweeting, Philadelphia; filed June 15, 1892; serial No. 436,796.

486,055, velocipede; Cyrus W. Salladee, Cleveland, O., assignor to William N. Woodruff, Hartford, Conn.; filed Oct. 10, 1891; serial No. 408,537.

486,056, cycle vehicle; Cyrus W. Salladee, Cleveland, O., assignor to William N. Woodruff, Hartford, Conn.; filed March 14, 1892; serial No. 594,864.

Trade-marks, 21,967; pneumatic tires for bicycles; Boston Woven Hose and Rubber Company, Boston, Mass.; filed Oct. 8, 1892; essential feature the word "Everette."

The Four Quintons.

The Bretz & Curtis Manufacturing Company's advertisement in this issue shows an illustration of the new Quinton Scorchers. The full roadster weighs, with all on except the mud-guards, thirty-five pounds. The light roadster weighs thirty pounds, being of the same design as the roadster, but having no brake or mudguards. The racer has 28 inch front and 26-inch rear wheels, bright yellow rims and weighs twenty-

Scorchers saddle. He succeeded in placing his saddle with the Bidwell Cycle Company and sold a lot to the Raleigh Cycle Company. Perrett also did some business with his Scorchers wheel.

W. H. Kirkpatrick, known as "Sundry Kirk," through his long and useful stay in the employ of Howard A. Smith & Co., Newark, N. J., will in the future be known as "Lyndhurst Kirk," as he has accepted a lucrative position as bicycle department manager with McKee & Harrington. Kirk goes on the road this week through New England.

A. Strauss, the New York Belting and Packing Company's tire manager; is now in the west. Having only returned to New York a few days ago from a western trip, he again started for the land of the setting sun. The new protection strip tire made by this company looks well, and is a self-healer. Strauss will have three different tires to show for next season, and has booked many orders.

Stephen Golder returned to New York last Friday and reported a profitable trip with New Howes in Canada. While there he went deer-stalking with some friends and says he killed his first deer, a magnificent buck, the scalp of which

HOWARD A. SMITH & CO.,

518 Broad St, Newark, N. J.

Attention Manufacturers!

=RIMS! RIMS!! RIMS!!!=

In any Quantity, and Guarantee Quick Delivery.
Manufacturers of the Famous Cork Handles.

Agent for LLOYD'S PERFECT CRANK.

"Make Haste Slowly"

Is an old but good proverb, especially for **Bicycle Manufacturers** and **Jobbers** to follow, who are about to place their orders for **Saddles** for next season.

YOU WANT TO SEE OUR '93 PATTERNS BEFORE YOU BUY.

They are just as good, just as practical, and just as sensible as our celebrated **Baby Seat.** We will show them to you very soon. **WAIT.**

THE RICH & SAGER CO.,

17 Elm and 16 Courtland St., Rochester, N. Y

THE METAL TURNING CO.'S

MAGIC BICYCLE OILER.

Patent applied for.



We are now ready to supply these goods to the general trade, and claim for them the following points of superiority over any others on the market.

First: They do not leak, and are as clean to carry in the pocket or tool bag as a knife or wrench.

Second: You can get as much or as little oil from them as you need. When a drop only is required, place the feed wire where the drop is needed and press down. If a larger quantity is required press the bottom of the oiler, and the oil will flow freely from the wire. You do not need to waste oil and daub your machine with this oiler. And you can oil your wheel quicker than with any other.

Full size cut.
Patent applied for.



Manufactured Exclusively for

The Whitten-Godding Cycle Co., - Providence, R. I.

24 Cash Prizes.

We desire to thoroughly introduce our Sunol Bicycles throughout the United States in 1893, and in order to give them such an introduction, we realize that we must advertise liberally and well. We are willing to advertise liberally, but that it may be done well, we must have a supply of bright original advertisements. We therefore make the following offer for the best 24 advertising ideas, first prize to be awarded to the author of the best, second prize to the author of the second best, etc.; decision to be made by three competent judges:

1st Prize, \$200. 2nd Prize, \$100. 3rd Prize, \$50.
4th Prize, \$25. 5th to 24th Prize, \$10.

We will also pay \$5.00 for each idea not securing a prize that we think we can make use of. Contest closes January 15th, 1893. For particulars as to the nature of advertisements required, etc., address—

The McIntosh-Huntington Co.,

Adv. Dep't.

Cleveland, Ohio.

"PERFECT" POCKET OILER.



Best and neatest can in the world. Throws only a small quantity of oil at a stroke; no leakage; handsomely nickel-plated. For sale everywhere. Price, 25c. each



"PERFECT" POCKET OIL HOLDER
Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.
CUSHMAN & DENISON
172 9th Ave., - New York.

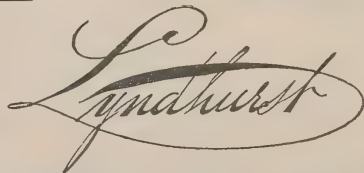


"PERFECT" Pneumatic Pump Holder
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.
CUSHMAN & DENISON
172 9th Ave., - New York.

Racer 23 Lbs.

Light Roadster 33 Lbs.

Won Over 30
Races This
Season.



Factory,
Lyndhurst,
N. J.
Agents Wanted.

McKEE & HARRINGTON, 173 and 175 GRAND ST. New York.

Bargains! ♦ For Sale! Geo. H. Benedict & Co.,

175-177 So. Clark St., CHICAGO.
Hello!—1700

ELECTROTYPING,

PHOTO, Zinc, Etching, Map and Wood Engraving.

BICYCLE CUTS A SPECIALTY.

PATENTS Procured in the United States and Foreign Countries. Trade-marks, designs, label, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.
W. E. AUGHINBAUGH,
McGill Bldg 908, 24 "G" Street Washington, D. C

DON'T BUY A WHEEL—until you have consulted the advertising columns of this paper. None but first-class, reliable concerns use this medium to make known their goods.

Columbia '92 Racer, 26 pounds, gearing 68, has not been ridden ten miles, without a scratch, \$175, for.....\$150 00
Columbia Light Roadster, cushion tires, \$135, for..... 80 00
Swift, Model C, '92, cushion tire, \$120, for.. 90 00
Victor, Model C, '92, cushion tire, has not been ridden 50 miles, \$135 for..... 100 00
Ladies' Juno, '92, cushion tires, almost new, \$75 for..... 45 00
Lovell Diamond, '92, cushion tire, with bell, whistle, stand and lock, \$100 for.. 65 00
Rob Roy, '92, 28-inch wheels, cushion tires, \$75 for..... 40 00
Any of the above wheels will be sent C. O. D. on receipt of \$10, with privilege of examination.

F. R. ZEIT, Medford, Wis.

he brought back. Mrs. Golder accompanied her husband on the Canadian trip, and sailed for England alone Wednesday, Mr. Golder tarrying this side on business bent.

Chicago Trade Jottings.

"Elliptical" De Vore of Freeport was in Chicago last week.

John Read, of Boston, was at the Auditorium Hotel this week.

H. A. Lozier of Cleveland was in Chicago "lookin' 'round," last week.

Henry Andrae was in the city last week. He is making contracts for next year.

Joseph Ryan, of Hibbard, Spencer, Bartlett & Co., is on the road with samples.

A. J. Nicolet is having his trick-riding 48-inch Eagle fitted with Morgan & Wright racing tires.

Willard Parker, president of the Niagara Machine Company of Buffalo, was in Chicago last week.

Herbert Hadden left Chicago Monday for Toronto. After Thursday his address will be Everett House, New York.

A prominent bicycle man has been asked by a representative of the Warwick Cycle Company to open a retail store in Chicago.

Charles C. Mead, late with the Humber Cycle Company, has associated himself with the Monarch Cycle Company as traveling salesman.

George S. Webb of Aurora has done a thriving business this season, the entire volume amounting to \$20,000. The largest business of any of the small dealers in the state.

The Gormully & Jeffery Manufacturing Company is showing an outing bag 7x10 inches, fixed so as to strap to the frame. It is convenient, large and out of the way entirely.

The Western Cycle Company, Chicago, E. L. Furgeson, proprietor, has taken the agency for the Triumph through Mr. Bettman, managing director of the Triumph Cycle Company.

F. H. Chapman, of the Chapman Hardware Company, Toledo, was in the city last week. He closed with the Taylor Cycle Company to handle Psychos and Tourists for northwestern Ohio and northeastern Indiana.

Charles H. Stephens has lately moved his store to the Douglas Park viaduct and is engaged in the manufacture of bicycles, several of which he has turned out at a weight of twenty-three pounds.

Davis & Thomson, formerly doing a cycle business at 4208 Cottage Grove avenue, have dissolved partnership. F. J. Thompson continues the business.

Davis was formerly a foreman with Brown Brothers, and later with Andrae.

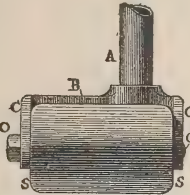
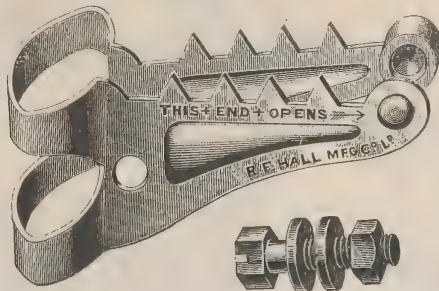
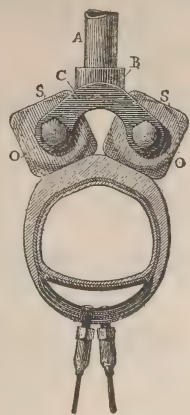
The Marsh-Davis Cycle Company is preparing for a large trade next year. The business manager, Mr. Crafts, has just returned from a trip southwest, and received every encouragement. The new shops, 62 South Canal street, afford them ample facilities.

The Coventry Machinists' Company may well be proud of its magnificent store front. The plate glass in the window is as large as any ever made, being 148x138 inches and 5-8 of an inch thick. The large door glass is 65x40. The entire front is handsomely bronzed, and the show window is the most handsome on the street.

E. J. Ryan, formerly with the St. Nicholas Manufacturing Company, is now on the road for Hibbard, Spencer, Bartlett & Co. This firm has on exhibition samples of the '93 St. Nicholas wheels. If the workmanship is equal to the fine appearance, and the reputation of the St. Nicholas company admits of nothing else, this line of wheels will certainly sell like hot cakes. The fac-

Some 1893 Novelties.

The R. F. Hall Manufacturing Company, of Birmingham, is introducing some novelties for 1893 which will be exhibited at the Stanley show. A light racing chain, lighter, probably, than the Humber pattern, is being made, and Hall's corrugated and depressed roller chain will be among many improvements. Probably no chain on the market has had a greater success than this one, for the company has re-



ceived testimonial letters, facsimile copies of which have been sent the REFEREE, from every manufacturer of note in Great Britain. A new foot-rest, which may be put on the fork-side without removing the wheel, a cut of which is shown, is another novelty. A sample pair sent us was attached in a moment and without the least difficulty. They are made in five sizes. The company is making a brake for pneumatic-tired wheels that seems to be an excellent thing. Each square may be turned around four times, so that it would take a lifetime to wear them out. The brake is light, cannot tear the tire, and grips as well in wet as dry weather. A pressure gauge, adapted for use with pneumatic tires, is also made by the company. A detachable and dust-proof bottom bracket, gears for the geared ordinary and front driver, a new inflator and a large assortment of parts will also be exhibited at the Stanley show—stand 219.

tory never before turned out so attractive a line.

C. V. Dasey & Brother, 3109 Prairie avenue, have completed a safety after a model distinctly their own. The frame is a novel form of a diamond, the weight about thirty-two pounds, the machine being steel throughout, with forgings and the best bearings obtainable. The young men will probably manufacture this winter.

C. L. Dikeman, secretary, and F. A. Weaver, traveling representative of the Eagle Bicycle Manufacturing Company, were in Chicago Monday and Tuesday. An agent for this popular wheel was appointed in this city. All through the country Eagles will be sold next season, many leading agents having taken this line to push.

The Coventry Machinists' Company may be able to exhibit American-made Swifts at the Philadelphia cycle show. The first product will be assembled in this country, as a factory for the complete manufacture of cycles cannot be organized in so short a time. The change of administration will make no change of plans necessary.

The firm of Thorsen & Cassidy has been incorporated with a capital stock of \$100,000, fully paid in. Although young in business, Thorsen & Cassidy have succeeded in building up an enormous sporting goods trade throughout the western states, and with additional capital the trade will be doubled. In the cycle department only one contract has as yet been made, and that is with the Western Wheel Works.

Miscellaneous Trade Notes.

The Truesdail Machine & Arms Company, St. Louis, has commenced to import Triumphs.

The Buckeye Cycle Company of Cincinnati, has placed a large order with the March-Davis Cycle Company.

The Union Drawn Steel Company, Beaver Falls, Pa., has sold out its chain manufactory to E. A. Kinney & Co., Cincinnati.

It has now been settled that the American-made Rudge will be manufactured in Peoria, the plant formerly used as a watch factory having been secured.

C. L. Green has purchased the interests of A. H. Thomas and C. H. Heams in the Hub Cycle Company of Richmond, Ind.

The Countess Fabbriotti, said to be the most beautiful woman in Florence, Italy, is frequently seen riding with her husband. Both use Raleighs.

Mr. McKee, of McKee & Harrington, has left New York for a western trip. He is to close some large deals with western dealers for the Lyndhurst.

E. Alsdorf & Co., Newark, N. J., will handle Telephone cycles in New Jersey next year. This firm has a large retail store in Newark and it does a big jobbing business.

S. L. Beals, formerly secretary of the Premier Cycle Company, has severed his connection with that concern and is now with Kingman & Co., Peoria, showing their line through the south.

Frank G. Silvers, the Derby Cycle Company's traveler, is now doing North and South Dakota, southern Minnesota, western Illinois, northern Missouri, northeastern Kansas and Iowa in the interest of the Derby.

President Smith of the Indiana Bicycle Manufacturing Company, Indianapolis, has just returned home from an eastern trip. He says the recent fire at the factory will in no way interfere with its arrangements for next year.

Detch & Sons' cycle emporium at Richmond, Ind., took fire on Wednesday of last week and before the flames were under control goods valued at from \$1,500 to \$2,000 had been damaged. The loss was fully covered by insurance.

The March-Davis Cycle Company has placed the agency for the March safeties for Ohio, Pennsylvania, New York, Washington, D. C., and all territory south of the Ohio with the Buckeye Cycle Company, of Cincinnati, which has ordered 250 wheels.

The Stover Manufacturing Company is going to manufacture this season a few wheels to list at \$175. The frames will be made of Damascus gun barrels. The weight will be twenty-eight pounds. P. J. Berlo, the Boston crack, has made wheels from Damascus gun barrels this season and sold them for \$250. The Stover wheels will not be enameled, the

frames being highly polished and kept from rusting by the application of a little oil.

It is rumored that the Eagle Bicycle Manufacturing Company, of Torrington, Conn., will soon be in the same position as regards elliptical sprocket wheels as the Pope Manufacturing Company.

The Detroit Cycle Company has been incorporated with a capital stock of \$10,000, paid in. The officers are John A. Matherson, president; Edwin B. Robinson, secretary and John T. Holmes, treasurer.

Morgan & Wright pneumatic tires are very popular among horsemen throughout the country. Nancy Hanks is now at Nashville, where Budd Doble is preparing to send the queen of the turf for record hitched to a Sterling sulky fitted with M. & W. racing tires.

Percy Harris, late of the Humber-Rover Cycle Company, Chicago, is now manager of the Phoenix Cycle Company, Philadelphia. Mr. Harris is well pleased with his new position and the Quaker City. The house has not as yet decided what wheels it will handle next season.

George M. Hendee, representing Hulbert Bros. & Co., of New York, was in Peoria the early part of last week and came to Chicago Wednesday evening, remaining there until Sunday evening. Mr. Hendee seeks to place the entire western agency for the Majestic cycles with some prominent firm.

John T. Bailey & Co., Philadelphia, will job bicycles on a large scale next year. This concern has secured the eastern agency for several well-known makes, and will certainly do its share of the business. William J. Greer has charge of the bicycle department and says the outlook is very good.

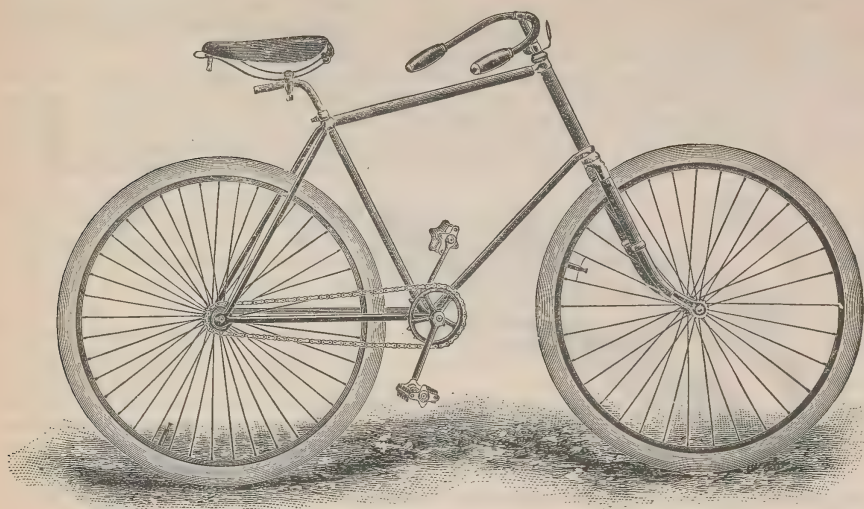
The genial Birmingham trades representative, Thomas Sanders, was in New York last week with his several specialties. Tubing and Bown's Aeolus bicycle are the chief things in a trade way Mr. Sanders will sell on this trip. He reports orders for the famous Credenda tubing and inquiries for the Bown bicycle as good.

George C. Cribbs, Milwaukee's wholesale implement and carriage dealer, on Saturday gave Mr. Hadden of Bayliss, Thomas & Co., manufacturers of the Excelsior, an order for 500 wheels, the first shipment to reach this country Jan. 1. Mr. Cribbs will cover Wisconsin, North Dakota, South Dakota, Nebraska and Kansas.

The Campbell Manufacturing Company, of New York, manufactures the highest-priced bicycle on the market. The list is \$180, and those who have seen the samples say the wheel is worth the money. Nor does the firm find great difficulty in disposing of so high priced a wheel. Only two hundred machines will be turned out this season.

The McIntosh-Huntington Company, of Cleveland, Ohio, has secured the United States agency for the Crypto geared ordinary and front driving safety. This company has, by natural business tact, built up one of the most prominent cycle business departments in the United States. Its agencies for 1893 include the King of the Road lamp, Lucas' cyclealities for the northwest and the south, and Southard cranks for the entire United States.

The Union Plating & Manufacturing Company will hereafter be known as the Sterling Cycle Works. The Sterling Cycle Company has been organized to handle Sterlings in all territory west of the east line of Indiana, the Charles F. Stokes Manufacturing Company handling all east of that line. C. G. Field, for many years with A. G. Spalding & Bros.,

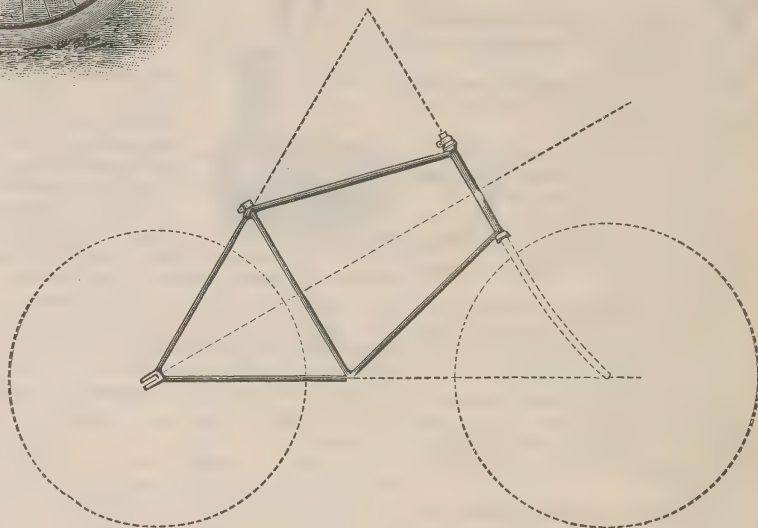


HIGH-GRADE PNEUMATIC. WEIGHT, 36 LBS.

THE TRIANGLE.

The only wheel on strictly **SCIENTIFIC LINES** by which the strains are equalized and **Great Strength** secured, combined with

Beauty, Symmetry and Simplicity.



Specifications.

—o—

Deep Frame, Perfect Truss, Drop Forgings, Wheel Base 45 Inches; Ten-inch Head; Cranks 8 Inches from ground; Bearings carefully tempered and ground.

LIST, \$150.

THE PEERLESS MFG. COMPANY, - CLEVELAND, O.

WATCH THIS SPACE

FOR

OUR ADVERTISEMENT NEXT WEEK.

THE ECLIPSE BICYCLE CO.,

BEAVER FALLS, PA.

has been secured. He closed a large contract this week with A. C. Abbott Sons & Co. of Marshalltown, Iowa, for the state of Iowa.

Luthy & Co., of Peoria, have admitted into the firm a bright business man, D. W. Voorhees, a nephew of Senator Voorhees of Indiana. This gentleman was formerly manager of the Kentucky Union Railway Company; vice-president of the Voorhees Starch and Refinery Company of Danville, and president of the Illinois Trotting Circuit.

On Wednesday of last week, Rouse, Hazard & Co. closed a deal with F. F.

Ide, of Peoria, to manufacture the Rudge, Sylph and Overland safeties. Charles E. Duryea, designer of the Sylph, is now located permanently in Peoria, devoting his spare moments to a flying machine. Friends think he has undoubtedly caught the knack and will be the first man to fly.

Last week Justice of the Peace Hitchens, of Cleveland, went out for a bicycle ride to Lakewood. The authorities of that burg do not allow sidewalk-riding. The judge rode on the walk, a constable nabbed him and the local magistrate taxed him \$5 and costs.

Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. *Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine.* It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. **PRICE, \$3.00.**

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass

Send along your name, address and two dollars and receive
THE REFEREE
For one year. Once a subscriber—always a subscriber.

THE REFEREE.

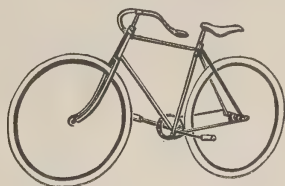
EXCELSIOR

MANUFACTURED BY

BAYLISS, THOMAS & CO., COVENTRY.

••••• CYCLES •••••

AGENTS WANTED...



...APPLY AT ONCE.

Sole Importers For the East.

HOWARD A. SMITH & CO.,

—NEWARK, N. J.

JOHN HOYLE, *5 and 7 East Madison Street, Chicago.*
Chicago and Western Agent.

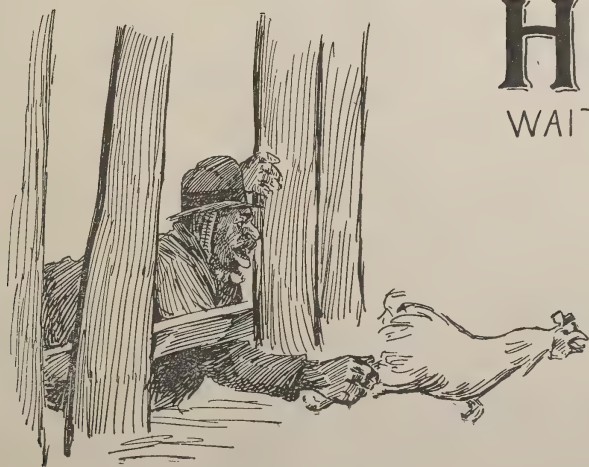
J. MALPAS, *58 Sherriff Street, Cleveland.*
Agent for Ohio.

Rims, Corks, Carriers, Horns, Lamps, etc.

Bicycle Sundries of Every Description. Encyclopedia of Cyclers' wants ready to go to press.

Send Stamp for a copy. Headquarters for supplies.

HOWARD A. SMITH & CO., - - - NEWARK, N. J.



HOLD ON!

WAIT UNTIL YOU SEE

THE ECLIPSE

MADE BY ECLIPSE-BICYCLE-CO.
INDIANAPOLIS IND.

FACTORY BEAVER FALLS PA.



PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

ROOMS 570-580, CANTON BUILDING, 328-334 DEARBORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.
CHAS. P. ROOT, - - - Associate Editor.
R. M. JAFFRAY, - - - Business Manager.

"A BLOW AT GOOD ROADS."

We have the most sincere contempt for an enemy of the cause known as good roads; we praise the man or men who have worked for that cause and those who will in the future labor for the betterment of the highways of the country. An enemy of good roads is an enemy of good government and a country's prosperity. Under the heading, "A Blow at Good Roads," the *Union and Advertiser* of Rochester, in relation to Colonel Pope's scheme to have a permanent good roads exhibit in Washington, and a bureau in connection, says:

Great as is our interest in the improvement of our highways, and willing as we are to advocate all legitimate ways of promoting this meritorious cause, we feel obliged to answer this question with a most emphatic negative. If good roads can be had in no other way than through the establishment of another government department, then we are decidedly opposed to having them at all. Intolerable as is the evil of bad roads, they are infinitely more tolerable than a large increase of federal officials, of political patronage to be fought for and of the chances for jobbery and corruption. The duties now entrusted to the federal government are none too well done; in fact they are wretchedly done. We do not, therefore, propose to aid in any way in adding to these duties. On the contrary, we shall do all in our power to restrict them and secure a more efficient performance of them.

This being our position on this important subject, we have thrown Mr. Pope's blanks into the waste paper basket. We advise him as well as others interested to do the same thing with the petitions in their possession.

We should like to know what creates prosperity if good roads do not, and we should also like to know how these good roads may be had if the government—state or national—does not take up the work in some manner. Far more capable judges of the benefits to be derived from and the necessity of good roads than the *Union and Advertiser* have said that as is the condition of the roads of the land, so is the prosperity of the country. This fact is so well known that it seems almost absurd to even refer to it. Excepting the paper referred to there is not a journal in the land that is not heartily in favor of good roads; certainly none would decry them. The Rochester paper might take a lesson from the Chicago *Tribune*, which, in a lengthy editorial on the bureau scheme, said:

All this is in the line of highly desirable progress. The one great need of the agricultural regions in the United States is good wagon roads, this being in many sections connected intimately with the necessity for better drainage of the land. Within the last quarter of a century the country has been gridironed with steam lines, while the improvement of wagon roads was systematically

neglected, as if the latter were rendered inutile by the former. Never was there a greater mistake. * * * The low prices of which the farmer often complains and which he is in the habit of attributing to other causes are in large part due to his inability to market his produce otherwise than during the great rush, in which all are anxious to sell, this being because the roads which connect his farm with the railroad depot are at other times impassable for loaded wagons. * * * The notorious unwillingness of the young men to stay on the farm if they can help it is largely due to the fact of bad country roads. * * * The demand for better roads ought to be coupled with a request for such legislation as would make it to the interest of owners of wheeled vehicles to use the broad tire, nothing less than four and one-half inches being allowed for loaded wagons without a special tax.

Every word of the above is true, of that there is no doubt. The farmer needs good roads most of all, but every merchant must necessarily be benefited by them, and we doubt if there exists one business man who would not do all in his power to aid in promoting a good roads bureau. In such a matter politics cuts no figure—Democrats and Republicans alike are interested. The recent election will have no bearing on the case, unless it be in favor of the bureau, for many of the congressmen-elect have given their pledges to favor good roads.

Colonel Pope was, some thought, a Republican and a protectionist because he had big interests which were greatly favored by a high tariff, but such is not the case. He is a Democrat and was, we are informed, an ardent Cleveland supporter. We do not think the colonel designed to have that bureau created simply to provide office and a chance for boodling for someone; we believe him sincere in his endeavors to establish a branch of the government that will be of almost unforeseen good.

DESIGNS FOR 1893.

The new styles of the recognized standards are not yet upon the market, though most of the dealers and a privileged few outsiders have seen some of the models. It is not safe to prophesy just what they will all be like at this writing. We have every reason to believe that the high grade wheels for the season of '93 will be the finest and best that educated mechanism, cultivated desires, superior workmanship and well-equipped apparatus can devise. It must be understood that this means very much, and includes the different parts of the wheel. For instance, improved saddles are very much desired, especially for the ladies' wheels, and the experiences of the past, combined with the inventive genius of several very clever doctors who are and have been looking for perfection in this one particular, will bring about a radical change, and hereafter the wants of this special class may be suitably supplied. The method of adjusting the gearing, the best construction for the head, and the whys and wherefores of the much abused handle-bar, will need attention, for it is perfectly plain that the dropped handle-bar is not for all. The buyers are their own educators on this one point, notwithstanding all that has been fired at them by writers from A to Z. And so one might continue with points for improvement, including the minor parts of the machine.

COMING TO IT FINALLY.

There have been some startling occurrences lately—to the lay public, at least. The good people of Minneapolis were shocked to see the pastor of the Church of the New Jerusalem, Rev. J. S. David, mounted on a bicycle and making his way towards his house of worship. As a result the Flour City people have something to talk about. On the evening of the same Sunday a Kalamazoo preacher startled his flock by having a bicycle on either side of his pulpit, with lamps

brightly burning. The deacons didn't know whether the minister had turned the church into an auction room or a cycle show. But his discourse, which is published in another column, explained all. At Erie, Pa., a lantern parade was to have been held a few days since, but was abandoned on account of bad weather. But had the parade taken place even the city solicitor was to have participated with gaily decorated wheel, while the town marshal intended to give an exhibition of fancy riding. So it will be seen that it is not only "the boys" who participate in parades and ride on a Sunday. Times and customs are changing, surely.

JOHNSON'S ALLEGED INTERVIEW.

On Thursday and Friday of last week a number of papers printed press dispatches from New York, dated Nov. 17, in which Johnson is said to have reiterated his charges against the Chicago racing men and their track tactics. Although the alleged interview does not say so, it is made to appear that Johnson was in New York prior to his departure for the south. But Johnson was never in Gotham in the first place, and he never made charges against the Chicago men as claimed. An hour or two before he left for Nashville, Johnson was at the REFEREE office in Chicago and he then and there strongly denied that he had ever made such charges as he is said to have done. Johnson had no complaint whatever to make against the Chicago men, so that the alleged interviews are all bogus, emanating from those who were unfortunate enough to be fairly beaten in the races at Washington Park.

THE utility of the bicycle was thoroughly demonstrated at Minneapolis on election day, when several good riders were kept busy for several hours gathering the returns and delivering them to the city hall. The city clerk thinks a half-dozen horses could not cover the ground that one bicycle rider did, and hereafter when he wants a messenger it must be one on a wheel.

NOTWITHSTANDING the fact that the Sanger-Zimmerman match is as dead as the proverbial door nail, the space writers in the daily and weekly papers manage to keep the subject before the eyes of their readers. There is not one chance in a hundred of these two men coming together in a match race. It would be a blessing to let the matter rest.

NOTES AND COMMENTS

Years ago the traveler spent several not too pleasant months in Pueblo. He landed, in what was then a stragling frontier town, a moneyless, tenderfoot kid, without a friend within a thousand miles. He had learned what it meant to go hungry and bedless and later what work as a menial in a second-rate hotel and as a slave in a Colorado smelter costs to pride and brawn. Twelve years have made a mighty improvement in the Mesa city and it has grown to a point where it puts on all sorts of metropolitan airs. Its streets are wide and well paved, its buildings handsome and substantial, and it has more than 300 cyclists. The principal dealer is a French gentleman, named Jonod, who has the politeness and volubility of his race, and likewise a very fine store, well stocked with various cycles and a well built bank account. The traveler met several wheelmen, found them clever chaps and very enthusiastic.

* * *

An enjoyable ride of 116 miles along the foot of the everlasting hills, clad half way down their sides in snow, brought the traveler into Denver, the gate of the

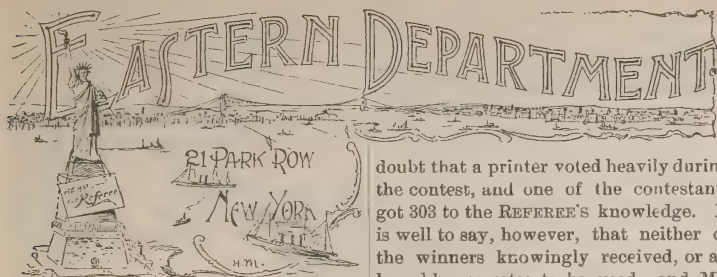
great west, and the most wonderful city, excepting perhaps Chicago, in the country. The traveler remembers when it was a different place—when in the place of stately buildings, beautiful parks, level and well-paved streets, cable cars and splendid hotels, there were adobe huts, wooden shacks, one long street filled with blinding dust, a ramshackle canovassary,—half saloon, half gambling house, and wholly abominable—called a hotel, a place where the wingless ones who are so prone to "get there" were rumored to have had a habit of consulting the register in order to find the rooms of particularly desirable travelers, and where the meat was so tough that it was written "a fork could not be stuck into the gravy." Cowboys and worse made life a burden to people of a timid nature by riding up and down the streets late at night shooting at sign boards and not seldom at one another. Now the city is as safe and peaceful as any in this broad land, and as beautiful. The traveler went the rounds of the trade, visiting the genial G. E. Hannan, who handles the Stover and Cleveland cycles; the Sperry Cycle Company, which is representing the Columbia and Kenwood; Banks & Anderson, Charles F. Stokes, Jr., and last, but by no manner of means least, he called on Candy. Everyone knows Candy, and no one knows aught but good of him. He exhibited with pardonable pride, his collection of bows, arrows, spears, deer horns, etc.; treated the traveler to a cigar, which was so bad that the taste still remains; told him a lot of tales, more or less wonderful; tried to sell him a Victor; failing, tried to sell him a strong and wonderful machine, which he said was a Chainless Telegram, failed again, and settled down to a good old-fashioned visit, which the traveler thoroughly enjoyed.

The traveler has a weakness for literary people, perhaps because he would like to be literary himself, if he could; and therefore he called on the *Sports Afield*. Mr. King, the manager, is in the east, but an old friend, a clever writer, and a splendid rider, Mr. McGuire, was in, and we had a very pleasant talk. An invitation to inspect the Ramblers was accepted and together we strolled down to their club rooms, where the traveler met most of the famous western riders, after which a visit was made to the Social Wheel Club, a rival organization, and an enjoyable evening was passed in their charming quarters. The Ramblers are about to erect a \$25,000 club house and all the Denver wheelmen are anxious to have the '94 meet held in Denver. It seems to the traveler that this is a splendid idea. There is not an eastern city that can offer half the inducement.

* * *

In Denver the traveler found a copy of the REFEREE, in which his old friend, "Senator" Morgan, aided and abetted by L. C. Boardman, "pays respect to the 'Italian.'" Oh, senator, senator, where has your book larnin' gone to, and you a Welshman, too. A lineal descendant for all I know (certainly in cunning) of the famous round-table knight who served as kitchen knave for great King Arthur and whose kitchen name I have appropriated. Norman French, my boy, not Roman. And so I am a "has been," am I, and the parade was all that was lovely, was it? You have forgotten, your letter regarding it, written the next morning, senator. I don't understand Mr. Boardman's allusion to "high grade wheels and inner tubes" and hence will hold my peace. Just the same, as a "has been" and a crank I shall bang away at the follies of the trade, the "push" and various other things and let the wise judge.

LA COTE MAL TAILE.
(or the Short Jacket.)



Among the callers at our New York office last week were: Amos Shirley, James Josephi, Imperial traveler; S. Golder, New Howe agent; Henry D. Stone, cycle agent, Worcester; Trenchard and Vose, two of the piano populists; L. Crondel, Howard A. Smith & Co.; W. B. Troy, *Sporting Life*; F. F. Ives, Ormonde company; J. H. Sager, Rich & Sager, Rochester; President Miller, Springfield Bicycle Club; Guy P. Wilson; Frank Egan, cycling editor *Sporting Life*; L. A. (Airtite) Howell, Airtite Tire Company; W. A. Schockey, western traveler Pope Manufacturing Company; Sydney Bowman, New York cycle agent; L. B. Whymper, Schoverling, Daly & Gales, New York.

Piano Echoes.

The piano contest in New York has at last been settled satisfactorily, at least to Holmes, of New Jersey, for he gets the piano. Vose, of Brooklyn condensed milk fame, received the Century Columbia, while Trenchard gets a suit of all wool and yard wide underwear, and a pair of shoes to recompense him for the tramping he did for votes. The *Recorder* finally discovered that the bogus votes all came from the same factory and handsomely apologized to the four leaders, Holmes, Voss, Trenchard and Worden. Vose and Trenchard paid the REFEREE a visit. They enjoyed the cartoon and did not threaten a libel suit or anything of that kind. But if there was any doubt existing regarding Vose's acquaintance with cycling or cyclists, it can be now dispelled, for he had never heard of the REFEREE (so Boardman said) until people asked him how the milk market stood. Then he hurried to see a copy.

The *Recorder*, in thanking the REFEREE for the cartoon and compliment, said that it was well done, but had hurt the feelings of some of its readers considerably. Seven letters of protest like the following have been received:

Dear Sir:—Your caricature of our *Recorder* contest is a good one but I should think before you speak as you do you would learn the true facts. I notice in one of your articles you give other parties a roasting because they have been a little off in their writings, but you have a good chance to right yourself and at the same time give the contestants of the late contest their due. It has been proven that neither of the contestants had "fake" ballots and all were genuine, therefore you have done a great injustice by proclaiming that their friends all had unfair schemes of their own. Mr. Albert was the only one proven to have bogus ballots, and in all justice to the other gentlemen I am quite certain you will set them right before their friends. Respectfully,

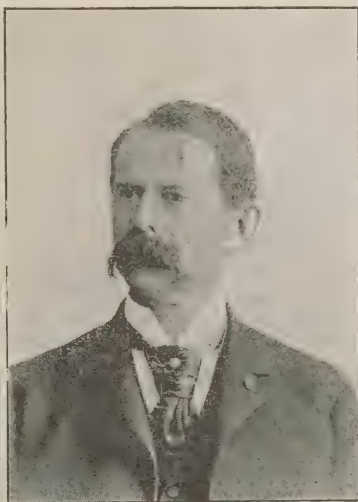
JONAS WENDLING.

Yes, Jonas, but the day after the contest closed the *Recorder* said: "Many bogus votes were discovered. Not all of them were counterfeits, but among each one of the contestants' votes were found coupons that were printed outside the *Recorder* office." The REFEREE was also informed that even the expert could not discover the difference between a good and bad vote, so clever was the work, so if bogus votes found their way into the righteous competitors' box only they could not be expected to know anything about it. It has not, therefore been proven that the winners did not have "fake" ballots. An expert could not prove it although it is known beyond a

doubt that a printer voted heavily during the contest, and one of the contestants got 303 to the REFEREE's knowledge. It is well to say, however, that neither of the winners knowingly received, or allowed bogus votes to be used, and Mr. Holmes, of Newark, is entitled to the piano, which will, he says, be duly christened later on. In the meanwhile the milk industry is booming, and the church and railroad industries are on a good footing.

Will Work For Good Roads.

Herewith we present a faithful likeness of Congressman John H. Graham of Brooklyn. Col. Graham is a Democrat and made a remarkable fight in the late election, and won a seat for the Democrats in a stronghold of the opposite party. The election of Col. Graham means a great thing for good roads in the next national assemblage, as he is a



warm advocate of the subject. In cycling and the trade Col. Graham is well known as the selling agent of the New Departure bells. Under the caption "Reasons why he should be elected," a hundred friends sent out the following just before election:

John H. Graham has been a life-long citizen of Brooklyn, and has always resided near or in the fifth congressional district. He is fifty-seven years of age and a self-made man. Having received a common school education in old public school No. 4, under the late Samuel C. Barnes, he then served his full apprenticeship as a carpenter and builder. Later he entered the employ of the wholesale hardware house of Sargent & Company. He then started in the hardware business for himself, at the corner of Kent and Myrtle avenues. At this time he was serving the citizens of Brooklyn as a volunteer fireman.

At the outbreak of the war he organized Company A of the Fifth Regiment Heavy Artillery, and served as its captain, the regiment being under the command of his father, Col. Samuel Graham. Capt. Graham served with his regiment throughout the war, and was breveted lieutenant colonel for gallant and meritorious conduct at Harper's Ferry and in the Shenandoah Valley.

At the close of the war his business sagacity, together with his knowledge of gun equipment, led to his engagement with B. B. Hotchkiss, the world-renowned inventor of the present Hotchkiss guns.

On Jan. 1, 1870, he engaged in the hardware business for himself in New York City, and by his activity and close application gradually built up the business, so that to-day he is one of the largest representatives of American manufacturers of hardware in the country. When it was supposed that the World's Columbian Exposition would be held in New York, Mr. Graham was unanimously chosen by the Hardware Board of Trade, and was appointed by Mayor Grant to represent the hardware interests.

Besides his regular business, he is connected with several banking, mercantile and charitable

institutions; he is a director of the National Shoe and Leather Bank of New York City, a trustee of the East Brooklyn Savings Bank, and one of the advisory committee of the Twenty-first ward of the Association for the Improvement of the Condition of the Poor.

Being so largely identified with American industries, he is naturally in favor of tariff reform, and believes that the inequalities of the tariff laws should be so corrected and adjusted as to afford all needed and proper protection to American industries, and so extend our markets that the already over-production of many of our factories may be disposed of, and thus give steady employment to those engaged in manufacture, both employer and employee. He is in favor of a sound currency, liberal pension laws, and such other legislation as will tend to the comfort and prosperity of all our people.

His long residence and activity in the district have given him a thorough knowledge of its needs; his practical business experience and connection with financial institutions and his public spirit make him eminently fitted to represent the fifth congressional district in congress.

Col. Graham looked happy when the REFEREE representative called on him at his place of business, Chambers street, and stated that good roads would have his hearty support in the next national assembly.

The Corpse Will Be Sass.

To illustrate the uncertainty of the trend of events, Chauncey M. Depew told a story at the recent New York banquet at which President-elect Cleveland was one of the distinguished guests. Chauncey said he had hoped to be present in the capacity of eulogist over the remains of a friend (looking towards Grover), but he found that he was the corpse himself. He also said:

A classmate of mine who was a preacher, found himself located in a spiritualistic neighborhood, and the leader of the spiritualist band died, and his next friend came to see the clergyman and said "We have something of the old Puritan spirit left, and we think that our leader ought to be buried by a Christian ceremonial. Will you attend it?"

My clergyman friend in Christian charity went around. He gave out a hymn, read a scriptural passage and made such remarks as he conscientiously could. Whereupon the wife of the dead spiritualist arose and said that she had a communication from her husband. It was the clergyman's address to pieces, ripped up the scriptural passage he had quoted and denounced the hymn.

The survivors of the spiritualist band said, "We beg your pardon. We had no idea that our leader would come back and act in this manner; we hope that you will forgive it." My friend the minister said, "I forgive it because this is the first time in the many ministrations I have had of this kind when I have ever been 'sassed' by the corpse." [Roars of laughter.]

The above will do to illustrate the position the racing board will be placed in if it encourages makers' amateurism or promateurism, which is the same thing. The corpse will "sass" it when the inevitable burial of the corpse shall come. Frank Ives, one of the old promateur Ducker boys, said recently to a REFEREE man: "There is absolutely no foundation for promateurism or makers' amateurs, and a man must either be an amateur or professional, pure and simple. There must be a solid foundation to build on, and there is no foundation for a middle class which is neither one thing nor the other.

He Got The News.

John Schoefer, known as plain "Jack" by his friends, who was a well known figure in the agency line in Brooklyn last year, is now doing nicely as Bidwell's southern traveler. Schoefer, in the days of '85-'86, was Brooklyn correspondent of Ducker's *Wheelmen's Gazette*, and for a sixteen-year-old Jack was a hummer. The Brooklyn news was read with both anger and delight by the cyclists of the City of Churches, and the unknown correspondent hit right and left. Letters of protest floated in to Ducker, who in turn referred them to "his Brooklyn man" Editor Ducker had never seen his live correspondent and thought him to be a man. The stories he told of Brooklyn cyclists generally bordered on truth, but

when a caricature of three well known Brooklyn riders (showing them partially hid behind a tree with their ordinaries turned upside down and with cyclometers and wheels whirling around, propelled by the riders' strong arms) and labelled, "the way some Brooklyn riders make century runs," patience gave out and a libel suit was threatened, but "Jack had proof and so wrote the editor. The crowning hour of his reportorial career came, though, when Ducker appointed him a member of the A. C. U. (American Cyclist Union) racing board, Ducker recognizing his worth from his correspondence. Schoefer (a mere lad) was much disturbed and he went to Springfield to decline the position owing to his youth. When he met Ducker he said: "I want to talk to you about the A. C. U. racing board office."

"Oh, I have appointed my Brooklyn man to that position," returned Ducker. "I am your Brooklyn correspondent," meekly said the boy Schoefer.

Ducker for once was upset, but was able to say: "You are my Brooklyn man, eh! well, you will do for one of my A. C. U. racing board; you are old in the ways of cycling, if not in years."

Col. Pope for Cash Prizes.

Col. Albert A. Pope was in New York last Thursday and was compelled to hold a sort of levee at 12 Warren street all day. From the time of his arrival to his departure a constant stream of people, bent on all sorts of schemes, floated into Elliott Mason's private office. The cycling press was fairly well represented at the levee, and the colonel sent all away with crumbs of comfort in some shape or other. Frank Egan of *Sporting Life* was on hand and did his call in whispers, but not low enough to prevent the REFEREE from catching the drift of things later on. Boardman of the *Recorder* talked to the colonel about that proposed road from New York to Chicago, but did not receive much encouragement. Col. Pope foresew difficulties in the scheme of tackling over a thousand miles of good road at one fell swoop, and talked inter-state law difficulties so well that Boardman's courage wilted to a remarkable degree. The colonel would have the scheme like Jacob's ladder, and to reach the heaven of cycling hope he would tackle the different states separately, rung by rung, and climb steadily and firmly until the top was reached. The colonel is a soldier and leader of soldiers, and knows the value of strategy and calculation in order to turn the enemy's lines and start a battle in the most advantageous way.

The REFEREE man received a cordial welcome when his turn came, and protested that thirty seconds was the time he would engage the colonel's attention, "Sit right down here, I want to tell you something," was the response, and that thirty seconds lengthened to fifteen minutes. "What do I know about the cash prize league? Well, just enough that I will predict that it will go and be a success. No, I will not be financially interested; that is, I am not at present," said the colonel guardedly. "Do I believe in cash prizes? Yes, with all my heart. Why not? Why, some of my closest friends, Mr. Forbes (owner of Nancy Hanks) and several yachting friends all compete for cash prizes, and I have been competing for cash prizes in a business way and in a racing way for many years, and it looks as if I have been successful, does it not? An association to govern the racing will be a success, and I fancy the base ball people will be the principal financial backers of the scheme. I also believe," added the colonel, "that such an association will purify the amateur ranks of the present

professionalism. The principal base ball grounds, with cement tracks, will be used, and there will be little expense outside the building of the tracks, as the grounds and stands are all right for the purpose. The idea will not only benefit cycling, but will also be a good thing for the base ball people, who cannot but acknowledge the decline of base ball and the rise of cycling. The cash prize movement now has the endorsement of some of the progressive people in the country, and if properly governed the scheme cannot but create a boom for the sport. Yes, good roads is my chief work just now, and if you could only see the hundreds of endorsements of the press, many of them editorials from the greatest papers of the union, which come to me daily, it would surprise you. My good roads force of employees is kept busy with the campaign of good roads education I have mapped out, and of all my successes this last movement, national in character, for good roads, pleases me most, and," concluded the colonel, "in all my prosperity and successes I am always accessible to my friends, not forgetting that I was once a poor boy, owing my success to an appreciative public, which made me what I am today. No one has yet charged me with head enlargement. I feel proud of my success, and in my success congratulate American cyclists on the brilliant future prospects of sport, trade and good roads."

Before his departure the REFEREE man asked Col. Pope about the reported political preferences that had been tendered him by Massachusetts. "Yes, it's true that I have been approached regarding the governorship by both parties, but as long as my brilliant young friend, William E. Russell, will contest the position I will not allow my name to go before the people, for he is one of my closest friends and a warm friend of good roads. We will have 1,200 miles of new or improved roads in Massachusetts next year. As regards the office of senator from the state, I have been urged to bid for that, but there is plenty of time to think about it. As for the mayoralty of Boston, I would not accept the position or listen to any proposition. I don't want to be associated with a lot of cormorants. No political office can give me the honor that my effort for good roads has, and both political parties are my friends. Good bye."

The colonel said all the above in fifteen minutes, as he in turn stood in oratorical attitude in the center of the office, leaned on the office desk, and lay full length on a sofa. Colonel Pope is right when he says no political honor can equal that which good roads will and is bringing him daily. Of all his triumphs in life his good roads movement overshadows them all. It will be as lasting as Bunker Hill. Stephen B. Elkins this summer said, speaking of Colonel Pope: "Of all men whom I ever met, the meeting of the man who is responsible for this good roads agitation gave me the greatest pleasure. He is doing wonders for his country and civilization, and building for himself a monument in the hearts and minds of the nation that will not fade away."

The M. A. C. in Trouble.

The REFEREE last summer called attention to the professional aspect of the Manhattan Athletic Club, through its small army of racers, and the attempt to match professional pugilists by the club's captain. Only last week we were informed that this club paid considerably more than a small proportion of the entire fees of its amateurs the past season, and this fact is known to the racing board, the official handicappers and others whose business it should be to call

attention to the violation of amateur racing rules. The metropolitan dailies the past week printed columns of stuff about the M. A. C. and its fine home being in possession of the sheriff, and openly charged that as much as \$25,000 was due creditors, yet no one has thought fit to deny those charges, which are anything but complimentary to the organization. Names of creditors were given and the matter was the talk of athletic New York. A good joke is going around about Carl Hess, one of the club's imported racing men. The Teuton heard that the treasury was low, so with great foresight put in a bill for \$120, expenses incurred in training and eating, of course. "We will look over your account and give you a check," said the cashier. "No, no check—the money," said Carl, who had heard that checks of the M. A. C. had to wait sometimes. The next day he was handed a statement which rattled Carl more than any race he ever rode. It was a bill for "feed, etc., \$127; balance due club, \$7." Carl swore in both English and German, principally in

more; then D. E. Miller, president of the Springfield Bicycle Club, and last came Recorder Boardman. What a gathering of cycling brains! Egan looked chipper, and, indeed, Quaker City air seems to agree with the Gothamite, notwithstanding he lives right alongside a graveyard. Egan says when he is in a hurry in Philadelphia he takes pedestrian exercise, but if he has plenty of time he takes the lightning Philadelphia horse-car. "Aranza" thinks that cash prize league is a sure go; also that tour of inspection car. He says that there will be some lofty tumbling among the prophets some of these days, and that pneumatic scheme No. 4 is a hummer. Egan did not say that he came over to see Col. Pope. I do. Frank slipped slyly away when lunch was talked of—he took lunch with the colonel. Now, you prophets, prophesy again!

President Miller, who looks like John Wanamaker before election, came to town to attend a wedding. Wilson is now a theatrical manager, being assistant manager of Francis Wilson's com-



THE ROAD QUESTION AGAIN.

Chicago Citizen to Farmer: "You have my heartfelt sympathy."—Inter Ocean.

the latter, as he said, "I pay you next season." The *Evening Sun* said to day:

Yesterday Walton Storm, treasurer of the Manhattan Athletic Club, went to the sheriff's office and paid \$1,800 with costs which was the amount of a judgment obtained against the organization by Wales F. Severance, who represents Bourke Cockran for J. Broadhead Woolsey, of Newark, to whom Frank Glover & Sons assigned their claim. The Mannhattans have been gaining considerable unenviable notoriety over several judgments which have been obtained against them lately, and this one in particular. Mr. Carr, who is president of the club, is said to have called Mr. Severance an offensive name, and the result is that there is not a little indignation in the Madison avenue club house over the way in which the affair has been settled.

The officers of the club emphatically deny that it is insolvent, but it is plain that things are not going on as prosperously as the members would like. There is a rumor around town that a number of members are considering the advisability of taking steps to secure a reorganization.

A Notable Quartette.

There was at one time in the REFEREE eastern office last Friday, four men who would be hard to match in cycling. First came Frank Egan, editor of *Sporting Life*; then Guy P. Wilson, of Balti-

mony, although he could have had a decent reportorial berth on the *Sun*. Guy P. wanted to meet Frank Egan, so the opportunity came on Friday. Willis B. Troy also dropped in later, and the air was full of Sanger, Zimmerman, car, cash prize league, and what not.

Illinois C. C. Notes.

The Illinois Cycling Club now has 285 members. Only five associates remain. Death and resignation has reduced the number of the latter and none are admitted now.

Nominations for officers of the club are by ballots deposited in the secretary's hands between Nov. 16 and Dec. 6, this year. True L. Sloan for president and C. R. Street for vice-president will receive unanimous support it is thought. W. A. Davis has declined to run for any office.

The club has offered a series of prizes for the highest runs in bowling, billiards and pool during the period from Nov. 1 to Dec. 2, such runs to occur in competition.

A SERMON ON "BICYCLES."

Rev. C. W. Hiatt's Interesting Talk to His Congregation.

At the Congregational church last evening a sermon was delivered on "Bicycles" by Rev. Caspar Wispar Hiatt. On the right of the platform was a ladies' wheel and to the left a gentleman's, and the headlights on both were brightly burning, says the Kalmazoo (Mich.) Telegraph.

After the usual devotional exercises the pastor said: "I make no apology for these wheels on the platform, the most perfect, the most useful machine in existence. The eye with which we see is a cycle, the mouth with which we speak is a cycle, the sun and the moon are cycles. There are cycles of society, politics, religion, the band of gold which unite two hearts, is a cycle. The very nature of man is a cycle." Mr. Hiatt thus spoke of the advantage of the wheel over every other means of exercise, and in point spoke as follows: "Theshop hand, clerk, stenographer, with the color all gone from the cheeks, mount the cycle and glide over the roads for an hour, taking the most perfect exercise ever invented, and return with the bloom of roses in their cheeks, the blood bounding through the veins and the mind fresh and invigorated, which causes the rider to exclaim in the height of his exhilaration, 'The world is mine!' The improvement in the mode of traveling was then spoken of at some length, and Mr. Hiatt said: "When the high wheel came into use and the owner of one wished to take a trip, he must lay in a supply of court plaster, Pond's extract and bandages. He starts on his journey and must keep his eyes continually on the ground, and a small stone or a hole will occasionally bring him from his high perch thoroughly demoralized. With the safety the rider can look about, see the beauties of nature and have no fear of such accidents. A narrow tire will do for boulevards, but for common roads a broad tire is necessary. Some men are broad-minded, others narrow. God intends you to travel the common road, therefore the tire of your character and your life must be broad. There is a growing tendency among the American people to be broad." After some anecdotes and illustrations of great men, and a tribute to the noble Grant, Mr. Hiatt continued: "He that coasts must climb. Coasting is the poetry of bicycling. Coasting in life some men are able to put on the brake and stop their progress to perdition, while others plunge headlong, and when the speed gets to a certain height, the brake refuses to work and the coaster is lost. 'He who coasts must climb' in life's journey as well as on a journey with the wheel, and when once the bottom of the incline is reached, one must push or drag the wheel up the other side until a level or another downward incline is reached." The bent pedal was spoken of in connection with the wheel and of life, "A bent pedal of a wheel can be repaired by a blacksmith. A bent pedal of life must be repaired by God, and God's workshop is always open ready to repair the bent pedals of life."

Mr. Hiatt closed by saying: "Keep a bright light burning on your bicycles of life and this will assist you in the dark roads of trouble. There is a bright light from the divine countenance of God which will guide and light you if you will but follow it."

The Central Cycle Manufacturing Company, Indianapolis, is very much gratified over this season's work. Out of 2,000 Ben Hur's made 1,800 have been sold. The models for '92 are out and are a credit to the concern.

TELEPHONE
CYCLES.

*Because you are an oyster it
does not follow that you can be
swallowed raw.*

TELEPHONE
CYCLES.

BECAUSE is a very good excuse—sometimes.

BECAUSE you were fooled last year, don't be fooled again next season.

New makes are being placed on the market and their makers claim they are as good, and even better, than wheels that have been on the market for years—again we say, Don't Be Fooled.

Place your order for bicycles with a house that has a reputation for Honest Dealing and is handling a bicycle that is NOT AN EXPERIMENT.

The TELEPHONE has been on the market eight years, and has been tried and found to be O. K.

We want good, reliable agents to handle our wheels, and would be pleased to correspond with agents that mean business. We have some valuable territory that is not yet tied up. Let us hear from you. Catalogue ready.

Kirkwood, Miller & Company,

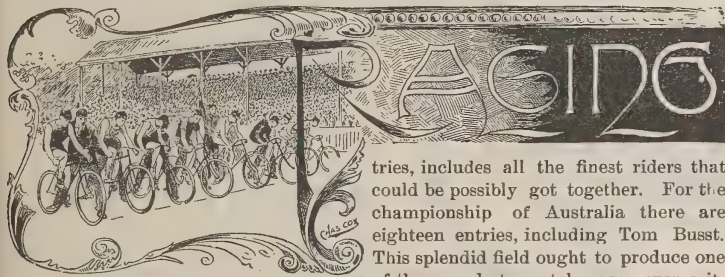
PEORIA, ILL.

TELEPHONE
CYCLES.

*P. S.—Look out for people who cover up rough work with flashy
colors.* K., M. & CO.

P. S.—No. 2.—This is not a hit at Red Heads. K., M. & CO.

TELEPHONE
CYCLES.



Australian Racing.

Racing is now in full blast in Australia and the great event of the year, the Austral, has just been held. Among the entries for the Austral are Jack and Harry Rolfe, the two old Birmingham professionals, who have been manufacturers in Melbourne for several years. Tom W. and J. W. H. Busst, the noted Australian champions are not entered for the big cash in the Austral, but are both in the championship event. The Melbourne Standard of Oct. 4, says: Last Saturday evening entries closed for the Melbourne Club's seventh annual spring meeting, and the result was in every way satisfactory. The Austral wheel race totalled fifty, ten less than the previous year. This reduction is mainly due to the event being run upon hard tire ordinary machines, and the exhibition track being closed against training. Had the great race been open to the more modern mount, the entries, without a doubt, would have been fully 50 per cent larger. This season there are many new entrants who partly make up for several old riders who have dropped out, the most noticeable among the latter being Tom Busst, who is perhaps the greatest rider Australia has ever had. The chief event for the second day, the one mile and a half safety race, which has attracted no fewer than seventy-four en-

tries, includes all the finest riders that could be possibly got together. For the championship of Australia there are eighteen entries, including Tom Busst. This splendid field ought to produce one of the grandest scratch races ever witnessed on the M. C. C. ground. All the minor events are exceptionally well filled, bringing up a grand total of nearly 450—an entry which the club may well be pleased with.

Asbury Park's Programme.

ASBURY PARK, Nov. 19.—The Asbury Park Wheelmen have completed every arrangement for their annual Thanksgiving day races. Seven events are on the programme, including a one-third mile novice race, two-mile handicap for A. P. W. members, two-mile Monmouth County championship, mile scratch, open, two-mile handicap, open, and 3:20 class race.

Sanger vs. Zimmerman.

The *Sporting Life* contained a lengthy letter from Willis "Buncombe" Troy, the premier inducer, in which he endeavors to give the public all the inside facts concerning the proposed race between Sanger and Zimmerman. As there seems to be some misunderstanding regarding the details connected with the proposed match, the following letter is published for the purpose of setting things right:

MILWAUKEE, Wis., Nov. 21, 1902.—WALTER WARDROP, care of Chicago Tribune—Dear Sir:—Enclosed we hand our Mr. Bolte's certified check for \$500, as our portion of a \$1,000 prize to go to the winner in a match race between W. C. Sanger and A. A. Zimmerman, the races to be one

mile, two miles and five miles, the winner of two out of the three events, all of which are to occur on the same day, to take the prize; the race to be run preferably within six weeks from this date in any suitable locality, as we are not particular as to the time and place.

In the matter of a \$10,000 wager, we will say that this is an entirely different proposition on the part of some of Mr. Zimmerman's friends, and not being sporting or betting men ourselves in any sense, we will simply be obliged to show these parties that there is plenty of Sanger money in Milwaukee, and we beg to give assurance that the Zimmerman contingent will be promptly accommodated. Yours truly,
P. H. SERCOMBE,
F. H. BOLTE.

Contains Good Talent.

The Lake View Cycling Club, 1749 Wrightwood avenue, Chicago, now has, after three years' existence, nearly a hundred members and aims to be the leading club of the north side. This lively young organization has held more road races the past season than any three local clubs combined, in this way developing much talent. A majority of the races have been five miles in length, in all of which Gus Steele has won the time medal in less than fifteen minutes. Other likely young flyers of the L. V. C. C. are Joe Stillwell, Anton Helmich, H. O. Fox and Will Callan, who will comprise next year's team and be placed in the hands of a trainer this winter. The road races were of weekly occurrence and starting from Graceland and Evanston avenues, invariably drew a crowd of 300 or 400 people. The club has a racing board, the chairman of which is the captain, which does the handicapping by a system of its own, advancing the men from class to class after each race. The club brought forth J. B. Woolas last spring, who captured the Pullman, and H. O. Fox, who ran into third place. Many other members gained good positions at the finish. The REFEREE's life-size pictures of winners of the Pullman races since the inception of the great event, offered to the

club whose representative won the contest, adorns the front room mantel of the club house, which is a model of comfort.

Three Promising Men.

Julien Bliss, known as the American Ede, is like his namesake, a little fellow, yet he gets there, also like his namesake. Julien has won thirteen first, twenty-three second and nine third prizes this season, footing up in value to a total of \$4,500. The prizes withheld at Baltimore and elsewhere, by order of the racing board, are not included.

Roy Keater was one of the products of this season. For him it was a most successful one, eleven firsts, seven second and fourteen third prizes falling to his lot. The total value of his winnings was \$2,700.

C. W. Davis has won prizes to a total value of \$1,200 this season, and was not on the circuits eastern or western, although he attended a few of the meets of the latter. Had he been able to spare time from the piano business, his winnings would have been quadrupled. He won seven firsts, two seconds and seven thirds. He says the height of his cycling ambition was reached when he was put on scratch with Zimmerman in the half-mile handicap at Washington Park. His tying Zimmerman's world's record of 27 sec. for the flying start quarter warranted this.

Johnson and Ballard Score at Atlanta.

ATLANTA, Ga., Nov. 19.—Two bicycle events were run here to-day in connection with the Atlanta carnival, and J. S. Johnson and E. W. Ballard furnished some exciting finishes to 500 enthusiastic spectators. Ballard, from the thirty-yard mark, won the mile handicap, and Johnson beat him by a foot in the half-mile open. On account of a

very heavy track the time was slow, but the men worked hard. Jack Prince won two half-mile heats against a trotting horse. Although his time was slow the veteran professional deserves credit.

A Successful Racing Man.

Charles M. Murphy, familiarly called Charlie to distinguish him from Billy, his well-known brother, has been more than ordinarily successful the past season. Murphy is a member of the N. Y. A. C. and the K. C. W. and is a game and graceful rider. His principal races the past season were: Washington, D. C., L. A. W. meet, two seconds; Baltimore, first and third; Philadelphia, second; Birmingham, Conn., first and third; Boston, two fourths; K. C. W. fifteen-mile road race, won race and time prize, breaking ten and fifteen mile road record; Springfield, first, second and a third; Philadelphia, first and a second; York, Pa., first and two seconds; Baltimore, two firsts; Reading, first, second, third and fourth; Philadelphia, first; Spring Valley, N. Y., first and second; N. Y. A. C. games, second; Waverly, third.

General Race Notes.

The Spokane C. C. is making arrangements to build a track.

The Savannah (Ga.) wheelmen have organized a track association.

The wheelmen at Westchester, Pa., are to have a track all winter, as the circle at the Tattersall has been engaged. Probably a meet will be given in January.

It has been decided by the Metropolitan Association of Cycling Clubs to abandon the idea of having an indoor meet at Madison Square Garden this winter.

The Rockford (Ill.) cycling fraternity thinks it has in Dever, Budlong, Armistage and Catlin a team of racing men which will hold its own against "the Chicago and other western cracks."

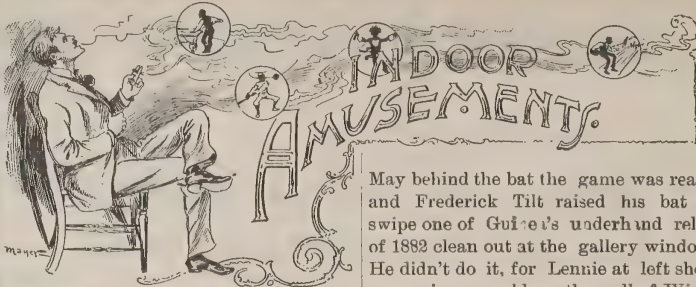
At the indoor games of the Manhattan Athletic Club to be held at the Madison Square Garden Saturday evening, there will be three bicycle events. These consist of half-mile novice, one-mile handicap and two-mile handicap.

The Centaurs of Baltimore, after two postponements, managed to run off their road race on Friday last. Frank Curry won the race, time prize and championship medal, with Ed Eisenbrandt second. The race was run on the Shell road.

G. A. Hanson has just broken the St. Paul-Stillwater record, doing the distance in 49 min. 30 sec. He left St. Paul at 8:30 and reached the Elliott House, Stillwater, at 8:52 1-2. A gold medal had been offered by the hotel man to the first person to cover the distance under fifty minutes.

MILWAUKEE, Nov. 21.—The Milwaukee Wheelmen's indoor race meet at the Exposition building Thanksgiving afternoon and evening, and Friday and Saturday evenings, will be largely attended. A number of prominent Chicago riders have kindly consented to participate, which will make the races very interesting.

The Acme Wheelmen, of Oakland, Cal., held a 25-mile road race Monday (13th) around the San Leandro triangle. There were seventeen starters, Bell, Pickard, Falkner on the scratch. Harris was given eight minutes' handicap; Cooly and McDonald were given eleven minutes. Grant Bell won the race, also the coast record for time, beating Foster's record by 50 sec. Bell's time was 1 hr. 20 min. 43 sec. Harris won second and Pickard third.



'T WAS INTERESTING, INDEED.

Cyclists Play Indoor Ball With Effective Results.

Last Thursday evening two ball teams from the membership of the Lincoln Cycling Club fought nine desperate innings in Klare's Hall. They may be termed the Tilts and the Guineas for the sake of team nomenclature and distinction, and it is probable that the entire Terpsichorean Bacchanalian history of that famous floor, including the pretty parties of the "Merry Seven," the "Daisy Club" parties, the fifty-cent receptions and fancy-dress (?) carnivals never claimed anything half as enjoyable as

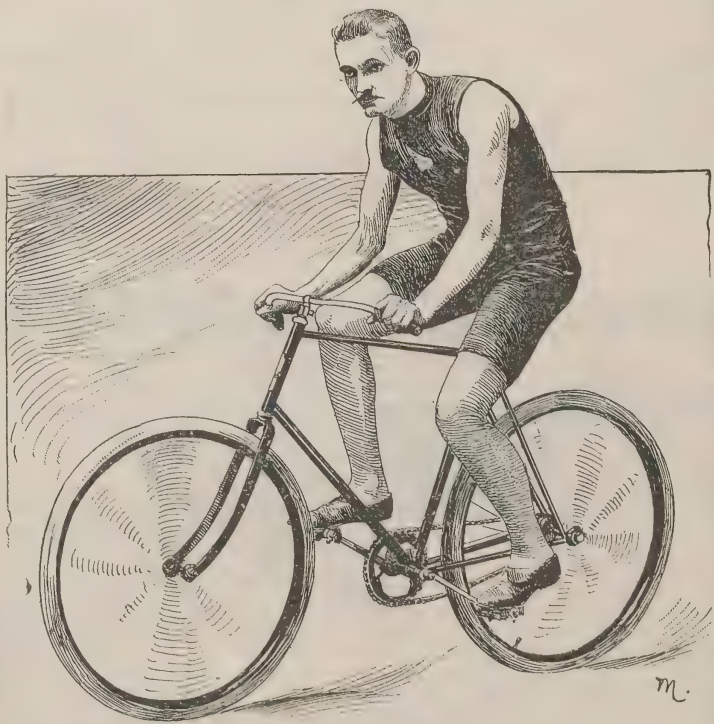
May behind the bat the game was ready and Frederick Tilt raised his bat to swipe one of Guinea's underhand relics of 1882 clean out at the gallery window. He didn't do it, for Lennie at left short was as impregnable as the wall of Windsor Castle, and he put his face against the ball and bunted it to first.

Then Slusser, the catapultic pitcher from the Swift company, waited for an easy one and batted the ball into Peoria territory and it didn't get out again till Slusser was at first.

He stole second while Niesz was waiting for four balls and slid upon third while Servoss was away looking at the batting list.

Niesz got his base on balls and Slusser scored when Guinea pitched the ball at the ceiling.

Niesz was then on third waiting for a two-bagger or a squabble to get him in,



CHARLES M. MURPHY,
Kings County Wheelmen and New York Athletic Club.

the ball game Thursday night. Fred Patee was imported from Peoria, with the red rim around his face; Lennie was engaged at fabulous figures, and Herrick was signed as a mascot to complete the burning trio that would plays in Guinea's collection of quaking giants.

Guinea himself was nervous, for Patee was signed to play right short, with "Pa" Servoss on third, and neither one of them had ever seen a game before.

Darlmunder Morris stood out in center field like an old iron pump in dry weather, and he too had only "heern" about the game. When the flies were not bothering him he sat on the faded plush divan at the far end of the hall, where the queen of the evening or the lady in pink generally rests between waltzes. He was absolutely cool and at ease.

Radell—Antonio, he of wheel-building fame, held down the sand bag at second, and was said to have an eye like a stuffed eagle.

After Bigelow had been planted on first, Altman in left field and George

but he was compelled to get his run on a wild pitch.

Gunther went out before he could get to Bigelow's station at first and Brown was just as easy.

Then Guinea's rare birds came to the plate and make four runs.

Morris got his base on four strikes which seemed to the umpire like balls, started for second before the pitcher had swung his arm, was put out at third and again near home plate, but the umpire didn't care to be too harsh and the run counted.

Radell had in the meantime executed a long drive to right short and when the smoke cleared away was on third. He came in when Lennie fouled out and added one more run to the score.

Alman got out so palpably and so inexcusably between the plate and first that the umpire called him in.

Then Servoss came to the bat. His swing was not vicious, but mighty, and, although he did not hit the ball at third strike, he scared catcher Tilt into dropping it and that landed Servoss on first. The second baseman did not catch him

more than three feet from the base, his capture of third was as flagrant a steal as was ever known and he scored while the catcher was dusting off the plate.

Bigelow and the umpire had meanwhile got around to third. He scored while the catcher was paying his fine to Herrick.

Then Guinea struck out. It was almost an impossible thing to do when the umpire didn't want him to, but he did strike out.

The Tilts got fourteen runs, with a net credit of four by the umpire in the third, two more in the eighth; but the Guinea men got two in the sixth and three more in the ninth, winning the game.

Patee made the winning run. He was on third when the responsibility he bore was made known to him.

A run was needed. He spat upon his shoes, assumed an attitude like that of a man who starts in a hundred yard dash. Servoss, Lennie, Morris and Radell got behind him, ready to push like a V rush at Yale. Then they waited until May had struck out and the situation was desperate, when Lennie gave the signal — "Broomelaw—Balmoral—4-11-44" — and they pushed Patee over the plate.

Tilt was there with the ball but forgot who the runner was and touched the umpire by mistake.

Herrick then touched all the players for the amount of their fines for kicking, and the game was ended.

Following is the score:

Guineas	4 0 0 0 0 2 0 0 3-9
Tilts	2 0 4 0 0 0 0 2 0-8

* * *

Whist League at Buffalo.

There is some prospect of a whist league being formed in Buffalo. This suggests the following: Let one of the older clubs, which is centrally located, the Ramblers for instance, issue invitations to a certain number from each of the other clubs for a progressive euchre party, have a light luncheon, coffee, sandwiches and cake, and offer two prizes, a grand and a booby, and see if a very pleasant evening would not be the result. The Ramblers' club suggests itself because it is easily reached, has pleasantly arranged rooms, is well officered and in a financial condition to make a start of this kind, besides being one of the oldest clubs. Let the other clubs follow suit and have these meetings once or twice a month, everyone would have a jolly good time, all would become acquainted and the expense would be very light.

* * *

Opened Its New Club House.

The Massachusetts Bicycle Club opened its new house, 6 Batavia street, and a jolly evening was spent in inspecting the furnishings. There is no club in Boston that compares with this one for beauty of furnishings, location and conveniences. The new home has been selected and furnished since Columbus day, and the fact that it was ready for occupancy on the opening night speaks volumes for the energy of the furnishing committee, B. A. Atkinson, A. D. Peck and Mrs. G. A. Larcher. This club is one of the oldest in the country, having been organized in 1879. A silver water set, presented the club in 1882 by the Citizens Bicycle Club, adorns the table. Only eleven members organized the club, and now there are several hundred names adorning the membership roll.

* * *

The Hartford Feast.

Down Hartford way they never do things by half, and the banquet of the Hartford Wheel Club last week was no exception. The affair was given at the Allen House, and at 9:30 a hundred prominent wheelmen gathered at the tables. The club's president, L. A.

RELIABLE AND POPULAR WHEELS---MONEY MAKERS, TOO.

We Are Ready to Talk 1893 Business. ARE YOU?



OUR SLATE IS—



MADE UP FOR 1893.

RUDGE CYCLES (highest grade), manufactured in the American Branch Factory, under our own supervision, from the invincible ball bearings, forgings, etc., direct from the parent Rudge factory. As exclusive manufacturers and importers we solicit trade throughout the United States.

SYLPH CYCLES (highest grade, spring frame), manufactured by the Rouse-Duryea Cycle Company, Peoria, Ill., in which company we own a controlling interest. Agents wanted everywhere.

OVERLAND CYCLES (medium in price, high in grade). Our own manufacture and exceedingly popular with the trade this season. Agents wanted everywhere.

WESTERN WHEEL WORKS' LINE. The most popular and by far the most satisfactory line of medium priced wheels ever offered. We carry an enormous stock from which to fill orders promptly. We can supply the largest at Bottom Prices. Agents wanted in the west.

JOB LOT AND SECOND-HAND. Under this head we offer some exceptionally fine bargains in good wheels at low prices.

SADDLES AND SUNDRIES. We have the exclusive sale of the Sager in the west, also carry a complete line of sundries, many of which are our own manufacture. We name bed-rock prices on these goods. Catalogue Free. Correspondence solicited.

ROUSE, HAZARD & CO., 89 G St., PEORIA, ILL.

OLDEST AND LARGEST JOBBERS IN AMERICA.
—ALSO MANUFACTURERS AND IMPORTERS.—

SYLPH CYCLES!

What an Enthusiastic Rider Says of Them. Many other Riders Have Expressed Themselves Likewise.

ALBANY, N. Y., Nov. 4, 1892.

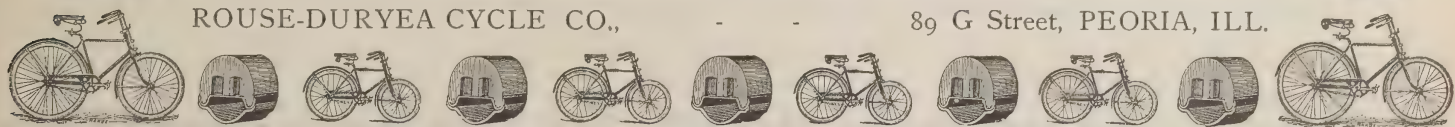
ROUSE-DURYEA CYCLE CO.—GENTLEMEN: The Diamond Spring Frame "SYLPH" purchased this season (through Godfrey's New York agency) I can not praise too highly, taking a view from a mechanic's standpoint. I am certain it is the most perfect construction that can be made with two wheels, the crowning feature of which is the Three Part Frame, the parts so pivoted and hinged at the pedal shaft, and the springs so placed as to make the springs and hinges work in unison, thus furnishing the most luxurious, easy riding, and in my opinion, the most durable machine made, for the reason that what "lets up easy" on the rider must necessarily have a similar effect on the machine. It certainly is a great pleasure to ride the Sylph, even on the roughest roads or cobble pavements, of which we have an abundance here. It has been thoroughly tested on some of the steepest grades in the city, and for hill climbing is simply immense. Nearly 100 different persons have tried my machine and it has proven a revelation to every one. The expression of satisfaction on their faces when dismounting speaks louder than any words. Several of them (owners of the stiff frame "Ice Wagons") have signified their intention of buying the Sylph for their '93 mount. I am convinced before hand that the Sylph will be decidedly "in it" next season.

P. S.—Mr. Ed. W. Phillips, manager for Leslie & Co., fully indorses what I have said, and says in addition that he can make a run of from 50 to 100 miles on the Sylph with less fatigue than he can ride ten miles on other—so-called—strictly high-grade machines without springs.

Agents wanted for 1893. For catalogue and further particulars, address

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.



Tracy, Mayor Hyde, George H. Day of the Pope company, Gen. H. C. Dwight, A. Kennedy-Child, Col. Burdett, P. D. Oakey and other speakers sat at the end of the dining hall. The pages of the menu were cut in the shape of the club's emblem, a flying heart; the covers were in polished white and tied with purple ribbons, these two being the colors of the club. On the front was the seal and on the back the club's monogram. The following toasts were responded to, President Tracy acting as toastmaster: "Our Country," Henry C. Dwight; "City of Hartford," Mayor Hyde; "The Wheel as an Educator," A. Kennedy Child; "Our Country's Defense," Lieut. Harold H. Eames, U. S. N.; "What the Division Needs," Col. Charles L. Burdett; "The Clergy as Wheelmen," Rev. George R. Warner; "Our Guests," P. Davis Oakey; "The Ladies," W. C. Marion, Jr.; "Song of the Wa-Who-Wahters," E. C. Wilson.

Social Doings at Grand Rapids.

GRAND RAPIDS, NOV. 21.—On Wednesday of this week the Grand Rapids Bicycle Club will hold its first smoker of the season. It promises to be the best one ever given by the club. Last Friday evening the club gave a pedro and dancing party at the club rooms. About fifty members attended and an enjoyable time was experienced by all present.

P. S. Hunt has resigned as treasurer of the G. R. B. C. on account of pressing business.

The athletic entertainments given by the Grand Rapids Bicycle Club have proved very successful in every way. President Taylor has appointed Ed Peck, Leo Andres, Miss Cora Stebbins, Mrs. W. B. Folger and Miss Carrier to act on the entertainment committee for the ensuing year. F. N. Hyman, A. I. Saliers and William Pertorious have been appointed as the house committee.

The entertainment committee says it will have a fine programme made for the season, consisting of smokers, dancing parties, pedro, etc. HAL.

Chicago and Vicinity.

This Saturday evening the Lake View Cycling Club's cinch tournament continues.

The Wicker Park Cycling Club is located in a well-apportioned house at 46 Potomac avenue.

Much amusement was afforded at the Ravenswood Cycling Club last Monday evening when a turkey raffle occurred. The lady members proved good gamblers and frequently carried away the prize.

Wednesday evening the Chicago Cycling Club's annual turkey raffle occurred. The usual number of turkeys and other prizes went at good figures, a good entertainment was provided and luncheon spread.

"Nearing Barnet I saw the trail of a miniature traction engine on the road, and scented at once a corrugated tire" This is the way "Eftibe," [F. T. Bidlake] in *Bicycling News*, puts it. Miniature traction engine is good.

Slipping evidently worries our friends across the water, for about this time they usually put a "non-slipper" over their tires. Chicago men ride the year through, but we do not hear of any great amount of slipping on "greasy" roads.

A most successful programme of amusements, card parties, dances, etc., is being promulgated by the Ravenswood Cycling Club. Not unfrequently no less than thirty-two couples participate in the progressive card games. Two more evenings' playing remains to be played. John Watt now leads, with twenty-one points to his credit. The prizes are ele-

gant and costly and are awarded for excellence in the series.

The Cook County Wheelmen gave a wine banquet to the members Thanksgiving eve. P. D. Fenn was toastmaster. The speakers of the evening were F. B. Hart, "Military Cycling;" P. Moore, H. B. Davis, C. G. Sinsebaugh and W. L. Whitson.

Saturday evening, Dec. 3, the Englewood Cycling Club gives what will probably be the greatest cycle raffle ever held in this city. The leading prize is a James safety, the second a gold watch worth \$50, and thirty-six other prizes, ranging in value from \$2 to \$25, a grand total of \$490.

Thursday evening next the Lincoln Cycling Club gives a full-dress reception at the Lincoln Park Refectory. The Lincoln's stag entertainments are noted the world over for their originality and great success. They desire to carry this reputation as regards these social entertainments.

At the Plzen Cycling Club house Wednesday evening a hundred turkeys, more or less, were raffled. An entertainment was provided. The Plzen club, though little heard of, is gradually increasing in membership, now numbering over seventy residents of the southwest section of the city.

This Saturday evening the Englewood Cycling Club gives a house-warming, the opening of their new home on Sixty-fifth street near Wentworth avenue, a description of which appeared in the REFEREE several weeks ago. The club membership is now 225 and is expected will be 300 before Jan. 1. The new home cost \$10,000 to remodel from what was once one of Englewood's mansions. Over \$2,000 has been expended in furniture. The fine, large gymnasium, 50x55 feet and 18-foot ceilings, is now completed.

An instructor will be employed, and there will be classes all winter.

About the Country.

The annual pool and billiard tournament of the Brooklyn Ramblers began Wednesday night.

The second annual ball of the Helena (Mont.) Wheelmen was announced for Thanksgiving evening.

The Alameda B. and A. C. held a dancing party on Monday of this week at the pavilion at Bicycle Park.

The Peoria B. C. has on its programme a hard times smoker for Thanksgiving eve and a card party for Nov. 29.

The Lakeside W. C. of Cleveland, opened the season last week with a ball, and now a pedro tournament is on.

The annual dinner of the Manhattan A. A. wheelmen, postponed from Nov. 12, was announced for Wednesday evening of this week.

The Ramblers W. C. of New Haven, Conn., has moved into its new house at 55 Orange street, and will soon hold a house warming.

Friday night last the Manhattan B. C. held the first of a series of subscription receptions at its club house, Fifty-ninth street and Broadway.

The Philadelphia clubs have scheduled fairs for the coming month, the Park Avenue Wheelmen the week of Dec. 5-10, the South End Wheelmen 10-17, and the Quaker City Wheelmen 12-17.

The club committee of the Rockingham B. C. of Portsmouth, N. H., is making early and extensive arrangements for the twelfth annual supper at the Rockingham House. A history of the club has been prepared to be illustrated by the aid of the stereopticon from transparency slabs developed by the lantern slide committee of the club, picturing the princi-

Drop us a line and get acquainted. If
you don't know all about the Thread
Tire, write us and we'll tell you.

H. A. LOZIER & CO.,
CLEVELAND, OHIO.

pal events of the life of the club from its organization to the last races and lantern parade.

The Capital City C. C. of Springfield, Ill., has named Joseph Murphy, J. P. Fogarty and Edward Hartman as an entertainment committee and an elaborate winter's programme is being prepared.

The South End Wheelmen of Philadelphia held a drawing for a high grade safety on Saturday evening, the winner being a traveling salesman from Cincinnati, who purchased a ticket while in the city.

Parker H. Sercombe, of the Sercombe-Bolte Manufacturing Company, gave a banquet Monday night at the Pabst Hotel, Milwaukee, in honor of Cyrus Williams and Elmer Grey, the European cycling tourists who have just returned home.

The Peoria B. C.'s first party of this season was held Wednesday evening of last week. The club house was handsomely decorated and a large number of members and friends attended the first of a series of fashionable and enjoyable parties.

The Bedford Wheelmen have moved into their new quarters at 84 Clymer street, Brooklyn. Future events are a stag party on Dec. 16 and an entertainment and reception early in January. The club will hold regular monthly stag parties and a pool, whist and euchre tournament during the winter season.

This is Frightful!

It has been found that bicyclists who ride to excess, are afflicted with a catarrhal laryngitis. Mouth breathing and the rapidity and pressure with which large quantities of air are forced into the larynx are said to be the cause.—*East Palestine (O.) Echo.*



Claud King, representing *Sports Afield*, Denver's monthly publication, was in Chicago last week.

Fire last week nearly destroyed the club house of the Kings County Wheelmen in Brooklyn.

At Mobile, Ala., the Shell Road Scorcher is the title of a new club. L. B. Auner is the chief scorcher.

John Hertz was sentenced to two years' imprisonment last week by a California judge for stealing a bicycle.

Great preparations are being made for the good roads convention to be held at St. Paul Jan. 25 and 26. It is expected that Mr. Potter will attend.

Thanks, REFEREE. Your clever caricature of our piano contest isn't bad. But you hurt the feelings of some of our readers.—*New York Recorder.*

The first number of the *New Orleans Sporting and Dramatic News* has made its appearance. It consists of eight pages about the size of those of the REFEREE. Two columns are devoted to cycling.

Six young men now have cards reading: "George Jones, cyclist." It will now be in order for the man owning a horse and buggy to have cards reading: "William Smith, buggyist."—*Detroit Journal.*

In some way unnoticed, in repairing the wainscoting in the reading room of the National Hotel, at Peoria, a board, evidently a part of a sample case, bearing the words, "Perfection Cycles," etc., has been slipped in and never painted.

There it remains a free ad. for the manufacturer.

Even the staid old *Bi. World* will issue a holiday number, which will appear the first of the year, combining both the Christmas and cycle show numbers. *Cycle Items* of Winona, Minn., will also have a special number. *Cycling* of Philadelphia will issue a large cycle show edition.

The Sioux City (Ia.) C. C. filed a suit last week against E. L. Webster to compel the payment of \$22. This amount, it was claimed, was subscribed as a portion of the guarantee fund for the division meet, held in August. Webster claims H. S. Rounds put his name on the list without authority.

Friday the newly organized New York Press C. C. elected the following officers: James E. Sullivan, president; E. A. Franks, secretary; F. R. Madeira, treasurer; L. O. Boardman, captain. The constitution and by-laws have already been adopted, and in a few days temporary club rooms will be secured.

Paul Angois, of the Raleigh Cycle Company, accompanied by his wife and daughter and Arthur Atty, sailed for England last week. Mr. Angois worked hard in fitting up the company's factory, and in the work he forgot that the American climate did not suit him. Mr. Atty will not return to his former position in the home factory, as reported. He will enter the employ of another firm.

Rouse, Hazard & Co. are very proud of the fact that five of the veteran L. A. W. men in the state of Illinois, half the total number in the state, are employed in their store. H. G. Rouse, No. 6, is the employer and A. L. Atkins, No. 133; C. F. Vail, No. 241; Fred Patee, No. 242 and C. E. Duryea, a partner are the others. All proudly bear the veterans badge. Chicago has the other five veterans.

Another Congressman in Line.

The congressmen and legislators generally are little by little declaring themselves in favor of legislation which will aid in the improvement of the highways. Several have expressed their views on the matter, and under our eastern department heading will be found a column on the subject. Congressman Post of Galesburg, Ill., writes Fred Patee as follows to thank the wheelmen for aiding in his re-election:

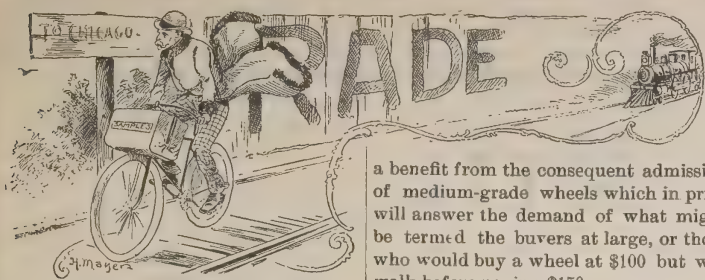
I have learned from several sources that the wheelmen stood by me, and I intend to stand by them. My aim shall be to secure from Congress, as far as possible, national sanction of the good roads movement. The national government can do this without infringing the domain of the states. The United States government is making surveys for the purpose of completing a topographical map of the country. In this map can just as well be embodied the giving of information in regard to the location and construction of roads. I have introduced a bill for this purpose, and if it be passed it will be the initial step in the right direction.

Your organization should constantly aim to interest the farmers in the movement. They are more affected by it than you are. Together, you will force the government to adopt a general policy of road improvement which will save the country millions of dollars worth of productive energy every year and for all time. Again thanking you, I am, very sincerely yours,
P. S. Post.

Opens Business in Toledo.

The REFEREE has received the following, which explains itself:

TOLEDO Ohio, Nov. 21.—We take pleasure in informing you that Samuel Snell of Birmingham, Eng., has decided to locate permanently in Toledo, having engaged with the writer and his associates. A strong stock company has been formed for the purpose of manufacturing bicycle accessories and fittings, and Mr. Snell will commence active operations at once. It is his intention to return to import a sufficient quantity of lamps and sundries to supply his trade in this country until the new works in Toledo are in running order, which will be in early spring. Mr. Snell will continue his agency for Thomas Warwick & Sons, Ltd.; also for the Hudson & Co.'s tubing and Brooks' saddles. Very truly yours,
W. F. DEWEY, Treasurer.



BICYCLES AND THE TARIFF.

Agents Differ Somewhat in Their Views on the Question.

[From the Morning News Record.]

The magnitude of the bicycle business and the important feature of the number of bicycles, manufactured parts and accessories which are imported by American dealers direct the attention to the question of the influence of the tariff and the probable effect that a reduction from the present rate of 45 per cent would have.

The states have been invaded by foreign-made wheels ever since the demand was in its incipient stage and the English makers have always enjoyed a very fair share of American patronage. Antedating Americans in cycle making, they have furnished many salient points and do yet furnish the model on which many American makers pattern their products.

Demand for light-weight machines, so pronounced in the last year or two, has worked to the advantage of English producers, for they have ventured more toward the experimental condition of lightness and the concurrent strength so much coveted than have the manufacturers of this country. The lines, the wheel base, the length of head and other features of the modern safety have been largely copied, and with no concealment of such imitation, either, by American makers who desire to meet the reigning demand.

In all American cities of note the Englishmen have well-established agencies through which they retail their factory output, and as factors in competition they are recognized. As the late election presages a reduction of the duty on bicycles, the opinion of some of the importers and home manufacturers upon the result of such legislation is of some interest in the face of the unquestioned guaranty of more bicycle business in future than ever before.

Several of the Chicago dealers have been questioned as to the future of the bicycle business and their answers disclose opinions somewhat at variance upon the effect on prices and profits, but uniformly the same as to the thrift and progress of the trade.

Mr. Hughes, the manager for the Quadrant company, avers that the trick or science in making a bicycle has been reduced to a minimum and that differences that appreciably exist are those of quality; for the intricacy of modeling the several parts has been universally acquired. "The same conditions apply in the manufacture of a hat or a pair of shoes," said Mr. Hughes, "and the more exacting and fastidious the customer the more intricate the duty of the maker to minister to the wants of his customer.

"The inference is, then, that competition between American and English cycle makers has been mainly upon the line of quality of their wares and the race has been for supremacy in make or style and not in the direction of price. Demand has, and will for a long time, take care of the price.

"In the event of a reduction of the duty I believe that the people will derive

a benefit from the consequent admission of medium-grade wheels which in price will answer the demand of what might be termed the buyers at large, or those who would buy a wheel at \$100 but will walk before paying \$150.

"Generally speaking, the imported wheels have been handled at a loss, owing to the attempt to handle American business from offices in England, and of course the duty has been a factor, for it has necessitated economical methods in selling.

"The apparent attempt by means of high duty to almost exclude the foreign product of a trade requiring the most skillful manipulation of labor and material has not resulted to the benefit of Americans, because it has kept out everything but high priced goods.

"If Americans would pay, say, the Wolverhampton price for medium grades they could import the bicycle, pay the 45 per cent duty and landing expense and still have a better grade of the so-called medium grade than can be purchased in this country.

"For illustration, a child's wheel of American make, and very inferior, too, will cost very nearly as much as an average second-grade wheel in England for adults.

"Many American makers, in order to keep ahead of the great demand for medium-priced goods, have almost attained the impossible feat of turning out a 'factory-made' wheel; and I say impossible because the product obtained by a wholesale casting of parts and throwing them together cannot be termed a bicycle."

Mr. Marrett, of the Coventry Machinists' Company, does not anticipate any radical change in prices or quality of importations, but rather suggests, in the event of a low tariff, that greater importations and consequent greater competition means eventually lower prices, and that the dealers will sell more goods and accept smaller margins.

"The machinery," he said, "which here is much improved over that of any other country in cycle making, will allow a reduction in price; and improved machinery has been incited by high wages and big demand."

Mr. Reville, of the Pope company, says that the demand for high-grade wheels has been so great that the question of tariff and the effect of a 45 per cent tariff has not been taken much into consideration. Prices, he says, will not tumble until the demand slackens somewhat.

Horace Bell speaks for Humber interests and says that he is not afraid to meet competition in any form, and that if the emergency ever becomes one of free trade they will transport their base of operations and will meet American trade by means of an American built English wheel.

A. A. Taylor, of the Taylor Cycle Company would be willing to conform to a 30 per cent tariff on bicycles, but thinks American makers would suffer considerably under an unrestricted influx of English wheels.

The factory cost of a high-grade English-made wheel, including a fair percentage for selling expense, may be placed at about \$8 14 shillings. The arbitrary figure of £10 fixed by United

States appraisers is the amount on which the duty is assessed and the added amount to cover duty, carriage and charges is about 52 per cent of the factory cost, which brings it to £13 14 shillings, or about \$66 75.

By way of comparison the factory cost of an American-made wheel is estimated at \$60. It is argued, therefore, that the existing protection to American wheels is not far amiss and would be an influence to be prized in American cycle making; but there are those who do not fully accept the American figures, even though wages may partially uphold them.

The activity in cycle-making circles is already marked in anticipation of the coming year, and some few makers have even gone so far as to display their models for 1893.

Several English concerns which have been contemplating building factories in this country are said to be halting for the time to carefully gauge the future in the matter of tariff enactments.

THE TRADE IN PEORIA.

Four Firms Doing an Immense Share of the Country's Business.

Peoria has four great bicycle firms, or rather firms interested in the bicycle business, carrying it on in connection with farm implements and such goods. Rouse, Hazard & Co., owing to their seniority, probably did as much business as any two, or all of the other firms, the past season. Their second floor is devoted almost exclusively to bicycles, the department being in charge of Bert Myers, son-in-law now of Mr. Hazard. Charlie Vail, a veteran of the L. A. W., attends to the clerical work. Charlie is No. 241 in the veteran list, and does not bear the distinction alone, as four others are employed in this house, A. L. Atkins, 133; H. G. Rouse, 6; Fred Patee, 242, and C. E. Duryea, 260. This is half the total number of veterans in Illinois, the other five being in Chicago. Rouse, Hazard & Co.'s business the past season has more than equaled their expenditures. Their immense stock of ordinaries has dwindled down until now there are barely 400 left. Nine were sold one day last week, and at good prices. Their line the past season included Columbias, Victors, Ramblers, Sylphs and Western Wheel Works. The volume of their season's business could not be learned, as at the time of a visit they were hard at work on the inventory.

For next season they have the above lines and the Rudge, which will be manufactured by them at Peoria, where a factory is now being fitted out. The drop forgings and principal parts will be imported, the frame, wheels, etc., being made here. A sample of the Rudge road wheel weighed just twenty-nine and a quarter pounds. The racer, with a ball socket head, weighed twenty pounds, and would be the pride of any crack. Rhodes and Johnson are now riding these racers, and are at present at Nashville, with their weather eyes on the record tables.

Rudge wheels will be pushed this season from the Pacific to the Atlantic. In the volume of Western Wheel Works goods handled this firm heads the list. In regard to opening a Chicago house, they deny the rumor most emphatically, but say that the Rudge will be a prominent factor on the Chicago market next season. Red rims on the racers will distinguish them on the track. Fred Patee of this firm is rumored to have quadrupled the sales of any other cycle salesman the present season. Always genial and obliging, his friends are legion throughout the entire United States.

Mr. Rouse thinks the outlook for another season is very bright.

LUTHY & CO.

Luthy & Co. look forward to a very profitable season, and have decided to conduct their department with that idea ever in mind. Mr. Luthy, a most fluent talker and a careful business man, was seen. The firm has thus far contracted for one line, the Sanspareil, manufactured by William Andrews, Birmingham, Eng. For this they have secured the central and western states, and will shortly send their men on the road. The firm placed an enormous order but found that the manufacturer had difficulty in supplying home consumption. The gentlemen's wheel weighs thirty five pounds, all on; the ladies' with hollow rims, is slightly heavier. These wheels are magnificently finished in every way, and the workmanship is unsurpassed. Mr. Luthy said that in rendering a statement to manufacturers last season not one cent had to be charged up for repairs. A gentlemen's wheel was tipped up and the rear wheel set spinning. For seventeen and one-half minutes wheel and crank revolved, and for five minutes the wheel balanced backward and forward. Both front and rear wheels are twenty-eight inches. Other lines of wheels, high and medium grades, are in prospect, but none is ready for announcement. That popular traveling man, Eugene P. Blake, is employed with the firm.

KIRKWOOD, MILLER & CO.

This firm is at present at a standstill as regards bicycles or preparation for next year. Its line includes the Telephone and Kite, and probably these will remain the leaders another season. Frank Henning, manager of the bicycle department, has "done gone done it," having been married several days ago. Mr. Miller says Mr. Henning's wedding trip is to the east, and he is combining business with pleasure, selling wheels. Over 400 wheels have thus far been disposed of by this energetic and capable salesman. Henning was formerly employed by Ralph Temple at his Wabash avenue store. Mr. Miller called on him once to purchase medium grades. He did not buy, but carried away a splendid impression of the salesman who waited on him. Later he secured his services. The past season has fulfilled their fondest expectations, and next season's outlook is very bright. Kirkwood, Miller & Co. have a splendidly-lighted salesroom on the main floor, the repair shop being in the rear. A glance in the repair department gave ample evidence of an immense business in this line, three men being employed.

KINGMAN & CO.

In the great warehouse of Kingman & Co. Mr. Simonds was seen. The Peoria house is the main store, three others being equally as large. Over fifty traveling men are employed, not in the bicycle interest alone, but handling therewith other goods. Kingman & Co. handle a large share of the output of A. Featherstone—Road Kings, Road Queens, Duke, Duches, Prince, Princess, and all children's sizes. For the Centaur they have the western agency and expect to sell 2,000 wheels. For their eastern trade they are present building a factory at Hagerstown, Md., for the manufacture of the Kingman Scorchers, a light, strong and graceful safety. The past season was their first, but their business was twice as large as expected. This season the firm counts on selling a round 10,000 wheels.

Taken all in all, Peoria's outlook for the cycle business next season is very bright. With four firms carrying on an immense jobbing business all over the United States, one factory manufactur-

IN A NUT SHELL.

The history of the Stearns Cycles is a history of time—experiment—**USE.**

After more than a year spent in perfecting them, we placed them on the local market.

Didn't try to sell them away from home. Wanted them first to "prove themselves" under our own eyes.

They did—grandly.

We now offer the cycling world a wheel which has been tried—tested—found **right.**

Four weights—from 20 lb. Racer to full Roadster.

We want good agents. **They** want

THE STEARNS BICYCLE.

E. C. STEARNS & COMPANY, - SYRACUSE, N. Y.

"IMPERIAL" HISTORY—

—THIRD CHAPTER.—

SO THEY RODE—

"IMPERIALS" in the East, the West, the North and South, and such was their pleasure, as to cause them to "crack up" the magnificent "IMPERIAL" to their friends. * * LET THEM TELL IT. We abide by their decision. The rapid growing army of "IMPERIAL" riders are our best friends, undoubtedly our most successful advertisers. "IMPERIALS" are built for the roads of to-day.

On the race tracks they usually get there!

On the hills they are unequalled!

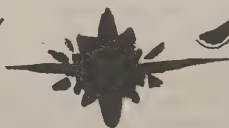
They are staunch, yes; fast and handsome!

They are strong, light and elegant!

They are fully warranted in all directions!

Talk to the owner of an "IMPERIAL" and his hearty words of praise for it will direct your steps to the nearest "IMPERIAL" agency. 'Twas ever thus.

CHAS. H. SIEG MFG. CO.
SELL HUNDREDS OF
"IMPERIAL" WHEELS
IN CHICAGO.



AMES AND FROST COMPANY
302-304 WABASH AVE.
CHICAGO. MAKERS

Startling and Most Excellent—IMPERIAL WHEELS For 1893—Wait.

ing three popular wheels, and as great a lot of hustlers all around as ever graced the cycle business of any city, this little city's cycle business should swell to an immense volume this season, as it has in the past.

The Peerless Triangle.

The Peerless Manufacturing Company, of Cleveland, which makes the Peerless, is now thoroughly equipped in all departments, and expects to begin putting up wheels by the first of next month. The first wheel made, the lines of which are shown herewith, has been given a very thorough test, having been ridden by a number of Cleveland men. It weighs thirty-five pounds and all who have tried it say it is a perfect success. The company claims that the special design of the frame gives great strength by dividing the weight equally between the different members. Being unlike anything manufactured, it is the principal taking point. A light track wheel will soon be built on the same lines.

Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Edlinbaugh, patent attorney, Washington, D. C.:

486,106, vehicle wheel; Konrad Haussner, Ingolstadt, Germany; filed July 29, 1891; serial No. 401,033.

486,146, wheel for velocipedes; Frederick Westwood and William H. Butler, Birmingham, England; filed Feb. 9, 1892; serial No. 420,830; patented in England Feb. 11, 1890.

486,191, wheel tire; Robert Edlin, Leicester, England; filed June 23, 1892; serial No. 437,805.

486,197, saddle for cycle vehicles; Cyrus W. Saladee, Cleveland, Ohio, assignor to the Whittent-Godding Cycle Company, Providence, R. I.; original application filed Oct. 19, 1891; serial No. 449,306; divided and this application filed June 18, 1892; serial No. 437,200; patented in Canada June 23, 1892.

486,230, elastic vehicle tire; Richard P. Martinez, Brooklyn, N. Y.; filed March 18, 1892; serial No. 425,456.

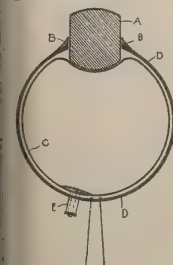
483,294, saddle spring for velocipedes; George A. Perkins, Cambridge, Mass.; filed Jan. 13, 1892; serial No. 417,999.

The Lyndhurst in Chicago.

The Henry Sears Company will handle the Lyndhurst for Chicago and vicinity next season. Mr. McKee, of McKee & Harrington, the makers, was in Chicago Monday and placed the agency. The Lyndhurst is made in only one grade—the highest—and two weights. The roadster weighs 28 pounds, all on, but can be stripped to weigh 25 pounds. The racer weighs but 19 pounds. Mr. McKee says his firm will probably make between 3,000 and 4,000 wheels this season. The Lyndhurst is made without forgings, the head and brackets being of tubing. In this way lightness is secured, while the manner of lapping makes the frame as strong as it is possible to build one. The ladies' wheel is a double straight frame and weighs but 35 pounds.

Another Pneumatic Idea.

A Chicago man who has been working out an idea for a pneumatic tire thinks he has discovered something that will prove valuable. It is certain that the tire is non-puncturable, for the tread (A) is solid. The rim (D) is to be of tubing, two inches in diameter, with a longitudinal slot about three-quarters of an inch on the bottom side. A solid tire (A) straight on the sides, and slightly rounded on the top and bottom, rests against the air tube (C) and plays up and down through the slot in the rim, guided by the walls (B) about a quarter of an inch in height.



The inventor's sample was heavy, the rim being made of iron, but when made of tubing the wheels will be as light as those fitted with any pneumatic.

Where Imperials Are Made.

The new factory of the Ames & Frost Company, on Goose Island, is rapidly nearing completion, the roof having been covered this week. Machinery has already been set, although doors and windows are still unplaced. By Jan. 1 the factory will be in operation with 250 men on bicycles alone, while in the old and new factory buildings, which adjoin each other, nearly 500 men will be at work. Over the dingy, lowly shanties of Goose Island these immense factories loom up surprisingly high, but this is where Imperials are made, and despite the surroundings, the wheel is among the best in the world.

The Ideal Pneumatic.

H. S. Fuller of Passaic, N. J., representing the Phelps & Dingley Manufacturing Company, manufacturers of the Ideal pneumatic, was in Chicago last week. The Ideal pneumatic is fastened to the rim by a wire which is fastened to a plug at one side, crosses the rim and continues around it once, then crosses and continues down and around on the opposite side, passing the first plug, and

ing, while the top screw has a longer stem and is less liable to get lost. Any part of the valve can be replaced and the rider can carry parts constantly with him. The severest test given the tires under air pressure shows the merit of Morgan & Wright tires, whose racing weight, one-ply canvas, stood 125 pounds and road tire, two ply, stood 150 pounds. The new addition to the factory is now well under way. The offices will be located in this, together with the store rooms and part of the manufacturing plant.

An Important Tire Deal.

Phelps & Dingle, Passaic, N. J., makers of the Ideal pneumatic tire, closed an important deal with Col. Pope while the latter was in New York last week. The Pope Manufacturing Company, under license, will make the Ideal tire and give any rider the choice of the well known Columbia or the Ideal, which is an inner tube tire, and was fully described in the REFEREE some time ago. Mr. Phelps, who made the deal, is pleased that so eminent a firm will use his tires, which, as he said, "is a guarantee that our tire is good, for the Pope Manufacturing Company uses only first-class articles and material in its machines." Mr. Phelps says his firm has booked orders for 14,000 tires already, which surprises him won-

asked: "Do you keep the Beauty child's seat for bicycles?"

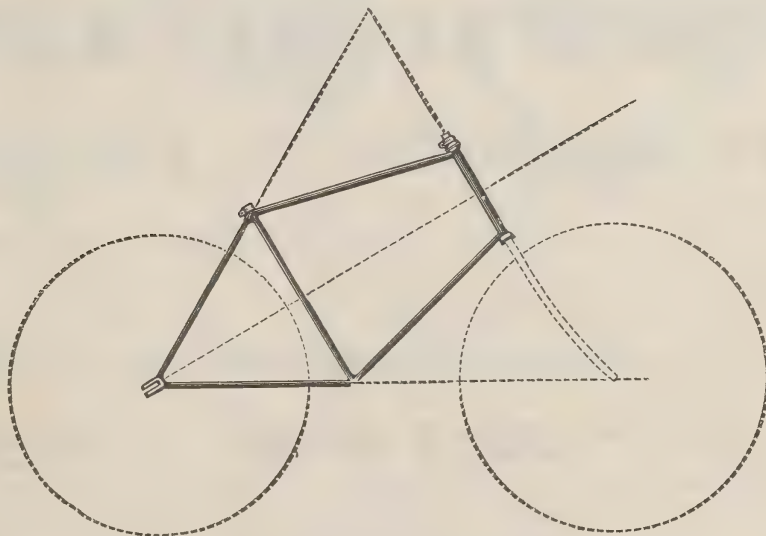
"No, we have none on hand, but I'm just giving the manufacturer an order. Henceforth we'll keep them," said Mr. Daly, and Mr. Sager booked his order.

Turning to the REFEREE representative he said: "That's the result of advertising a good thing." The Anglo-American company has ordered some of the Rich & Sager goods, to supply all who want them at wholesale.

Featherstone vs. Ormonde Company.

In the suit of A. Featherstone against the Ormonde Cycle Company, E. J. Willis and George S. McDonald, for the alleged infringement of reissued letters patent, No. 11,153, granted to John B. Dunlop March 24, 1891, the motion for an injunction against the defendants was granted. The court's decision was as follows:

"The defences are invalidity of patent and non-infringement. The question of validity has already been decided in favor of the patent in Featherstone vs. the Bidwell Cycle Company. The defendants further deny infringement upon the following ground: The original inventor obtained patents for his invention in Great Britain and subsequently in the United States. He assigned to complainant all his interest in the Ameri-



THE PEERLESS TRIANGLE.

by means of a screw-driver or lever of any sort being drawn tight, and hooked to second plug, which, turning, locks it. The tire fastens on the plan of a rucker string. It lists at from \$80 to \$26 a set.

Morgan & Wright's New Tube and Valve.

Morgan & Wright show to the Chicago trade, this week, an excellent inner tube. Mr. Morgan has been engaged in experiments for some time and has discovered the secret. The tube stretches to four times its length, and regains its natural position at once. It is seamless and of a firm texture, very pleasant to the touch. The ends are neatly moulded and cannot be forced open. They have also greatly improved their valve. In principle it is the same as last year. All objectionable features have been eliminated. The little plug is in the center of the valve, so that the pump does not touch it. The pump has been improved and made of finer material, the base being larger than the top. The lps at the bottom have been supplanted by a brass cap with an air hole in the center, which, being screwed in, acts as a base for the spring, which in turn is strong enough to hold the rubber plug tightly against the shoulder and prevent the air escap-

derfully, as it generally takes time to introduce a new article, even if it has extraordinary merit. The Warwick company has ordered 5,000 Ideal tires.

More Bicycle Makers.

L. S. Baumgardner has for a time been organizing a company at Toledo for the manufacture of bicycles and iron wheels. Now Mr. Baker, of the firm of Baker & Flory, East Toledo, has interested himself in the enterprise and the company has been formed. The works will be located in East Toledo.

The Bradley Bicycle Company has purchased the mower works at Niver-ville, N. Y., taken possession of the same, and will begin turning out wheels shortly.

Sager Doing Good Business.

Among the trade visitors in New York was J. H. Sager of Rich & Sager, Rochester, the well-known saddle, luggage carrier and child's seat manufacturers. Mr. Sager did considerable business in New York, but says buyers will only give part of their orders now, preferring to wait for the Philadelphia show to see what is new on the market. An agent came into Schoverling, Daly & Gales while Mr. Sager talked to Mr. Daly, and

can patent. Afterwards the owner of the British patent licensed the defendants to apply to a bicycle in Great Britain the tires covered by said patent. This bicycle was then imported into the United States and sold by defendants. The defendants claim that such importation and sale does not constitute infringement. But the purchaser does not acquire any rights greater than those possessed by the owner of the patent. The owner of the British patent could not authorize either his vendee to sell the articles in the United States so as to conflict with the rights of the owners of the American patent."

Louis Shoening Going Abroad.

On the advice of his physician Louis Shoening of the Western Wheel Works left Chicago on Wednesday of this week for New York, whence he sails on Saturday for Europe. Sickness has been a frequent visitor at his house this year. He has lost one of his children, the other has been in poor health, and Mr. Shoening has himself been a severe sufferer at times. He was at the factory Monday for the first time in three weeks. His doctor believes that his lungs are somewhat affected, and advises a complete change. He will land at some Mediter-

CHANGE OF AGENCY.

TO AGENTS:

We are now appointing agents for the sale of

THE ROVER

throughout the United States. Those desiring territory apply at once to

J. K. STARLEY & CO., LTD.,

Care The Referee Pub. Co., 334 Dearborn St., Chicago.

"CAN'T MAKE A MISTAKE."

FINDLAY, OHIO, Aug. 27, 1892.

MARBLE CYCLE MFG. CO.:—While W. C. Munchausen, of Findlay, O., was training on his new Smalley Road Racer he collided with a freight train drawn by a balky locomotive. The Smalley had the upper rod of the frame and also the saddle post slightly bent and indented, and three spokes slightly loosened by a stroke from the piston rod, but for running purposes it was absolutely uninjured. Within twenty seconds after the accident its rider was pushing it at full speed to test the bearings and riding hands off to see how it lined up. It ran perfectly satisfactorily every way; but the freight train—well, there wasn't any freight train, for like the boy who "stood on the burning deck," "there was a burst of thunder sound: The train, O where was she? Ask of the winds that far around strewed freight cars o'er the sea." The engine wheel that struck the bicycle was buckled in seventeen different ways and looked like a stale ginger-bread man, and the whole train looked like an Ashtabula wreck. The other wheel was tied in a double bow-knot and the entire crew was killed. If I had needed proof that Smalleys are good enough I should be convinced, and I am sure that all Smalley riders will join me in saying they are better than the BEST. "*You Can't Make a Mistake in Buying a Smalley.*"

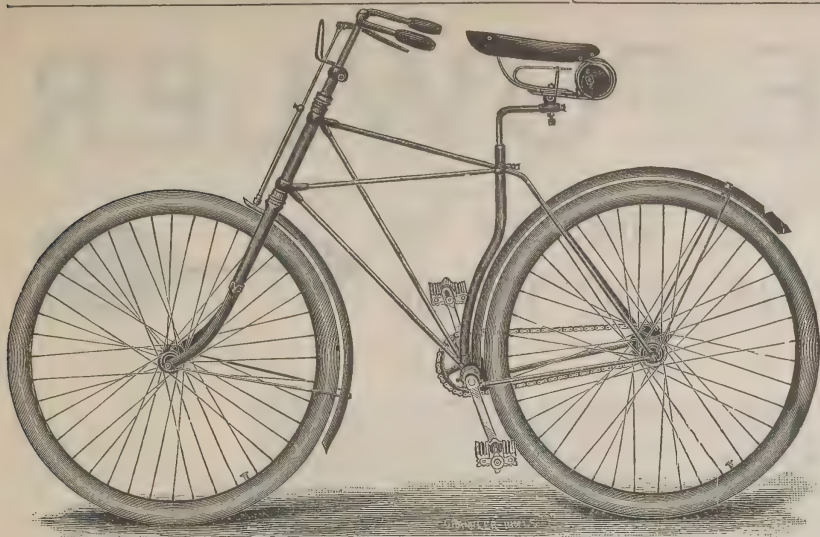
THOS. C. MUNCHAUSEN.

In justice to Mr. Munchausen it should be said that he is one of our 7,000,000 agents, and knows what he is talking about. We shall spring more testimonials from our other 6,999,999 agents as the season progresses. Meanwhile our inducer, Col. Geo. K. Barrett, is talking business to responsible agents, and allotting territory.

MARBLE CYCLE MANUF'G CO.

Retail Depot: 271 Wabash Ave., Chicago.

Factory: Plymouth, Ind.



The PLANET

IS SECOND TO NONE.

IS KNOWN AS THE POPULAR WHEEL.

Did You Hear What Was Said ?

One says to a friend: "I am exceedingly pleased with my new PLANET wheel. I have ridden several other wheels since you were here, but nothing gives me entire satisfaction as the PLANET.

RANKS HIGH GRADE EQUAL TO ANY.

AGENTS WANTED.

CATALOGUES FREE

STANDARD MFG. CO.,
INDIANAPOLIS, IND.

CYCLE TRANSFERS.

CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. *W. GAY, City Transfer Works, Washington St., and Gough St., Birmingham, England.* Dec. 14-92

LATEST CYCLING PAPERS from all parts of the world received regularly, and FOR SALE. Send for list. *FLETCHER & Co., 43 E. Van Buren St., Chicago.*

BUTLER & WARD,

Manufacturers of

BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates.

226-228 Halsey St., Newark, N. J. 224

reanean port and there consult a physician before locating for the winter. The length of his stay will depend entirely on his progress, but will probably extend over at least a year. It is understood that no addition will be made to the staff at present, arrangements for next year being very complete and the output about disposed of. Mr. Coleman, of New York, will be a frequent visitor to Chicago, however. Mr. Shoening, than whom no man in the trade is more popular, will have the best wishes of many friends during his wanderings abroad.

Another Buffalo Wheel.

The Queen City Cycle Company has enlarged its plant very materially, and has fitted up its place with a new system of steam heating and power, also adding a new automatic engine.

It has spared no money in its outlay and everything is first class all around. A corps of competent workmen has been engaged, and a new wheel will be the outcome. It will be built regardless of expense, many ideas that have never appeared in any wheel will be introduced.

Chicago Trade Jottings.

Otto Merpall has resigned as manager of the Marble Cycle Company's retail branch.

George K. Barrett sold fifty Smalley safeties to a firm at St. Augustine, Fla., last week.

B. V. H. Schultze, the energetic cycle dealer and rider of Zanesville, O., was in Chicago last week.

Mr. Hughes, manager of the Quadrant Cycle Company, is back at the old stand from a long business trip to Philadelphia.

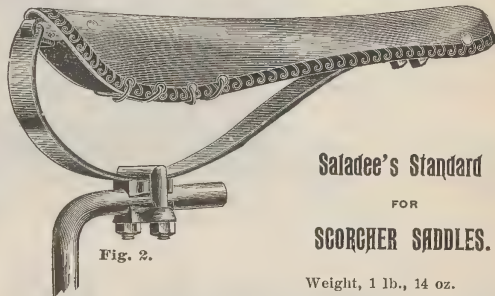
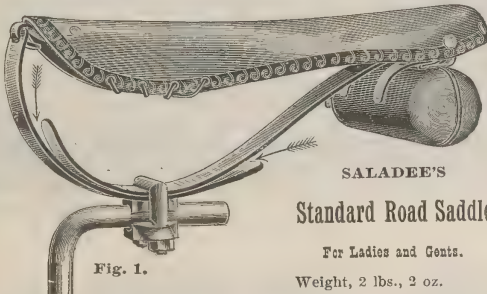
The Sterling Cycle Works and Ames & Frost have spoke machines for rolling the thread and facilities for supplying manufacturers.

Thomas Sanders, the much traveled Englishman, representative of William Bown, the Credenda Steel Tube and other concerns, was again in Chicago,



SALADEE'S PATENTED INTERNATIONAL STANDARDS

For the UNITED STATES, CANADA, ENGLAND, FRANCE, GERMANY, BELGIUM, AUSTRIA and SWITZERLAND.



The arrow points in FIG. 1 indicate the open spaces between the plates of the spring in front and rear of the clasp, and which are closed as the weight is applied to the seat, reinforcing the spring as it is depressed, and thereby affording an AUTOMATIC ADJUSTMENT, to a light or heavy rider. Never before attained in cycle saddlery.

Correspondence Solicited for next season's trade.

The Whitten-Godding Cycle Co.
PROVIDENCE, R. I.
Sole Manufacturers for the U. S.

The simplicity, style, and comfort embodied in FIG. 2, as a "Scorcher" Saddle, has never yet been equalled. In this spring, the weight of the rider is so balanced, in relation to the L-Rod, that the absolute rigidity of the old "Hard Shell" is avoided, and hence a degree of comfort is retained that all expert cycleers riding a "Scorcher" will duly appreciate.

Send for our Illustrated and Descriptive Circular, and PRICE LIST.

To Athletes, Cyclists, Baseball and Footballists. Horse-back Riders, Boxers and Oarsmen—When you want to ride, run, walk, row, skate swim a long distance, USE

ANTI-STIFF

TO STRENGTHEN THE MUSCLES.



It is a marvelous preparation for Strengthening the Muscular System. With Anti-Stiff there is no faith required; it goes straight for the muscles, and you can feel it at work. It has a peculiarly warming, comforting and stimulating effect on all weak or stiff muscles or sinews. Quick in its action, cleanly and pleasant in use. Rub it into themselves every night for a fortnight and you will be pleased at its supporting and strengthening properties. There is not, nor has been, anything like it till now. It differs from all Oils, Embrocations and Liniments, both in substance and effect. Some Athletes are so fond of it that they rub it all over them.

Price, 20c. and 35c. per box.

Trainer's Size, \$1.00.

E. FOUGERA & CO., Agents for United States, 80 N. William Street, N. Y.

The Little Schoolmaster in the Art of Advertising:

PRINTERS' INK,

A Weekly Journal for Advertisers,

Will be sent to any address from date of order to Jan. 1st, 1894, for

ONE DOLLAR.

After Dec. 31st, 1892, the subscription price will be advanced to \$2 a year.

ADDRESS (inclosing One Dollar)
PRINTERS' INK,
10 Spruce Street, - New York.

For five dollars a copy of the American Newspaper Directory for the current year (1,500 pages) will be sent, carriage paid, to any address, and the purchase of the book carries with it a paid-in-advance subscription to PRINTERS' INK for one year.

PATENTS

Procured in the United States and Foreign Countries. Trade-marks, designs, label, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.

W. E. AUGHINBAUGH,
McGill Bldg. 908, 24 "G" Street Washington, D. C.

THE STANDARD CAP COMPANY



56 West Houston Street, New York.

Originators of the

Long Visor Eton Cap.

Eton and Bicycle Caps

Of all grades.

TRADE ONLY SUPPLIED.

Geo. H. Benedict & Co.,

175-177 So. Clark St., CHICAGO.

Hello!—1700

ELECTROTYPING,

PHOTO, Zinc, Etching, Map and Wood Engraving.

BICYCLE CUTS A SPECIALTY.

Our 1893 Model, THE FOWLER



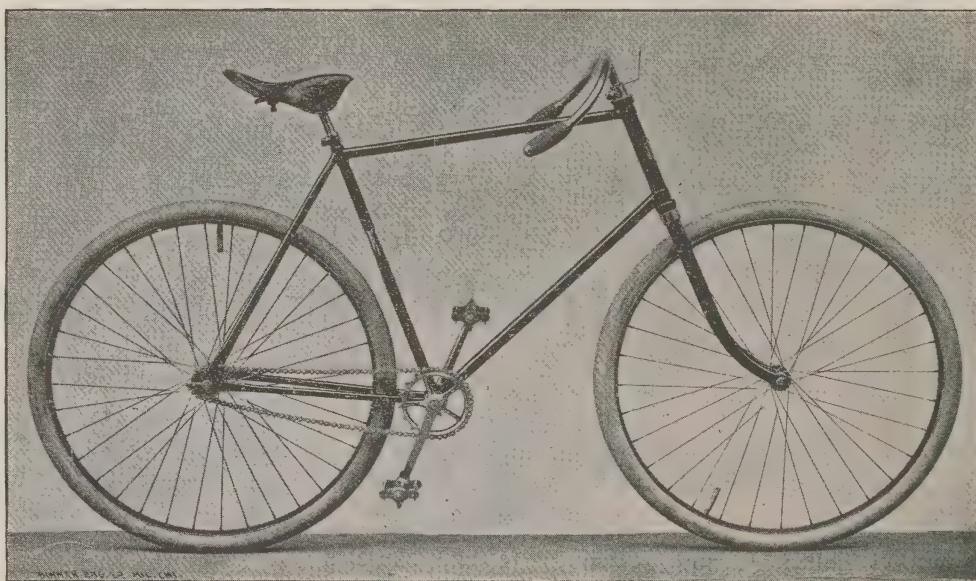
BUILT OF THE BEST GRADE OF THE
BEST MATERIAL, AND BUILT TO RIDE.



We invite the
Whole World to
visit our Factory
and see how we
are building

THE FOWLER

and what we are
building it out of.



WEIGHT, 32 LBS.

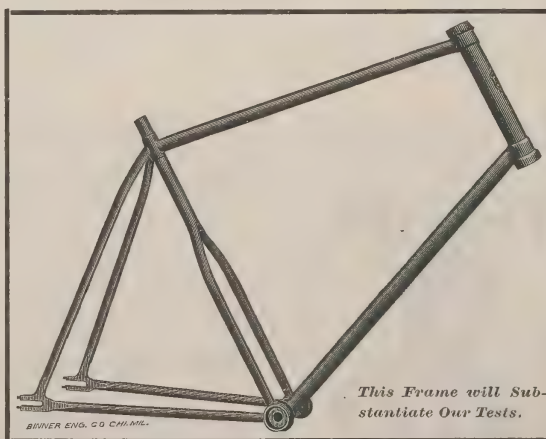
LIST PRICE, \$150.

Tool Steel Bearings, Drop Forgings.
Best Cold-Drawn Tubings.
Best Pneumatic Tires.
Best Saddles, your choice.
Best Spokes and Rims.
Best of everything that plenty of money could buy.

We Respectfully Call YOUR ATTENTION to OUR FRAME,
Which is, Without a Doubt, the Strongest Diamond Frame on Earth.



The Tubing is Brazed to Forgings, and at the Crank Bracket by two Tubes instead of one, "as in other makes," which we have found after thorough tests to show less lateral movement than any frame of twice its weight.



This Frame will Substantiate Our Tests.

WHAT WE CLAIM AND CAN PROVE.

The most Rigid Crank Bracket.
The most Rigid Frame.
Sprockets Always in Line, consequently chain will not bind or run hard.
Bearings will always run easy and free.
And most of all, we claim less lost power.

LIVE AND LET LIVE, OUR MOTTO.

Live Agents Wanted in all unoccupied territory. Write for Terms and Discounts.

HILL CYCLE MANUFACTURING CO.,

142, 144, 146 and 148 West Washington Street,

CHICAGO, ILL.

ATTENTION, ROAD RIDERS!

PRIZES FOR THE SEASON OF 1892.

ENTRIES CLOSE CHRISTMAS DAY.

As we have given many **PRIZES** for track and road races during the past season, it seems only fair now that Christmas is approaching to offer something for the hard-pounded road riders. If this experiment succeeds we will make a desirable list for 1893, which will be announced later on.

FIRST PRIZE, \$25.00 To rider who has ridden the greatest distance on M. & W. Tires without change of tires or any important repairs.

SECOND PRIZE, \$15.00 To rider making greatest number of Centuries on one set M. & W. Tires.

THIRD PRIZE, \$15.00 To rider making most meritorious single ride, weather, condition of road and distance considered.

FOURTH PRIZE, 1 Set Road Tires To each second and third best in above.

JUDGES: N. H. Van Sicklen, C. P. Root, L. J. Berger.

CHEQUES FOR CASH PRIZES WILL BE MADE TO ORDER OF N. H. VAN SICKLEN TO BE EXPENDED IN ANY WAY THE WINNER MAY CHOOSE.

WE ARE TO HAVE THE PRIVILEGE OF PUBLISHING THE RECORDS UNLESS RIDER STIPULATES TO CONTRARY.

FILL OUT CAREFULLY AND MAIL TO US.

Address _____

Name _____

Age _____ Weight _____

Make of wheel _____ Weight of wheel _____ Club _____ Name of Captain _____ Refer- ences _____

(State in this space the distance and any particulars necessary for forming a judgment—weather, condition of roads, etc., will be considered in making selection.)

MORGAN & WRIGHT, CHICAGO.

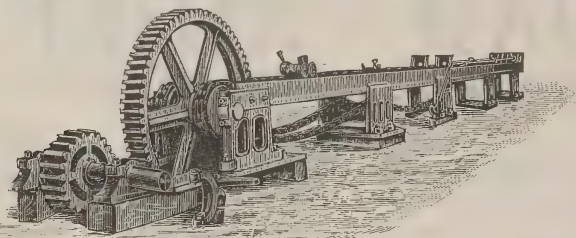
SPECIALTIES!

Machinery and Complete Plants of Most Modern Practice for Making

SEAMLESS COLD-DRAWN STEEL TUBES

For Cycles and all other purposes. Seamless and Brazed Brass and Copper Tubes.

Sugar Cane Mills.



Triple & Multiple Effects

Improved Drawbench for Seamless Steel Tubes.

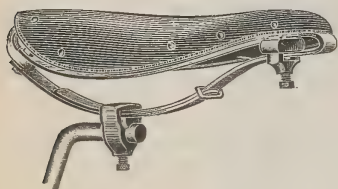
MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

SAMUEL FISHER & CO., NILE FOUNDRY,

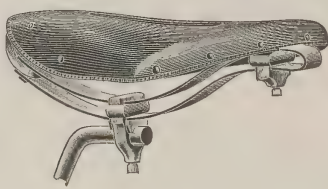
Established 50 Years.

eow

BIRMINGHAM, ENG.



SCORCHER.



LOW SPRING SADDLE.

WE HAVE

GOT

THERE!

Two Lengths, 10 and 11 in.
Two Weights, 1 1-2 & 1 3-4 lbs.

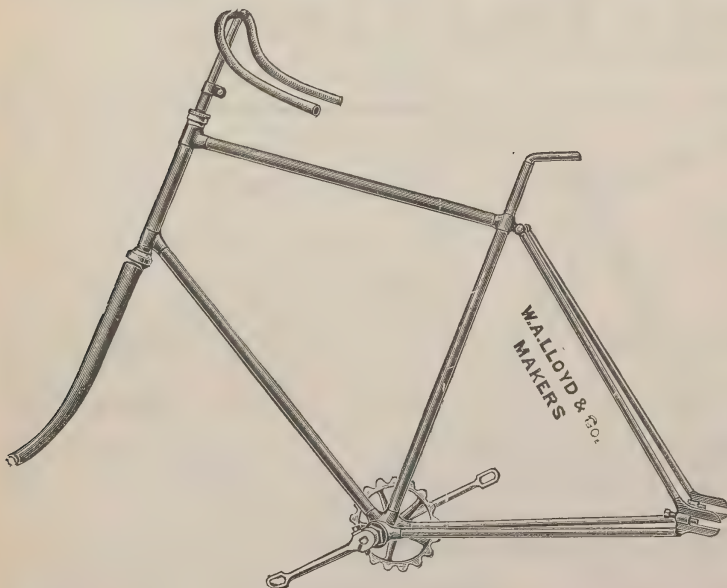
Ladies' 1 3-4 pounds.
Gentlemen's, 2 pounds.
Weight, Quality, Strength,
Guaranteed.

THAT'S WHAT THEY ALL TELL US ABOUT OUR
'93 SADDLES.

Yes, we will be right in the swim. Saddle purchasers, you had better JOIN US if you want to "Git Thar," too. Write us for samples and prices.

RICH & SAGER COMPANY, - ROCHESTER, N. Y.

LLOYD'S FRAMES.



—LIGHT FRAME—

ACTUAL WEIGHT 11 3-4 Lbs.

FITTED WITH OUR

PATENT CRANKS.

Correspondence invited from Jobbers.

W. A. LLOYD & CO.,

CLYDE WORKS, BIRMINGHAM, ENG.

eow

24 Cash Prizes.

We desire to thoroughly introduce our Sunol Bicycles throughout the United States in 1893, and in order to give them such an introduction, we realize that we must advertise liberally and well. We are willing to advertise liberally, but that it may be done well, we must have a supply of bright original advertisements. We therefore make the following offer for the best 24 advertising ideas, first prize to be awarded to the author of the best, second prize to the author of the second best, etc.; decision to be made by three competent judges:

1st Prize, \$200. 2nd Prize, \$100. 3rd Prize, \$50.
4th Prize, \$25. 5th to 24th Prize, \$10.

We will also pay \$5.00 for each idea not securing a prize that we think we can make use of. Contest closes January 15th, 1893. For particulars as to the nature of advertisements required, etc., address—

The McIntosh-Huntington Co.,

Adv. Dep't.

Cleveland, Ohio.

"PERFECT" POCKET OILER.



Best and neatest can in the world. Throws only a small quantity of oil at a stroke; no leakage; handsomely nickel-plated. For sale everywhere. Price, 25c. each.



'PERFECT' POCKET OIL HOLDER

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.



"PERFECT" Pneumatic Pump Holder

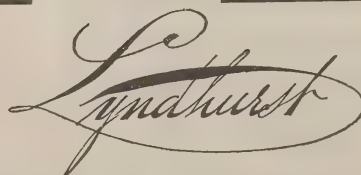
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON
172 9th Ave., - New York.

Racer 23 Lbs.

Light Roadster 33 Lbs.

Won Over 30
Races This
Season.



Factory,
Lyndhurst,
N. J.
Agents Wanted.

McKEE & HARRINGTON, 173 and 175 GRAND ST. New York.

Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass

Send along your name, address and two dollars and receive

THE REFEREE

For one year. Once a subscriber—always a subscriber.

his seventh trip across the water this season.

The Morgan & Wright tire on the Ariel safety in the window at 277 Wabash avenue has covered 18,000 miles and is perfect yet.

The Gormully & Jeffery Manufacturing Company sends forth the Rambler racers for next season with bright and shining copper-plated rims.

The Ames & Frost Company is doing an immense business in rims, many thousands of dollars' worth having been sold during the past week.

Otto Merpall, formerly manager of the Marble Cycle Company's retail store, has entered the employ of the Charles H. Sieg Cycle Company.

H. G. Rouse and Fred Patee were together at the Wellington Hotel last Saturday, presumably bent on missionary work in the interest of the Rudge.

The Monarch Cycle Company is very busy just now on its '93 wheels. The company is determined to be in the front rank, and the '93 models are a credit.

Mr. Clementi, formerly of Sieg & Clementi, has secured the agency for a number of excellent wheels for next season and will soon open a store in Chicago.

Charles F. Stokes returned Saturday from California. He found business quiet there, but sold large bills of goods in Los Angeles, Portland and San Francisco.

E. D. Kenyon, of the Kenyon Cycle Company, Des Moines, Ia., was in the city last week, contracting with the Hanson & Van Winkle Company for a nickel-plating plant.

The Brown Brothers Manufacturing Company, which makes the Greyhound, will make very little change for the '93 wheel. This year's trade has been very satisfactory, the company reports.

At the Charles H. Sieg Cycle Company all hands are being pressed into service putting up tire repair outfits, as Mr. Sieg intends to give a complete outfit with every wheel sold next season.

Mr. Hadley, manager for the Diamond Machine Company, Providence, R. I., is in the city. He says his trade with the bicycle manufacturers has been very large. The company has a branch warehouse in Chicago.

W. C. Brewer, manager of the Toledo Bicycle Company of Toledo, recently of this city, was at the Wellington Hotel last week with a sample line of machines, including a very handsome racing wheel weighing twenty-three pounds.

Some Chicago cycle agent is going to reap a harvest from the Plzen Cycling Club ranks next spring. At the present time there are fifteen men joined together in a club to purchase that number of some make of wheels to be selected later.

The Woodruff & Hanchett Company has closed with the Eagle Bicycle Manufacturing Company, and will handle Eagles in northwest territory. This, with the Pullman, gives the firm an excellent line. Mr. Larned is now on the road.

George M. Hendee sold the Ames & Frost Company 6,000 wrenches while in this city, an indication of the number of Imperials this firm intends to manufacture next season. Hendee took many large orders for Majestic wrenches in Chicago. He represents Hurlbut Bros. & Co. of New York, jobbers of the Majestic.

Howard B. Smith, of the Buffalo Wheel Works, is in the city. Niagaras for '93 will have Humber frames and Humber style brackets and forgings, all around. The roadster weighs thirty-seven pounds and has 44-inch wheel base; the road racer twenty-eight pounds, and racer, twenty-four pounds, have 33-inch

wheel base. The company will manufacture 2,000 machines this season.

R. D. Garden has returned from his trip to Hot Springs. He is much improved in health. Mr. Reveille, who has been occupying Mr. Garden's chair during his absence, returned to Boston to accept a prominent clerical position with the Pope company.

The Fulton Machine Works will turn out a thousand Thistle safeties next season. This company was very successful this season both in the road and racing machines. The latter weighed but eighteen pounds, and as a test was considerably used on the road with pleasing results.

The Marble Cycle Company is about to enlarge the capacity of the retail store by the addition of a balcony over the rear portion of the salesroom. George K. Barrett, representative, inducer and manager in general, will be provided with a suitable office as befits his lofty position.

The F. F. Ide Manufacturing Company of Peoria has placed an order with the Hanson & Van Winkle Company for a complete nickel-plating plant. The Ide company will manufacture the Rudge and Sylph for Rouse, Hazard & Co. and the Rouse-Duryea Cycle Company, respectively.

A sample of the '93 Derby was seen this past week. In appearance it is little changed from that of last season. The frame is double throughout. Instead of encircling the head, as was done this season, it is attached by drop forgings. The weight is about thirty-four pounds. Both wheels are 28-inch.

George M. Hendee, representing Hurlbut, Brothers & Co., New York, left Chicago last week for an extensive western trip. He goes to Milwaukee, St. Paul, Omaha, Kansas City, Denver, San Francisco, Portland, and thence via St. Paul and Minneapolis to Chicago. Mr. Hendee expects to be gone six weeks.

Among the trade visitors to New York last week was George M. Vogel, brother of the secretary and treasurer of the Gendron Wheel Company, and a member of the company. Mr. Vogel was taken into tow by Quinlan, who, although not an Elk, can show many New York pastures new and foreign to a Toledo Elk, even in as good standing as George M. Vogel is with his Toledo lodge. H. E. Fisher, Jr., son of President George H. Fisher of the Gendron company, also arrived in New York to join the local staff in the capacity of bookkeeper, and being a bright young man will no doubt like the national metropolis.

Trade Tottings.

Charles C. Volting has succeeded Fred Vohringer & Co., 517 Fifth avenue, Louisville, dealers in cycles and sundries. The Standard Manufacturing Company, Indianapolis, has sold 2,500 '93 wheels to Greenebaum's Sons of Chicago, who will control the west.

The prominent Cincinnati dealers have agreed to close their stores at 6 o'clock each evening, except Saturday, up to Dec. 13, and from Jan. 1 to Feb. 15.

The Standard Manufacturing Company, Indianapolis, has sold the balance of its capital stock of \$50,000. The company is making extensive preparations for next season.

The new Raleigh factory in New York is in full working order and is at present a very busy place, as work has started on the 1893 machines, which the company will be ready to supply to agents in any quantity Jan. 1. The company will make four patterns for next season, a twenty-two-pound racer, twenty-four-pound road racer, thirty-two-pound roadster and a thirty-four-pound ladies' wheel.

In addition to these four styles, the company also builds to order special racers and tandems.

L. Crondel, of Howard A. Smith & Co., Newark, is on the road, and will appoint agents in the south and east for Excelsiors and sundries. Crondel reports plenty of orders and prospects for next season's business good for everybody in the cycle trade.

Excelsior cycles for '93, imported by Howard A. Smith & Co., will be built in four weights, from a twenty-five-pound racer to a forty-pound full roadster. The ladies' machine will weigh only thirty-five pounds, all on.

The Indiana Bicycle Company for '93 will place three high grade wheels on the market, the Arlington, Princeton and Waverly. In our next issue we expect to illustrate these wheels. Hereafter cheap wheels will not be made by this company.

The H. P. Davies Company, Toronto, has taken the Canadian agency for the New Howe, and that excellent wheel will no doubt be heard of in Canada next season. Harry Davies is well and favorably known and was one of the pioneer racing men in Canada.

A company has been organized in San Francisco to handle Imperial safeties, having placed an order for 300 machines. It is known as the Imperial Bicycle Company. A firm of the same name has been organized in Portland, Ore., and has placed an order for the same number of machines.

The Kalamazoo Cycle Company has commenced to manufacture a wheel which has not as yet been christened. The nickel-plating plant was furnished by the Hanson & Van Winkle Company, of Chicago. This company also furnished the plant for the Yost Manufacturing Company.

George Collister, for many years in charge of the bicycle department of Davis, Hunt & Co., of Cleveland, has accepted a position with the Winton Bicycle Company, of that city. He will represent the company on the road in Ohio and will be manager of the retail department in the city.

Fred J. Reville, who filled Mr. Garden's position as manager of the Pope company's branch during that gentleman's visit to the south, returned to Boston Monday, accompanied by Mr. Joyce. Mr. Reville's administration of affairs seems to prove that the company's supply of able material is by no means exhausted.

W. C. Davis of Waterloo, N. Y., has just finished building a bicycle in spring frame and forks. A cut of this wheel will appear in the Christmas issue. The first wheel weighed forty pounds, but the inventor says he can lighten it somewhat, to thirty-five pounds, probably. He has ridden it 300 miles and so far it has stood up well.

The Kalamazoo Cycle Company is sending out advance sheets of some of its specialties for 1893. Besides the folding parcel carrier, it will have a half-dozen other kinds of carriers, ranging in price from \$1 to \$3, some of which will carry a light weight package while others are made large enough to carry up to seventy-five pounds. It will also have something new in baby carriers and child's seats and has a new device for carrying mail bags. Besides the specialties in carriers, it will also job all kinds of cycle sundries.

H. J. Hall, Jr., traveling representative of the Raleigh company, has placed the following agencies: Bridgeport Cycle Company, Bridgeport, Conn.; E. O. Bennett & Co., New Haven, Conn.; H. J. Curtis, Hartford, Conn.; Haradon & Son, Springfield, Mass.; W. E. Sanborne & Co., Boston; W. E. Rankin & Co., Providence. The Raleigh company

intends to have one of the finest exhibits at the World's Fair, and Mr. Hall will wind up at Chicago to take charge about March 1, making Chicago his headquarters.

L. Bettman, representing the Triumph Cycle Company, Coventry, has established the following agents to handle the Triumph in this country: White Sewing Machine Company, 23 Union square, New York; J. B. Rich Cycle Company, 1702 North Broad street, Philadelphia; C. Hanauer & Bros., 258 Walnut street, Cincinnati; Prince Wells, 629 Fourth street, Louisville; Truesdail Machine & Arms Company, 604 Fourth street, St. Louis; Western Cycle Company, 254 Ogden avenue, Chicago; Schulenburg Cycle Company, 98 Randolph street, Detroit; White Sewing Machine Company, 163 Tremont street, Boston.

At the factory of the Eclipse Bicycle Company in Beaver Falls, Pa., everything is progressing finely. Enough large orders have been booked already to ensure a good season's trade, and a daily output will be reached exceeding anything heretofore accomplished by this company. The '93 Eclipse line will comprise a road wheel weighing about thirty-nine pounds, all on; scorchor, stripped to weigh about thirty-three pounds; track wheel, to be built a little later in the season, and a ladies' wheel. The entire line will be built of the best of steel, Humber frames with long steering head, 28-inch wheels, tool-made cones and races, special Eclipse crank and a saddle of special design.

A Popular Milwaukee Wheelman.

One of the most familiar faces of the Milwaukee Wheelmen is that of Thomas E. Hutchings, the popular and efficient treasurer, whose photograph is presented herewith. Mr. Hutchings' official position naturally brings him into close relation with every member of the club,



THOMAS E. HUTCHINGS.
Treasurer Milwaukee Wheelmen.

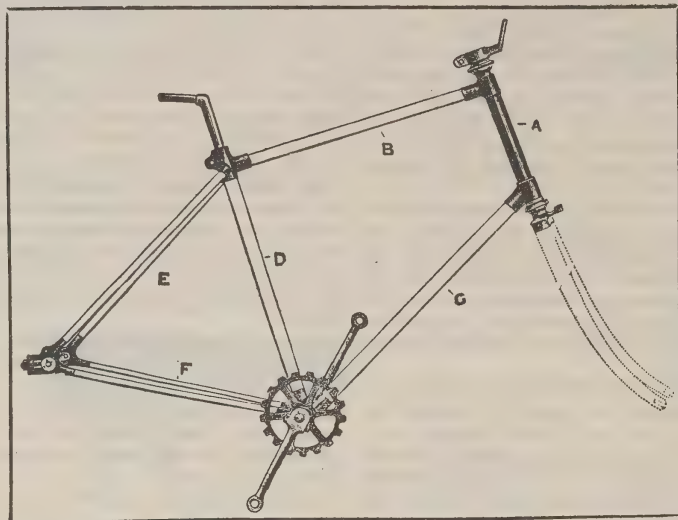
and despite the fact that, as the "watch dog" of the treasury, and always on the alert for delinquent subscriptions, few if any members of the club are more popular. As an active wheelman he stands with the leaders and is among the first road riders of the club, being a many times over centurian. He is not alone in his admiration for the wheel, for his family share it with him. Mr. Hutchings is also a skillful photographer. His camera is his almost constant companion a wheel, and the club room of the Milwaukee Wheelmen is the home of some of the finest of his productions in the photographic art.

The Illinois division election was a tame affair, very few other than the straight tickets being cast.

PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

GUARANTEED
THE
FINEST QUALITY
OF FINISH
AND MATERIAL.



MECHANICAL
ACCURACY,
LIGHTNESS,
RELIABILITY
AND
SPLENDID FINISH
HITHERTO
UNAPPROACHED.

A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

PERRY & CO., BIRMINGHAM.

THOMAS SANDERS, Visiting Representative, Imperial Hotel, Broadway, New York.

... AGENTS AND RIDERS ...



o o KEEP YOUR
—ON OUR—
1893 Pets!

25-POUND "RACER"
29-POUND "SCORCHER"
37-POUND "ROADSTER"

The Finest High-Grade Pneumatics Ever Produced.
Double Diamond Frame and Double Ball-Bearing
Crank Axle.

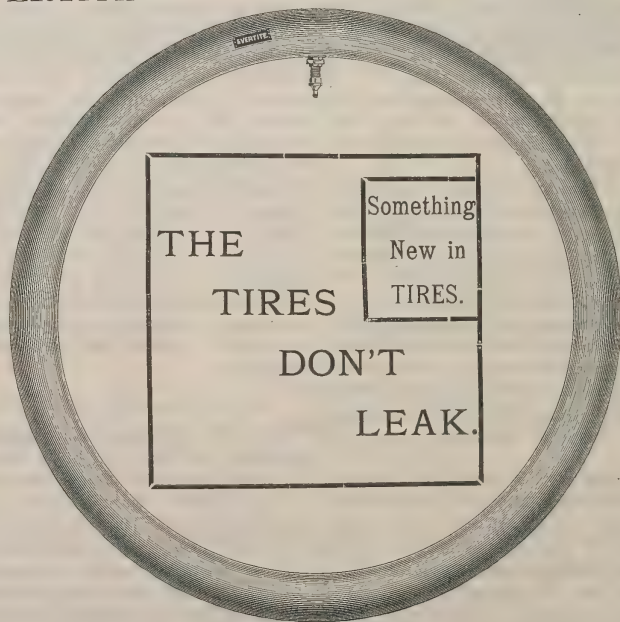
Being Light and graceful without sacrificing strength
and stiffness of frame.

Now Ready to Place Agencies for 1893.

ROCHESTER CYCLE MANUFACTURING CO.,
ROCHESTER, N. Y.

EVERTITE

EVERTITE



THE
TIRES
DON'T
LEAK.

Something
New in
TIRES.

EVERTITE

EVERTITE

It takes more brains to look ahead ONE YEAR than to look back FOUR HUNDRED.

**AHEAD
OF
THE
TIMES.**

THE EVERTITE TIRE is up with the times!
Except in one feature.
Most tires leak at the valve. The EVERTITE
don't--it can't. It is ahead of the times. You
can't afford NOT to have it. Write or call.

THE BOSTON WOVEN HOSE & RUBBER CO.,
5 Winthrop Square, Boston, Mass.

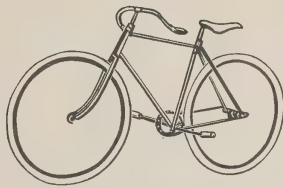
EXCELSIOR

MANUFACTURED BY

BAYLISS, THOMAS & CO., COVENTRY.

••••• CYCLES •••••

AGENTS WANTED...



...APPLY AT ONCE.

Howard A. Smith & Co., Sole Imp'rs for the East Newark, N. J. | J. Malpas, ---53 Sheriff Street,--- Cleveland. Agent for Ohio.
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TO ADVERTISERS:

Copy for advertisements *must reach us not later than Monday* to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.
CHAS. P. ROOT, - - - Associate Editor.
R. M. JAFFRAY, - - - Business Manager.

CHRISTMAS ADVERTISING COPY.

It is absolutely necessary that copy for advertisements in the Christmas issue of the REFEREE be forwarded to this office at once. Some of the forms have already gone to press. The edition will be a large one and advertisers will aid us by forwarding copy *at once*.

DEFYING THE RACING BOARD.

Anticipating a sweeping change in the rules defining an amateur—or rather those controlling (?) the racing men—and regardless of the penalty that *might* be inflicted, the pure white amateurs of today are defying the racing board on every conceivable occasion. And if Mr. Chairman Raymond—when he returns from abroad—and his associates do not have their hands full, providing they enforce the rules prepared by themselves, we shall miss our guess by a long way. Hardly a day passes that the rules of the board are not transgressed, and yet no official notice is taken of the wrongs committed. We know that in the south there is a team on record-breaking bent, traveling with trainer, manager and all, at the expense of a manufacturer. Our news columns tell this, and for that matter we do not know that the affair is meant to be a secret at all. Though it was clearly against the racing board's rules, a half-dozen Chicago racing men were taken to Milwaukee, boarded, lionized and even *loaned* money for the sake of advertising purposes. Some rode in the tournament there—some didn't. Those who rode had to do so to carry out their agreement; those who didn't were useless as far as advertising qualifications went. Others were imported in order that they might show their trick riding abilities. They did not compete in the races, but had to "be in it" somehow. There were no prizes for them, but they had no trouble in *borrowing* enough to see them through. Exhibition work is laborious; it is deserving of remuneration. A few dollars' worth of merchandise frequently comes in nicely. And *this was the reward*. If the giving of, say \$50 worth of merchandise for several exhibitions on the wheel is not receiving remuneration—it does not have to be money—what is it?

We again print clause *d* of the amateur rule to bear us out in the assertions we have made and shall make:

(d). Accepting directly or indirectly, any re-

MUNERATION, compensation, or EXPENSE whatever from a cycle manufacturer, agent or other person interested in the trade; or from any other person having a pecuniary interest in the sport, except that a cyclist may accept from the cycle or athletic club which he represents, his necessary expenses in training for and attending race meetings.

Every man that went to Milwaukee at the expense of the promoters of that meet, every one who accepted even merchandise, and every one who *borrowed* money from the leading lights of the tournament, is guilty of an infraction of the rules defining an amateur. They were warned before they went; they have been cautioned of the possibility of suspension, yet they seemingly fear not the racing board.

INTERNATIONAL CHAMPIONSHIPS.

British Sport takes exception to the idea of holding world's championship races each year "until the present speed of traveling is infinitely reduced and the expenses similarly reduced." It thinks "the world is too large yet awhile." Well, the world isn't apt to be made the least bit smaller, whatever happens. Our English contemporary thinks it would be no easy matter to get suitable men to go to Paris, or Berlin, or Chicago, or Shanghai, even if expenses were paid—"unless of course they were the makers' amateurs of wealthy firms." No one ever supposed that others than makers' amateurs, would travel from one country to another in order to compete in international races. No ordinary, self-supporting individual could do it. How many of the racing men of to-day who would have the least show in an international championship race are other than makers' amateurs? How many of the shining lights of the path during 1892 paid their own expenses? A precious few, indeed. Nine out of ten are pure makers' amateurs. They could travel to Paris, Chicago or Shanghai just as well as to any other point. If they want to be world's champions in fact they must compete with all comers and be prepared to defend the title, if lucky enough—or fast enough—to have it bestowed upon them. England, we believe, is by no means ready to keep out of the international championships. Her cycling promoters know too well that the Briton has about as good a show to carry off international honors as anybody.

WORK AHEAD.

Offices in the Century Road Club apparently go a-begging. For weeks and months a few enthusiastic members have endeavored to bring about the selection of a set of men whose duty it would be to govern the largest cycling organization, save the league, now existing in the United States. It was only after numerous attempted meetings that the club was even fairly launched, and then in a half-hearted manner. Now, when it comes to the election of officers, it is almost impossible to find capable men who care to serve. For the office of chief centurion, a life job, by the way, R. G. Betts of New York and William Herrick, the present incumbent, were selected as candidates. Now Mr. Betts declines to run, his excuse being that he is too much taken up with business duties. So Mr. Herrick, the nominating committee, must select some one to run against Mr. Herrick, the candidate. He selected Mr. Crowther of the *Bicycling World* and it must be admitted that Mr. Herrick did not pick out a "mark," as some men might have done if enjoying the dual capacity of nominating committee and candidate. This showed good faith on the genial William's part, and chances are he will receive more votes than ever. A large majority of the individuals comprising this club have taken

little interest in its affairs, and a few workers have had to run the affairs unaided for a long time. The C. R. C. has a bright future before it, but the members cannot hope to make it a success if they do not turn in and aid the officials more than they ever have before. It is no small job to undertake the management of such a body and the officers elected will need all the assistance that can be given them. It will be all work and no play if the C. R. C. proposes carrying out the many plans it has laid out.

Mrs. E. J. Allen has sued her pastor, the Rev. Mr. Cook of the Lovejoy Street M. E. Church, for \$5,000 damages for defamation of character. This suit is the outcome of Mrs. Allen's action for Mr. Cook's removal from his charge. She alleges that, angered by this, he attacked her character both privately and from the pulpit. Mrs. Allen's reasons for desiring her pastor's removal are that he has studied medicine and that he and his daughter ride bicycles.

The above paragraph recently appeared in one or more daily papers in Buffalo. There seems to be a grand field for missionary work. Think of it, a pastor's removal asked because he and his daughter ride bicycles! Was there ever stronger evidence of ignorance and bigotry? Were the reverend gentleman in question the only one who had ever committed such a heinous offence, there might be some reason for the lady's anxiety, but we have a great many wheeling clergymen, and nearly every rector, pastor and priest has been or is a student of medicine. Before this time next year there will be a lot more men in holy orders who will ride bicycles. The lady should take a peep at the pages of the daily papers and acquire more general information and, perhaps after some years, a little more of a liberal education.

A GREAT deal has been said and written of the probable change in the route of the Pullman road race, owing to the fact that the Pullman company and the management of the Hotel Florence are put out at the actions of the wheelmen on Decoration days. The Sheridan drive is suggested as the now most available course. If there were no complaint from the Pullman people it is doubtful if the race could be held next year over the old course. On Stony Island avenue an electric road is being laid and this would leave that street in such a condition as to prevent the holding of the race. By all means the race should be held over a *decent* road. If the race is not to finish at Pullman, it will not be a Pullman road race. The REFEREE suggests calling it the great western handicap or Chicago handicap, and then the name is suitable no matter what course is used.

THE following, from the Milwaukee *Sentinel*, is what we should term as rot:

W. B. Young, one of the Chicago Cycling Club's racing crew, came up last night. * * * Mr. Young gave his assurance, along with the requisite entry fees, that the Chicago club would send along the following "push": Julian Bliss and Cyrus W. Davis, the fastest short dashers in the west; Githens, who beat the only Sanger in their three-mile brush the first day of the Parkside meet; Emil Ulbricht a time medal winner in the Waukesha road race and hero of many a long distance trial; Fred Nesel, who tied with Johnson for the first time in the Waukesha; Roy Keator, the unicycle wonder, who will attempt to smash all the records for that breed of machine; Prof. Nicolet, the fancy rider of the C. C. C. and Cutting, a new and promising member of the racing crew.

An eastern cycling man has proposed that the following amendment be made by the L. A. W.: Suspensions from the racing board shall be from the track only, and an amateur so suspended can ride in a road race.

It seems as if some persons are anxious to break up true amateur sport in this country.—Milwaukee Evening Wisconsin.

We should like to know how the "true amateur sport" could be broken up any more than it is at the present time.

ENGLISH PRESS OPINIONS.

No Ordinary Championships.

We notice that the championships for next year are to consist of one, five, twenty-five and fifty miles bicycle, and one and ten miles tricycle events. This means, we presume, that we shall not again be called upon to assist at such farces as the so-called ordinary championship; and it means probably the final blow to the G. O. O. as a racing machine. We regret the disappearance of the graceful high bicycle, which gave us such grand sport in former days, as much as anyone, but we say now, as we said two and three and four years ago, that such disappearance was inevitable. When we first saw that the days of the ordinary were numbered, we said so publicly. We were led to our conclusions by the exercise of no extraordinary amount of common sense, and by the fact that we were not blinded by prejudice. Of course we were laughed at by that section which loves to dub itself "practical," and a tremendous effort was made to put us on the wrong side of the ditch by the starting of the "safety barred" movement. That desperate effort to keep out the tide with a pitchfork is fresh in the minds of most of our readers, so there is no need to tell here of the failure which attended it. We have the satisfaction of knowing that *Wheeling* saw how thing were tending long before anyone else did.—*Wheeling*.

* * *

Jimmy Knows a Bit.

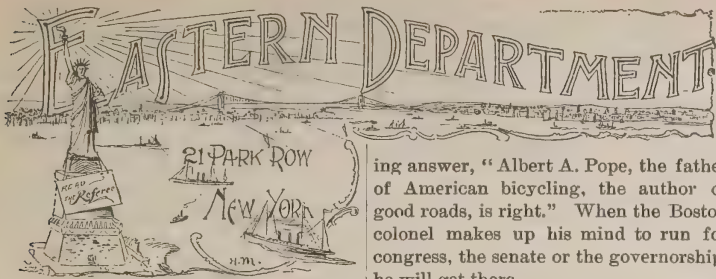
We thought we knew some men who could give a few pounds to Ananias, but the Yankees can, we feel sure, give the best of them tons. Zimmerman, according to the American papers, had decided to turn professional, and had made a match for money. Now Zimmerman is reported to have said that he does not intend to desert the amateur ranks, nor had he ever such a notion, but he appears to have considered the question from the peculiar standpoint of an amateur. He is reported to have said that "a man loses caste with the public when he races for money," that "the cash prize system cannot be a success, for none of the really good men will have anything to do with it"; also, that "the first-class men will stick to the old game"—and quite right, too. £2,000 a year in prizes, and—yes, of course he'll stick to the old game, whilst, from what he says, the speediest—or, as he calls them, the first-class—amateurs, will also "stick to the same old game."—*British Sport*.

* * *

For World's Fair Visitors.

A party of Chicago cyclists have a building permit for a \$75,000 club house for the exclusive use of cyclists during the show, and, judging by the promises held out, it is said that it would be a "paying investment for a non-rider to become converted and go to the windy city as a cyclist simply as a matter of economy." "Conversion," we suppose, may be obtained by a diligent study of Zimmerman literature, Eck's "Discourses on Records and How to Make Them," and Johnson's "Advantages of Sprocket Wheels and Kite-Shaped Tracks." The final course—that on "Amateurism and Cash Prizes"—must be taken in the states, the treatment of this subject by British authorities being superficial and unreliable.—*Scottish Cyclist*.

The Chicago & Northwestern Railroad Company has adopted a new plan for carrying wheels. The owner of a wheel has only to get an order from the city ticket agent, good at all times, attach a tag to the machine, hand it to the baggage man and show the permit.



The following people called at the REFEREE eastern office, 21 Park Row, the past week: Jacob Bretz, Wilson, Meyer & Co.; A. O. Very, agent, Boston; H. Crowther, *Bicycling World*; H. Hadden, Bayliss, Thomas & Co., Coventry; Elliot Burris, Michelin tire; J. A. Sager, Rochester, N. Y.; J. I. Warman, Warman & Hazlewood, Chicago; Vincent Dagmar, Vincent Dagmar & Co., Boston; A. Hill, Coventry Machinists' Company, Boston; W. F. Murphy, Brooklyn; John A. Green, Philadelphia; Kirk Brown, Airtite Tire Company, Boston; Samuel Snell, Toledo; S. F. Heath and H. Winter, Minneapolis; R. T. McClasen, North Adams Wheelmen; John J. Fecit, Union Cycle Company, Boston; F. W. Ensworth, H. A. Lozier & Co., Cleveland; J. H. Powers, Powers brothers, trick bicyclists; Mrs. C. L. Bolton, president Pioneer Cycle Club, Brooklyn.

Two Colonels.

John Stuart Mill has this opening sentence in his book, "Principles of Political Economy": "In every department of human affairs practice long precedes science." This sound writer might have added "theory" with science. It is with pleasure one reads an article or listens to a speech from one that is practical and knows something of the matter in hand. Therefore, after you have read a lot of twaddle about the terrible fate that awaits amateurs and professionals (they are the same these days) if they ride races for cash, written by babes and sucklings in the sport, who devote their spare moments to filling up the crevices of obscure papers with copy that a Tarrytown goat would refuse to chew, you turn with relief to the utterances on the subject by practical men like Colonel Albert A. Pope and A. G. Spalding, who have favored the REFEREE with their views. A monthly paper tries to throw discredit on the authenticity of the recent interview with Colonel Pope, but the interview was just as reported, and when the good roads agitator talks he selects the proper medium, a paper that is up with the times, no monthly installment. Colonel Pope's mind is broad and generous, and generally on the right side of an important question, therefore the cash prize advocates welcome with open arms and a loud beating of tom-toms the advent of such a brilliant addition to the ranks of divisible prizes—yea, even gold that glitters. Of course, there is a difference in colonels when the question of cash prizes is up for discussion. The Hartford colonel (a little man) says cash is divisible, therefore iniquitous, and emphasizes his remarks "in thundering voice as he deals an inoffensive table a terrible whack." He was mad, and whom the godlets (that's us) would destroy they first make mad (that's the colonel). The other colonel, bless him, is a big man, an ideal colonel—broad, manly-looking, progressive and very successful; made lots of money out of the bicycle "biz." Look at the two colonels a moment, please. Examine their records from a public point of view. Then look at their wisdom molars, and whose judgment in the cash-prize-vs.-piano question will you take? From New York to the Golden Gate I hear the thunder-

ing answer, "Albert A. Pope, the father of American bicycling, the author of good roads, is right." When the Boston colonel makes up his mind to run for congress, the senate or the governorship, he will get there.

Spalding Favors Cash Prizes.

In another chapter reference is made to the advisability of listening to practical men on the question of gold medals and pianos vs. their equivalent (gold). It was with great pleasure that A. G. Spalding granted an interview to the REFEREE representative, in the presence of A. B. Barkman, last week. Mr. Spalding had just arrived in New York and looked as young as one remembers him ten years ago, and having the same kindness of manner, and voice "forty fathoms deep."

"You had a talk with my brother some time ago on the subject of the pro-

lower strata of society. That is not so, as anybody who has associated with the majority of professionals will acknowledge. Of course there are exceptions; so there are among the amateurs and among all classes and professions. The public demands the highest skill in any department of life, be it athletics, the law, the ministerial profession, our colleges and the stage, and is willing to pay for that higher skill. You cannot expect that in amateurs. The amateur rank is a feeder to the higher one, the professional, and it is all nonsense for the League of American Wheelmen racing board to expect that Zimmerman and others are traveling around the country in first-class style for nothing. I know the ropes too well for that. We have found little trouble with keeping our professional ball players in order the past ten years. We have rules, and enforce them to the letter. There must always be two classes. The amateur thrives when the professional is in a class by himself, and vice versa."

Mr. Spalding said further that in his mind bicycle racing was a grand sport; would give base ball a hard race if conducted properly, and that an association

distribute the dodgers. It will be a red-hot campaign of hayseed education, and the noted pair will find little time for the L. A. W. or anything else. That's why Luscomb and Potter have kissed and made up.

"Do I believe that the L. A. W. should meddle in politics?" said I. B. to a REFEREE man Friday, in his palatial *Good Roads* office.

"Why, yes; that is, practical politics; and if you are not practical these days you are simply out of it. Why not? That's the only way to get anything—demand it and see that you get it. I believe that the league should use its force in politics, agitate, and show the political aspirant that cyclists have a big power and will use it to the advantage of those who favor their interests."

Club Doings at Troy, N. Y.

TROY, N. Y., Dec. 3.—A bowling league has been formed in this city, comprising the Troy Bicycle Club, R. R. Y. M. C. A. and East Side Club. In the past seasons the Troy Bicycle Club has invariably carried off the honors, and of course will try to do so again this season. We have two of the best alleys north of New York city, and the members of the club are very enthusiastic bowlers.

Thursday evening, Dec. 1, a number of members went over to Cohoes and paid a fraternal visit to the Cohoes Wheelmen, who have recently moved into new quarters on Remsen street, in that city, and have their house very nicely furnished. The Cohoes men are enthusiastic riders, and under the leadership of their genial and popular captain, Thomas W. Neary, have rapidly come to the front during the past season.

Friday evening, Dec. 2, we held the second in our series of "stag" euchre parties. George Young won first prize and Frank Perkins second. Refreshments were served and a very pleasant night passed. These parties are in the hands of a very competent committee, composed of John R. Mulliken, Dr. C. H. Gabeler and C. E. Wilson.

Fortunately for the interests of wheeling, there is the very best of fraternal good feeling existing between the clubs in this section at the present time, and a cycle club league is being talked of, to comprise the Albany Wheelmen and Fort Orange Wheelmen of Albany, the Schenectady Bicycle Club, the Cohoes Wheelmen, the Mechanicsville Bicycle Club and the Troy Bicycle Club. Captains Schumacher of the Fort Orange Wheelmen, Neary of Cohoes Wheelmen and Homer of Troy Bicycle Club, have already had a meeting and discussed the matter, and in all probability the league will soon be formed. It is proposed to have joint runs and tournaments next season, which can be made very successful if all the clubs take hold.

TROJAN.

A Story of Cahill.

It is related of Andrew Cahill, the *Wheel* representative in Chicago, that just after his arrival in Chicago from Ireland, he was in a party examining some photos in one of the west side factories. A young lady, to whom Cahill was showing them, when asked for an opinion, said they were "out of sight." His companions were greatly amused to see him take her by the arm and gently lead her to a window, where they would be "in sight." He was not up in "Americanisms," which he rapidly acquired after that. He asked again the same question, when she replied: "Yes, they're out of sight." Then the "ever-obliging" lit a match and stepped to the gas jet to add light on the subject. The laughter of all present put him right, and it was a "set up."



L. B. WHYMPERS,
Manager Schoverling, Daly & Gales' cycle department, and editor
K. C. W. Announcer.

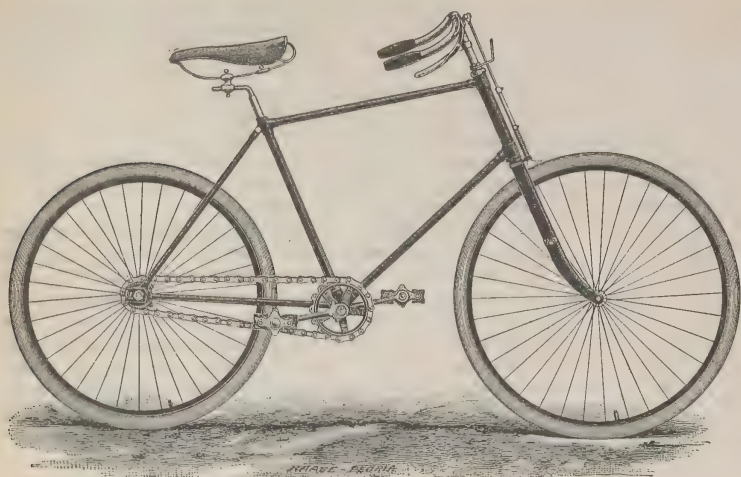
posed cash prize league, and from what he told me somebody had been taking liberty with my name as financial backer of a proposed cash prize league. He told you exactly what I should have told you, and that is—I am not interested in any way with such a scheme, and won't be. But our ball grounds would make ideal places for the laying of tracks, and we would like to talk to a company or association, for terms of an easy character could be made. My many interests compel me to refuse to enter into many apparent profitable schemes of the kind proposed. But I believe the same would be a success from the start.

"Do I believe in cash prizes? Why, certainly, my boy. I was a salaried professional for many years before embarking into my present business; played ball for money and associated with as fine gentlemen as any amateur that ever lived. Some people seem to labor under the impression that professionals belong to the

to control a professional league or control professional racing would meet with public favor.

Potter and Luscomb Kiss.

The two great political aspirants and forces in cycling politics have kissed and made up. Why make such an announcement? Because I. B. Potter said this week that Luscomb, himself and "the boys" were going to make Rome howl next year at all kinds of country gatherings, in behalf of good roads. They will take in everything from a cross-road hayseed political meeting to a full-fledged county fair. The idea is that a band of speakers—amateur and professional—take in the rural festivities and give the farmers "a good talking to" on their backwardness in good roads. Potter is to spring all the devilish-looking mud pictures in his collection on the hayseeds. Luscomb is to lead the orators and Potter the force that will dis-



KING OF RACERS, 32 POUNDS, \$150.00.

Agents will make no mistake in making them their Leaders. We are ready to talk terms and territory for 1893. Let us hear from you.

Kirkwood, Miller & Co., PEORIA, ILL.

P. S. We have no old stock to sell. All our wheels are new and up to date. K., M. & Co.

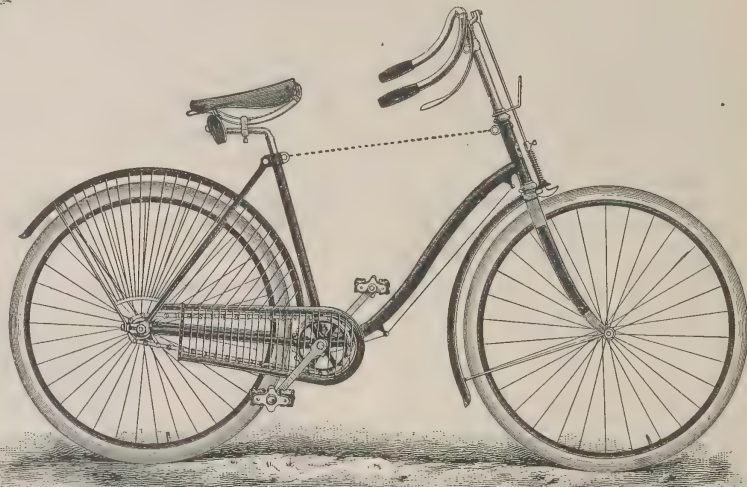
THE TELEPHONE

Occupies a Seat in the Front Row.

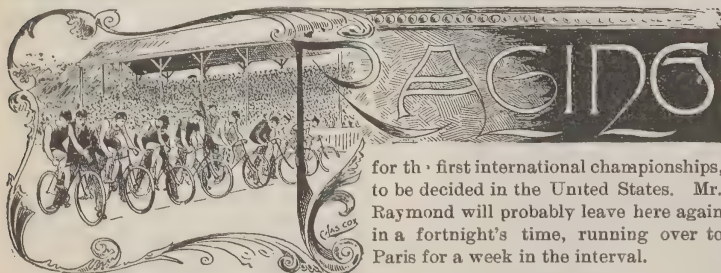
The Custom Officials Brand Them Quality "A."

1893. + 1893.

There is no question that we have one of the Finest Lines of Bicycles in America.



QUEEN OF RACERS, 35 POUNDS, \$150.00.



THE INTERNATIONAL RACES.

The First to be Held in Chicago—Mr. Raymond's Bad Luck.

LONDON, Nov. 26.—The one affair of importance held in connection with the Stanley show was the conference on international championships. This was opened on Wednesday evening, and after a sitting of some hours was adjourned till the next morning. It was then decided that the first series of world's amateur championships should be held at Chicago in the fall of 1893. H. E. Raymond of the L. A. W. had quite hard work to arrive in time. On reaching Queenstown, on Tuesday night, he found a telegram from Henry Sturme, the organizer of the conference, telling him the conference opened on Wednesday evening and advising him to come right through at once, instead of waiting to go to Liverpool by the boat. So Mr. Raymond disembarked, leaving his baggage on the steamer. He then found that the train which was waiting only carried mails, and that the officials declined to take a passenger. After some discussion he managed to induce them to put on a special passenger car, for which he paid a large sum, and so came through, arriving in London on Wednesday night in time to attend the adjourned conference next morning and present the invitation of the L. A. W.

for the first international championships, to be decided in the United States. Mr. Raymond will probably leave here again in a fortnight's time, running over to Paris for a week in the interval.

* * *

SOUTHERN RECORD BREAKERS.

To Make an Attack on Windle's Holdings in a Few Days.

NASHVILLE, Tenn., Dec. 3.—Considerable interest is being taken over the fast racing men who are now quartered at the Cumberland Park track in this city. The quartette is now known as the Rudge racing team, and comprises such fast men as John S. Johnson, W. A. Rhodes, E. W. Ballard and Bert Myers. The local talent is represented by young Newsome, who is a coming southern rider of great promise; Gardner, who has full swing over the training and conditioning of the men. He is very sanguine that all the records up to five miles will drop a notch. It remains to be seen if his judgment is right or wrong.

The training quarters are of the very best, consisting of a nice little cottage, 20x50 feet. This is used as a dressing room. A coal stove is the centre-piece of the room, while around the walls berths on the plan of a Pullman sleeper

are arranged. The party has two triplets on hand, and Eck says the boys will beat two minutes, sure.

The weather has not been the best for over two weeks, and this has set the men back some in speed work. But training can be done every day, as there is also a third of a mile track which is covered all the way around and boarded up on the outside. It is used in stormy weather. If any records are broken it will be during next week. All the men are in the best of spirits and are rapidly getting into condition.

The house where the team rooms and bards is one which has a history. It is known as Hamilton Place, the property being settled on in 1780 by Mr. Hamilton's grandfather, and it has remained in the family up to date. It was on top of this house that General Steadman commanded the union forces in the late war, and General Rosecrans and the late President Garfield in 1864. The room occupied by A. L. Atkins is the one in which President Garfield passed many a sleepless night, while Eck has the one General Steadman slumbered in. The house is full of war relics and the boys have packed in their trunks bullets, pieces of swords, old shells, bayonets, etc. Just a short distance from the house all the old forts and embankments can be seen, while the front yard was once used as a breastwork. In the boys' room is an old-fashioned fireplace, and they stir up the ashes and coal with a rusty sword, which no doubt has done duty in war times.

SOUVENIR.

* * *

Will Return Sanger's Money.

The Chicago Tribune is about to return to Mr. Sercombe the \$500 check which was put in its care to bind the much-talked-of Sanger-Zimmerman match. The Tribune notes the fact that Zimmerman, through Troy, is "out for the

money," and cares to have nothing to do with any proposition that does not include side stakes of \$20,000. Sanger's backers, on the other hand, do not care to go beyond the \$500. The paper continues:

Sanger's father vows that if his son violates the amateur rule he will disinherit him. Zimmerman is not so squeamish or he would not have authorized Troy to speak so bravely. For a big sum he would probably peril everything and become a professional, but he has won so many \$1,000 prizes during the last year or two that the contemplation of another does not move him to the same degree of desire or excitability that it moves Sanger. He has replied to his challenge saying that if he is really desirous of measuring speed with him it must be for money stakes. But perhaps the champion does not mean this and only resorts to such strange language on the lips of an amateur merely to be rid of Sanger. Anyway he is not prepared to ride until June, and by temporizing with the matter until that time he will be, as a maker's amateur, ready to go on a step further and ride for cash or reconsider Sanger's present proposition and race him for what he can scrape together. Therefore the Tribune, perceiving that Troy is talking too high to accommodate Sercombe, will return the check of the Milwaukee firm for \$500 if there are no immediate signs of a match. Where Mr. Sercombe missed his opportunity was in not posting his deposit the moment the challenge was issued. Instead of so doing he waited a month, and during that time Zimmerman went irreparably stale. Now he can not ride.

Few of those who have watched this case have had the least idea that the two men would be brought together. That opinion has been expressed a dozen or more times. It has been known all along that Zimmerman would not ride again before next May or June—not for any amount that Sanger would put up. But this proposed match has been great meat for the newspapers, and has advertised Sanger to such an extent that he is now even called a champion.

* * *

New Track for Buffalo.

BUFFALO, Nov. 5.—Buffalo will have a bicycle track in the near future. Pro

gression and activity are strongly marked characteristics of the present age and the wheelmen of this town have reason to feel elated. The first scheme of the new wheel organization, the Associated Cycling Clubs of Buffalo, will be the formulation of a plan or way by which the long-desired track for the wheelmen may be made a possibility. Some years ago a committee was appointed to consider the plan of having a track for cycling events, but the time was not ripe for it, and the idea was dropped as being unfeasible. Our street transportation is more perfect; our merchants realize the benefits to be derived from a furthering of this sport, and the wheelmen themselves are aroused to the necessity, so that with a properly formulated plan any number of backers will be found willing to aid the committee. This association is fast being recognized, and its future is quite bright. More clubs are becoming interested at each meeting, and by the new year nearly every wheel club will have dropped into line and the real work of the society will have begun.

The entrance fee for each club will be \$5 and the yearly dues another \$5, three delegates being allowed from each. The local press is now doing all in its power to assist the scheme and to spread abroad its objects.

Will Not Award the Prize.

At the tournament of the Evansville C. C., Oct. 6 and 7, the management offered handsome diamonds for any records broken—or, at least, for the first one broken. In the five-mile Lumsden finished first in 12:36 3-5. Lumsden and Munger started from the same mark and at the third and fourth miles the latter was leading. These points were reached in 7:38 3-5 and 10:13 1-5, respectively, both inside world's record time. Then there was a dispute as to who was entitled to the prize for being the first to break a record, and the management did not know to whom to award the same. Now it seems that neither Lumsden nor Munger will be given a prize because they did not announce the fact that they intended to go for the record. It is seldom that competition records are made in any such way. They are usually accidents, as it were. Munger, it would seem to us, is clearly entitled to the prize for "the first record broken," and if there was to be a reward for "each record broken thereafter," Lumsden is entitled to one also.

Races at Emporia, Kas.

Several hundred people attended several bicycle races at Bean's driving park, Emporia, Kas., on Wednesday of last week. The summaries:

Half-mile, open—George Griffith, 1; Horace Whittlesey, 2; B. W. Jay, 3; time, 1:22 1-5.

Quarter-mile, open—Fred Houghton, 1; George Frost, 2; Ralph Jay, 3; time, 5:42 2-5.

Quarter mile, open—George Griffith, 1; Horace Whittlesey, 2; time, :43.

Six-Day Race for "Pros."

Frank Hall, the old-time manager of professional walking matches and bicycle races, was in Milwaukee last week to arrange a six-day professional race in the exposition building. He was also figuring to hold a similar affair in Chicago sometime during the winter.

Milwaukee's Diamond Tournament.

The Milwaukee Wheelmen are so well satisfied with the result of their indoor tournament during Thanksgiving week, that on Monday, Dec. 26, they will give a diamond tournament in the exposition building. A good programme is being arranged, and diamonds will constitute the first prizes. Johnson, Rhodes and Ballard, who are in the south, have been

telegraphed and will probably attend, as they intend to be home for Christmas. All the Chicago men are desired, and a special five-mile race will be on the programme for the especial benefit of Githens and Sanger.

A Race That Was a Race.

Shortly after assuming possession of the new and commodious quarters, the racing department of the Crescent C. C. of Detroit, asserted itself, and a race was proposed. After being postponed on account of the weather, the date was finally set for Thanksgiving, subject to sanction by the weather board. On that day just two riders, Osborn and Bloedon put in an appearance. They concluded that the prescribed course was too muddy, and decided to take a friendly ride around Belle Isle park and divide the prizes. A. B. Graham and "Jimmy" Brady sat in the club house waiting until the riders returned so they could "time" them. Osborn, riding as fast as a mile in four minutes, came into the club room first, winning (?) first time and first place. Bloedon came along shortly after, taking second time and second place. The lanterns and bells that formed the remainder of the prizes were, for some reason, unclaimed by these riders.

General Race Notes.

The Minneapolis Cycle Track Association, organized last week, has elected



GOOD ADVICE.

FARMER (to wheelman who accidentally fell into the stream)—"If you fellers wouldn't ride them blame things so fast ye wouldn't sweat so."—Judge.

the following officers: President, A. B. Choate; vice-president, C. A. Proctor; treasurer, E. F. Smith; secretary, A. E. Holbrook. Further directors are F. M. Washburn, Col. Swett, E. Keyser, L. W. Elliott and M. L. Knowlton. The plan is to raise \$10,000 by selling shares at \$10 a share, and with the money thus obtained to build a first-class club house and track.

Willis B. Troy refuses to talk about that Sanger Zimmerman match, thinking Sanger has received enough free advertising, and that that and that only was what was sought all along. Sanger is reported to have resigned from the Milwaukee Wheelmen, who cheered Githens when he defeated the "wonder" in the recent tournament and tendered him a banquet afterwards.

The Michigan Athletic Club, of Detroit, for which all of Detroit's fastest men will ride next season, has a fine track at the corner of East Congress street and Mount Elliott avenue, with a large and splendidly furnished club house adjoining. This club was lately made a stock company with 600 shares, which sell at \$30, par. Most of these have been disposed of.

Savannah, Ga., is to have a bicycle track, work upon which has been com-

menced. Trees and brush have been taken out and the building of the track proper is well under way. It is located at the intersection of the shell road and the electric railway.

Kansas City wheelmen have written Milwaukee to ascertain the dimensions of the racing track at the Exposition. It is their intention to hold an indoor tournament sometime during the winter.

A. B. Rich says that in even years he has made a poor showing; but in odd years he has proved a winner. A. B. figures it out that in 1893 he will show up in his old-time form.

A two-mile handicap will be held at the Press Club's athletic carnival, Dec. 17, at Madison Square Garden, New York.

Our World's Fair Headquarters and Club House.

The club building and hotel of the National Columbian United Wheelmen's Association is progressing rapidly and will be completed before March 15.

The large stone and brick building, four stories high, will be a credit to wheelmen and will accommodate a large number with sleeping rooms. The club house will contain large parlors, reception and reading rooms, library, cafe, barber shop, baths and ample bicycle storage rooms, together with bicycle repair shop.

The second, third and fourth floors will be entirely devoted to sleeping rooms;

mile event—meets his match at last;" "To meet again—Sanger says he will defeat Githens in to-night's races;" "Defeat for Sanger—Githens, of Chicago, wins the ten-mile free-for-all—Great event of the tourney," etc.

But the *Sentinel's* description of the ten-mile event was something of a gem. Here are a few extracts:

* * * They are sweeping down the short stretch like living cyclones and everybody's breath comes thick and slow. Just as the tape is reached at the commencement of the ninety-ninth lap the lithe Chicagoan's wheel jumps in the front, and on the steep turn Sanger is passed. * * * Will he catch him? everybody asks, excitedly. Yes, yes, he's almost up as they pass the tape and start on the final circle. Blood will tell in the finish, and grit is bred in Sanger's bone. They're abreast again at the south turn. In the straight on the east their wheels lap. The smashing finish is coming. Githens rides like a demon, Sanger is making a desperate effort. In a few seconds it's all over and Githens has won the greatest race of his life, with a wheel's length of light between his machine and that propelled by the fastest rider the country has turned out since Zimmerman's fame waxed abroad. * * *

Working for Good Roads.

ASBURY PARK, N. J. Dec. 5.—The Asbury Park Wheelmen will soon have a ladies' auxiliary connected with the club. There are nearly fifty wheelwomen in the place, and nearly all of them have signified their intention of joining the auxiliary.

No club in the state is doing more to promote the building of good roads than the A. P. W. It has even gone so far as to improve the highways in the center of the town by rolling down large quantities of clay, which has been placed upon the streets by the commissioners. Further than this it has expended \$100 in sending copies of *Good Roads* to the leading farmers of the county, hoping by such means to educate the tillers of the soil into the necessity of better highways. The movement has already resulted in much good.

Good Time by Coach.

To show what splendid condition the English roads must be in, a Birmingham daily paper says: "Mr. Claridge of the Craven Arms Hotel, Coventry, proposes running a coach from that place to London. The coach will leave the Craven Arms at 6 a. m. on Saturday next, Sept. 4, and the terminus will be the Castle and Falcon, Aldersgate street. It is estimated that the journey of 100 miles will be accomplished in ten hours, exclusive of stoppages. Five relays of horses will be required. Mr. Claridge, an old coaching authority, will have charge of the passage, but C. O. Pemberton, the well-known Birmingham amateur, will relieve him at various stages."

Is there a stretch of 100 miles in this big country where a coach with five relays of horses could cover the century in ten hours? The time is at hand, though, when that time will not only be equaled but beaten; when Col. Pope's dream will be realized.

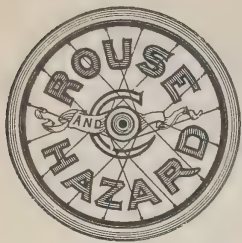
H. R. H. Will Ride.

The Prince of Wales' intentions with regard to cycling are creeping out by degrees. It seems that there really is some truth in the rumor that has been going the rounds of the press. A tricycle is to be the mount, and the tires have been decided on, but nothing further is to be made public yet. Whoever the maker of the machine may be, he is to be congratulated. It is to be hoped his Royal Highness' advisers will know enough about the sport to counsel a light machine and a low gear.—*Irish Cyclist*.

Mr. Davis, Peoria's elderly wheelman, has just made another century. Cold weather does not seem to worry the man of three score years and five.

Very Charming, This.

There's no denying the fact that the Milwaukee daily papers are enthusiastic over cycling, and particularly over Milwaukee's pet, Sanger. These are samples of the display headings used by some of the papers during the Milwaukee tournament: "Githens the victor—Sanger clearly outgeneraled in the ten-



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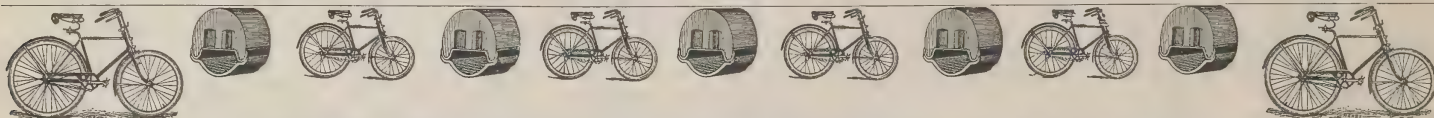
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TRAVELS BY RAIL NOW.

The Awful Predicament of a Cyclist Out In Iowa.

"It has now become quite fashionable to make long tours on a bicycle, relates Archie Rooton to the Nortonville (Kas.) News. "I tried it a couple of years ago, but I didn't get so much fun out of the trip as I had hoped to. I started to ride from Dubuque to Sioux City. I carried a light housekeeping rig with me, consisting of blanket, frying pan and coffee pot, and camped out. I stopped on the afternoon of the second day in a beautiful grove through which flowed a small

stream. The roads were dusty and I concluded to take a bath and wash out my flannel suit. I did so, hung the suit upon the bushes to dry, and slept the sleep of the just.



"Next morning, when I tried to get into the rig, I found that it had shrunk so that to put it on was a physical impossibility. I had no more than made this discovery when a picnic party hove in sight. They were coming to make a day of it in the grove. I was so badly rattled that I did not know what to do, and, of course, did what I should not. Instead



blanket around my manly form, mounted the wheel and lit out down the road as tight as I could drive. A couple of mastiffs that were with the party gave chase, my blanket came off and I dared not stop to recover it.

"I saw a strip of timber ahead and thought that I would try to reach it and



hail some passing farmers, but met another wagon load of picnickers of both sexes, and, leaving my wheel by the

roadside, hid in a wheat field. It happened that the sheriff of the county was with the crowd, and he organized a posse, captured me, and was going to lock me up as a lunatic; but I finally made him understand the situation and he provided me with a pair of indispensables. I always travel by rail now."

In Their New Home.

DETROIT, Dec. 4.—The Crescent Cycling Club of this city has moved into a very fine club house, situated right at the Belle Isle bridge and on one of Detroit's most beautiful avenues.

The Detroit Wheelmen, at their last meeting, decided to form a stock company, and have placed 100 shares, par value \$25, on sale at \$10. They expect to secure large and well-equipped quarters centrally located, and offer many advantages as a down-town club.

Two nights a week the Detroit Wheelmen's rooms are filled with a silent crowd, and whist holds its sway supreme.

F. Ed. Spooner, in the interest of Morgan & Wright, visited us on Sunday last. He showed some very good improvements in M. & W. tires.

A wheelmen's dance for the 15th is on the boards and bids fair to be a well-deserved success. THE COLONEL.

Another Chicago Club.

Austin, one of Chicago's prettiest western suburbs, has been without a cycle club. Last week the members of the Oak Social Club who ride wheels decided to organize an auxiliary membership, to be known as the Oak Bicycle Club. Forty names were enrolled on the charter list. Officers were elected as follows: S. G. Crafts, president; Walter Thurber, secretary and treasurer; Walter Weston, captain; F. H. Leland, lieutenant. A German silver acorn on a black

cap and scarlet acorn on white shirt will be emblems. A number of good men will race under these colors next season. The Oaks have a magnificent club house in Austin.

Clever on Tricks.

Lee Richardson, son of L. M. Richardson, of the Monarch Cycle Company, is eleven years old. At the recent Milwaukee tournament he gave an exhibition of

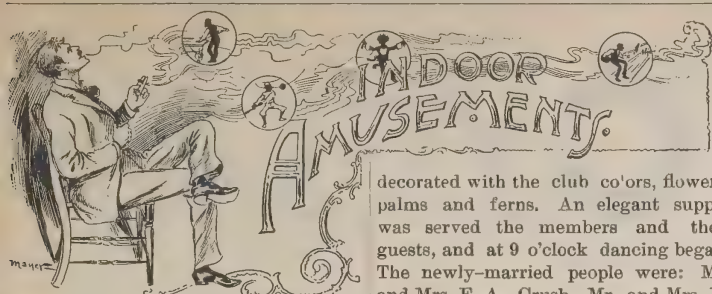


trick riding, including the one-wheel act, standing up, arms folded, on the frame, and other difficult feats. His act followed that of Nicolet, and when he out-did his older rival it took the house by storm. "Nic" confined himself to the ordinary and the Eagle after that. In justice to him, it may be said he makes no pretense of safety trick riding, except on the one wheel, riding a half-mile this way.

Ran Down a Cyclist.

Last Sunday afternoon while George Vanderburg, who lives at 532 Madison street, near Center, he was run into by a horse and buggy driven by A. M. Harrington. Harrington was immediately arrested and locked up at the Lake street police station charged with assault and fast driving. Vanderburg's injuries were not of a serious nature.

The Rutherford (N. J.) Wheelmen have a plan on hand to build a new club house. Several prominent members are at the head of the scheme and it will be sure to prove successful.



Smokers at Buffalo.

BUFFALO, Dec. 5.—Thursday night the Press C. C. had a smoker, a hard times affair. It would have afforded an interesting study to those particularly interested in the make-up of such a class of society. The nomadic instincts and characteristics were well drawn and every field was well represented, from the convict held in bondage with ball and chain, through all the grades one meets in city and country rambles to the cowboy and greaser of the far west. A more disreputable lot of fellows is seldom seen at one gathering, and for the benefit of those not present a flash-light photograph was taken. W. J. Rice and W. H. Lapman were awarded special prizes for the excellence of their make-ups. Everyone present was invited to a repast of sauerkraut and weiners, with cider as a runner.

Saturday evening about a hundred of the Ramblers B. C. assembled at the club rooms to participate in a smoker. Each was provided with a red clay pipe and tobacco, and during the evening a very fine programme of well-selected events served to entertain them. Refreshments were served, and it was just 12 o'clock when the party adjourned.

WILLIE DUNN.

* * *

Amusements at Rochester, N. Y.

ROCHESTER, Dec 5.—The Genesee Bicycle Club was incorporated last week and a set of new officers has been elected, with Fred J. McCall as president, Allen C. McLean, secretary, and E. H. Craig treasurer. The club will hold a small reception and dancing party in its expensive club house next Wednesday evening.

Nearly fifty couples enjoyed the reception and ball of the Crescent Cycle Club in its headquarters last Wednesday evening. Dancing was indulged in until midnight, when an intermission for supper was taken.

A euchre party will be given by the Crescents Wednesday evening.

The Ramblers are about completing arrangements for their pool tournament.

PANHANDLE.

* * *

In and About Chicago.

The house committee of the Chicago C. C. is arranging a pool tournament. Playing will probably begin on Friday evening of this week and will continue nightly as the contestants can arrange games. Several handsome prizes will be given.

Since the Englewood C. C. moved into its new home it has had a great boom, particularly in a social way. Every Saturday night there is a smoker, Friday nights, informal dancing or cards, and once a month a reception is held. Mondays are devoted to gymnasium work and Wednesdays to indoor ball or gymnasium practice. The opening reception is set for next Tuesday evening, and on the 24th there will be a Christmas party.

* * *

About the Country.

Thursday evening last the Louisville C. C. gave a reception to "the October benedicts" of the club. The house was

decorated with the club colors, flowers, palms and ferns. An elegant supper was served the members and their guests, and at 9 o'clock dancing began. The newly-married people were: Mr. and Mrs. F. A. Crush, Mr. and Mrs. H. C. Montgomery, Mr. and Mrs. Edward J. Mathey Mr. and Mrs. Thomas E. Jefferies, and Mr. and Mrs. J. Curtis Scott.

Last Thursday the Lincoln Cycling Club gave the most successful reception in its history. This occurred at the Lincoln Park Refectory, forty-five couples being present, including Willis B. Troy and others of the many visiting cyclists. Mr. Troy said that the reception was very dressy, but withal so informal that all strangers were at home and at ease. Mr. Troy and others pronounced it the pleasantest ball ever attended. Other receptions will follow.

The Lenox Wheelmen of New York, will give their second annual reception and entertainment Saturday evening at Jaeger's, Madison avenue and Fifty-ninth street. A two-act comedy drama entitled "Hickory Farm," will be presented. Among those who will take part are, Sol Liebkind, David Davis, H. C. Jerkouski, Harry Arrows and Ed. Simmons. Edward Stien, the author, will direct the performance.

The "hayseed banquet" and the "mirth-provoking auction sale" are the latest indoor amusement schemes of the Grand Rapids B. C. For the auction sale each person brings some article carefully wrapped. The package is auctioned off and the purchaser is compelled to open it in the presence of the guests. Sometimes the article will prove of real merit; at any rate the club's treasury is benefited by the scheme.

Wednesday evening of last week forty-five couples attended the dance of the Fremont (Ohio) C. C. During an intermission P. J. Gotron, president of the club, introduced James M. Osborne, formerly proprietor of the *Messenger* and the first bicycle rider of Fremont, now of Daytona, Fla., who made a neat speech, which was warmly applauded.

The Press Cycling Club of Boston will have all the entertainment this winter that its members can desire. It will have an opening and musical smoker, its annual party, minstrel show, ladies' night, and other entertainments. The party will be held in Cotillion Hall Jan. 16, and the minstrel show in Tremont Temple Feb. 22.

Fenton S. Fox, Milwaukee, entertained the racing team of the Telegram Cycling Club at an informal dinner at the Plankinton House on Monday evening. The affair proved a success, and was highly enjoyed by all present. The team distinguished itself at the recent exposition tournament by taking twelve firsts, four seconds and five thirds.

Tuesday evening the New York Philharmonic club, assisted by Miss Weed, gave a concert at Springfield, Ill., under the auspices of the Capital City C. C.

The first annual reception and entertainment of the Montauk Wheelmen occurs to-night in Avon Hall, Brooklyn.

The Detroit Wheelmen will give an informal ball at Gaine's Dancing Academy, Dec. 15.

The Lakesides of Cleveland held a ball last Friday evening.

The Clifton club of Baltimore will give an entertainment Dec. 15. A min-

strel show is the chief attraction, though there are other amusing things on the programme.

Thursday night of this week was the date set for the annual reception of the Waltham B. C.

The Crescent C. C. of Detroit gives its first annual reception next Thursday evening.

The Quaker City Wheelmen are holding a fair at their club house this week.

Dec. 14 is the date set for the Brooklyn B. C.'s stag reception.

Overtraining and Death.

"Overtraining is worse than no training at all." How often is this wise assertion made by experienced and well trained cyclists, athletes and others? Endless, perhaps, is the number of times, still the suggestion and warning is unheeded by young men just branching out into the different departments of sports. Yes, even men advanced in years, and those from whom better sense might be expected, often overdo in their exercise.

The sad termination of the brilliant careers of Weber, Midgeley, Stout and Lafferty in the cycling field and Searle and O'Connor of aquatic distinction, and many other men celebrated for notable performances in the sphere of sport, would reasonably seem to serve as a lesson to those following the different branches of pastime.

Competition has such a fascination for some athletic young men that they do not yield to persuasions of friends to desist from further training, but, instead, continue until prostrated from overexertion.

Take the late champion oarsman, O'Connor, for an illustration. When he was in Rochester last July, the REFEREE's correspondent there had several interviews with him and saw him stripped, preparatory to going in the shell with his partner, Ed Hanlan. His physique was magnificent, each line of his figure being symmetrical in every degree. He was a subject representing perfect health itself, and when the news of his death came over the wire his many admirers in that city could hardly reconcile themselves to the true state of facts. After leaving Rochester he overdid himself in a race at Orilla, Ont., and in place of waiting for a rest and to regain his former good health he kept on training, which ultimately brought on typhoid fever. His weakened and impoverished condition could not battle against the dreaded disease and he succumbed after a few days' sickness.

Moderate training makes a man healthful and strong, but overtraining only makes a new grave in the family burying ground.

Arthur. A. Taylor Married.

Arthur A. Taylor, of the Taylor Cycle Company, arose early last Monday morning, arose with a noble purpose in his breast. Business was forgotten and all cares laid aside. At the Church of the Transfiguration, at 8 o'clock Monday morning, Mr. Taylor and Miss Grace S. Douglas, daughter of Frank Douglas, of the Kenwood Manufacturing Company, were united in marriage by Rev. Walter Delafield.

To Work for Good Roads.

The Associated Cycling Clubs of Buffalo will stand ready to assist the roads committee of the L. A. W. when the time comes, and it will have a strong leverage in that section, as it will endeavor to produce such an interest from its working and education that all wheelmen and wheelwomen, too, will be interested. The past year for Buffalo has been excellent for the

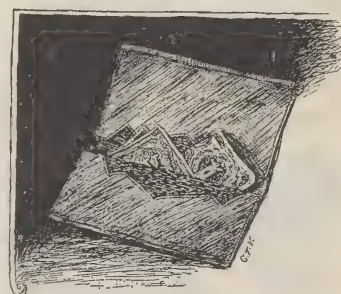
development of interesting wheeling but the signs all go to show that the year 1893 will out-do it by several thousands, and such being the fact, with the A. C. C. as leader and promoter, the daily press to spread broadcast its lessons, an eager and ready public as recipients, it must necessarily follow that everything that is beneficial must result from any great pressure brought to bear upon the authorities at the proper time.

The Cricket Club Sale.

A lively row is brewing over the sale of the grounds of the Chicago Cricket Club. Ostensibly the property was sold to a Mr. Dewar, a bank cashier, for \$54,000, a sum that will net the stockholders about seventy-five per cent. of their investment. This was done in spite of the fact that not over four months ago the grounds, bicycle track and club house were offered to the Chicago Athletic Club for \$92,000, which was, evidently, the value placed on the property at that time. Then it was claimed this was a moderate price, yet the valuable holding was disposed of for \$38,000 less. Certainly property on the south side has not depreciated over one-third in four months. It is not unlikely that an effort will be made to capture the nigger that is supposed to be in the woodpile.

Distance Annihilators and Time Savers.

The bicycle manufacturers are certainly enterprising men and have an eye or so open for business. They are now unitedly urging the people to or-



The Amateur's Friend.

ganize in favor of permanent road improvement. While much of this interest may be attributed to unselfish motives and a paramount desire to lift mankind out of the mud and dust, one can hardly help thinking that it means the sale of more bicycles as well. No matter, however, in what light we look at it, the move is a good one and one that cannot be put into shape too soon. Bicycles and tricycles are distance annihilators, time savers and health promoters, and the sooner the roads are put into bicycling condition the better it will be for every American citizen, whether he has a wheel or not. It is high time the people should begin to cry out against the present lack of system and economy in road making and earnestly demand a radical change that shall in a short time make good roads for all seasons of the year and for everybody.—*Lancaster (Wis.) Herald*.

Madison wants the Wisconsin division meet in 1893. It claims a fast track, fine grand stand and conveniences, and everybody knows it is a beautiful place, with every facility for entertaining guests. Madison's claims should be carefully considered. The state meet has been held at Green Bay, Oshkosh, Waukesha and Milwaukee, but never in Madison. Therefore the Madison C. C. wants it. The officers of the Madison Cycling Club are: B. W. Park, president; A. E. Small, secretary and treasurer, and D. D. Warner, captain.

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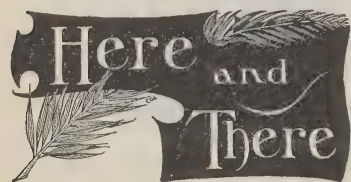
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Maltby is giving exhibitions in Seattle and thereabouts.

Fort Wayne is after the Indiana division meet for 1893.

The Crescent C. C. of Detroit has moved into its new home on Jefferson avenue.

The ladies of Asbury Park are about to organize a club in connection with that of the A. P. W.

A St. Louis fireman believes the day will come when there will be a bicycle brigade attached to the fire department.

The wheelmen of Mechanic Falls, Lisbon Falls, Sabatis and other Maine towns are organizing the Androscoggin County C. C.

E. F. Rogers and J. A. Elliott of Kansas City are locating a plant in Lawrence, Kas., for the manufacture of lawn and parlor bicycles. This new machine is a regular bicycle fastened to the floor by a rod and revolving at any size circle suited to a room. It is propelled by means of levers which the child takes, one in each hand.

Nowadays the poor wheelman isn't proof against the raids of the highwayman. An exchange from California says that J. M. Amick of Stockton, who spent Sunday visiting in Lodi and Woodbridge, narrowly escaped death while returning home in the evening. He was riding on a bicycle along the Cherokee lane when some one commanded him to stop. Not complying with the order the

robber fired a shot at him, the bullet passing through his hat.

The last issue of the *American Implementation Herald* devotes a page to the bicycle industry.

The Pensacola C. C., of Pensacola, Fla., is hard at work upon a scheme to improve the roads in its county.

The Chicago idea of mounting police upon bicycles is indefinitely better than that of using horses as a motive power. A policeman on a safety bicycle can go where a horse could not take him and go faster. Horses eat; bicycles don't. Convenience, speed and economy all support the bicycle as against the horse. Really it is a grand plan.—*Columbus Dispatch*.

Work has already been commenced on the annex to the club house of the Long Island Wheelmen. The affair is to cost about \$5,000 and will consist of a two-story structure at the rear of the present house. The upper part will be used as a cafe and kitchen, leaving that part of the present building which is now used for these purposes, for smoking, card and private dining rooms. The main parlors will also gain somewhat in length and accommodation. The lower part of the extension will permit of increased facilities for bowling, and there will also be a model repair shop.

A dispatch to the *Chicago Tribune* from Paxton, Ill., says: Prince Momo, a student of Central Tennessee College of Tennessee, who visited Paxton several years ago and lectured here, was forced to leave Africa five years ago, having attended a mission school and embraced Christianity. Being called home recently by the death of his father, King Balah of the Vey nation, adjoining Liberia, he wrote to friends here that he would rather have one bicycle to take home with him for its civilizing effect and as a great educator, than 100 horses. Francis

Meharry of this city, purchased a bicycle and shipped it to him at New York, whence he sails for Africa in December.

The Vehicle Casualty Company, to insure all vehicles and bicycles worth \$100 against accident, has been incorporated in Minnesota. Dr F. A. Dunsmoor is president; D. H. Headly, vice-president; W. M. Wright, treasurer; H. M. Farnam, counsel, and G. S. Couch secretary and general manager.

The annual election of officers of the Milwaukee wheelmen will take place next month, and already the political wire-puller is getting into his hustling toga. Candidates are becoming numerous and pleasant, but unless those who seem to hold a life lease on the offices relax their grip there will be little use of them fostering hopes in that direction.

J. D. Gluck, that enthusiastic Jersey rider, says his club, the Union League Club, of Westfield, has increased in membership from thirty to 150 inside of a month. There's some powerful work being done somewhere and Gluck is doing his share, although he is very busy with R. F. Downing, the forwarding agents.

English women—at least many of them—are now riding astride their horses while on hunting trips. It is more than probable that in a few years, perhaps even months, women will do away with the cumbersome dress while a wheel. It may shock some of our good friends, but it will come to pass, nevertheless—and why not?

St. Paul cyclists are terribly stirred up over the passage of an ordinance prohibiting sidewalk riding within a prescribed district. The maximum speed upon any sidewalk of unpaved streets outside of the district is fixed at six miles per hour; a warning bell or whistle is required and a lighted lamp after sunset.

No person riding a bicycle shall approach within fifty feet of a pedestrian without giving warning by a bell or whistle. The fine for violation is not less than \$15 nor more than \$50.

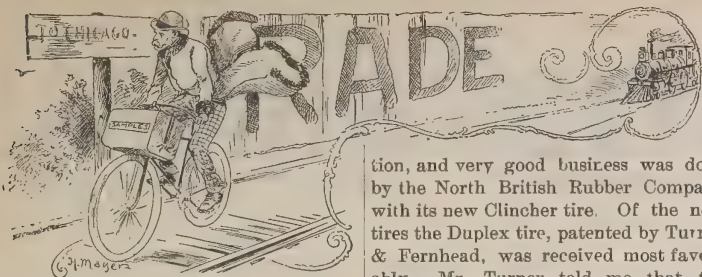
The Michigan Wheel Company of Lansing, Mich., is just now devoting all attention to the building of hickory pneumatic-tired sulky wheels, but later on may take up the manufacture of cycles.

Lincoln Holland, of South Farmington, Mass., has just brought out an eye protector (in the form of glasses) made of mica. It is designed to keep out the snow, dust or sleet while riding or driving.

W. H. Wilhelm & Co., Reading, Pa., will have a full line of Reading cycles at the Philadelphia show. The Reading firm has commenced a night run to keep up with the orders it has received.

W. F. Murphy, the well-known racing man, has at last decided to settle down to business, and to that end has taken the J. W. Bates Bedford avenue place in Brooklyn, and will open it with Humbers as his leader Dec. 15. Charlie, his brother, who is managing the bicycle department of a big dry goods concern in Brooklyn for the holiday trade, will join his brother in January. The Murphy boys are popular and should do well.

George Hilsendegen, the Detroit cycle dealer, did a splendid business last season. His store at 310 Woodward avenue will be entirely remodeled for next season. The second floor has been secured for second-hand job lot stock, and a fine, large room will be built in the rear for the repair shop. Last season from 600 to 800 high grade wheels were sold. For this season the Royal, Monarch and Centaur high grade and Featherstone medium grade lines have been secured.



CHRISTMAS ADVERTISING COPY.

It is absolutely necessary that copy for advertisements in the Christmas issue of the REFEREE be forwarded to this office at once. Some of the forms have already gone to press. The edition will be a large one and advertisers will aid us by forwarding copy at once.

TIRE FACTORY BURNED.

Morgan & Wright's Plant Suffers a \$15,000 Loss.

The immense rubber and tire factory of Morgan & Wright, located at 333 to 339 West Lake street, was damaged by fire shortly before 5 o'clock Wednesday morning, to the extent of from \$15,000 to \$20,000. Luckily, however, the factory proper was not damaged to any great extent, the flames being confined chiefly to the offices and shipping rooms.

The odor created by burning rubber was noticed at 4:30 o'clock by Watchman Miller, and in a few moments fire engines began arriving at the factory, a "2-11" alarm having been turned in. The offices and shipping room were almost beyond control and the firemen turned their attention toward saving the factory.

Two hours after the discovery of the flames they were well under control, through a strong odor of burning rubber remained, emanating from the compounding room, where it was thought the fire originated and the furnace is located. The raw material is kept in this room.

Mr. Morgan said he thought the fire started in the woodwork near the furnace, as the material stored in the room was not inflammable. The damage, he estimated, would reach \$15,000, but this is chiefly on the building, a wooden structure. The firm is fully insured, and as little damage was done to the factory, work will be running as usual before the end of the week.

SURVEY OF THE STANLEY SHOW.

Tires Formed an Important Feature—Gears, Sundries, etc.

LONDON, Nov. 26.—The Stanley show closes to-day. Taken all round it has been a distinct success. The exhibition itself is a good one, and on the whole the business done has been more than satisfactory. Several men, in fact, did so well that they left early in the week, and having as many orders as they could hope to execute, did not trouble to wait till the show closed. The feature of the show has been the great number of pneumatic tires exhibited—more than thirty different kinds were on view. The one which has attracted most attention from the public has been the new Dunlop detachable. The crowd opposite the stand (where four of the company's assistants were always in attendance showing the mode of putting on and taking off the tire) was so great on the first two days that it was found necessary to take another stand on the opposite side of the building.

The Seddon tire—the red tire, as it is now called—also attracted much atten-

tion, and very good business was done by the North British Rubber Company with its new Clincher tire. Of the new tires the Duplex tire, patented by Turner & Fernhead, was received most favorably. Mr. Turner told me that the American rights had been secured by the Pope Manufacturing Company. Dunn's Eclipse tire, built with a view to reducing as much as possible the suction created by the rubber, also seems a good thing, and this, too, has been taken up by an American firm.

Geared ordinaries were shown by nearly every firm of cycle makers. They were all a distinct advance on anything in this line exhibited last year. Two

Engineering Company; a new lamp, by Salsbury, in which the hollow tube of the handlebar becomes an oil reservoir; a safety stand, by the Cycle Supply Company, of Bournemouth, and a crank drawer, sold by Brown Brothers, are the most notable. The last mentioned is distinctly good.

The various side-shows and entertainments arranged as attractions for the general public fell rather flat; in fact, the exhibition itself proved attraction enough.

THE SEASON HAS OPENED.

Chicago Dealers and Makers Have a Look of Activity, at Least.

The season of 1893 is fairly opened. Everybody in the trade is hard at it. Everybody has a new bicycle, and the family resemblance among them is so strong that it is hard to tell one from another. The general specifications



KINGMAN & CO.'S LEADERS FOR 1893.

firms—the New Howe company and the Dorman Engineering Company—make their machines with a duplex backbone joined together at the crown of the back forks, the idea being to stiffen the frame and prevent some of the give which undoubtedly exists in the single backbone.

Of gears there are quite a number. The Crypto is fitted by a number of firms, but there are also many other types. Many of these are very similar to one another, all resembling as much as possible a back lathe gear. Of the rest the Centric gear seems a distinctly good thing. Being placed in the middle of the wheel it is bound to be much better than those which are fixed to one side, and better than this it can easily be adjusted to take up any wear and so prevent all back lash.

Tricycles are, as a class, very poor, but ladies' safeties have been much improved in detail. Of the accessories, a neat pump clip, made by the Dorman

cover a Humber frame, a 10 inch head, a scorcher saddle and a pair of cork handles. Of course there are other parts, but the ones mentioned, together with some red, blue or yellow enamel, are the principal selling points. There is a healthy demand for a good, sound roadster, and the makers are only showing what they can do, for I find that nearly all are bewailing the necessity (which the scorcher brigade has forced upon them) for the production of very light bicycles.

The geared ordinary, too, is beginning to create a furore, and although it probably will not cut a strong figure in '93, a year later it will be a standard article, and makers are beginning to get ready for it. In England it has already a strong foothold, and formed one of the principal exhibits at the Stanley show. Through our own eastern cities it is rapidly gaining prominence. Like the

pneumatic tire, it has been striven against and sneered at, but it has come to stay, and manufacturers will do well to recognize it before it is too late.

* *

I happened the other evening to fall in with a very representative cluster of of bicyclists—not racing men this time, but makers, dealers and inducers—and passed one of the most pleasant evenings I have had in many moons. Taking a walk down Cycle Row with J. O. Blake, we met Charles F. Stokes and W. B. Troy, and were soon after joined by Fred T. Merrill, of Portland, Ore., Charles Weiman, the new secretary of the Stover Company; W. Buggy, of Philadelphia; Bob Lennie of Thomas Kanne & Co., and Cabill of the Wheel. The boys were out for a lark, and although my gray hairs forbid—as I received a cordial invitation—I fell in with them, and learned a good deal about many things besides bicycling during the evening. By the way, the Stover people, Stokes and Gormully have each and every one thrown traditions to the wind and produced each for himself or themselves, a most excellent semi-roadster for 1893. I have had the pleasure (for pleasure it is to a westerner to see the west produce such splendid work) of trying each of the new machines—which are named, I believe, the Thoroughbred Phoenix, the Sterling Scorchers, and the Rambler No. 4—and I have never seen finer workmanship or finish. The west is rapidly getting to the front as a bicycle center, and it has already seven large factories to the five in the east. Of course this is mentioning only those that are really big concerns. There are, however, more small ones in the west than in the east, and in the matter of cheap machines, there is one factory in Chicago that turns out more than all in the east combined.

* *

Cycle Row is in a condition resembling that of the teapot just before it boils—sizzling, so to speak. Everybody is in a stew. Fred Patee is bustling about with a mysterious air, Conkling looks wise and sits in his new window with a satisfied expression, Temple tells fairly good stories, Herrick has a new saddle, J. O. Blake can't think of anything but corrugated tires, Plumb is watching "Mary and John" as of yore, only the Ariel people are paying his salary, Garden has a Relay with an elliptical sprocket; and all the rest are well, thank you.

LA COTE MAL TAIL.

HOPE FOR THE TRADE.

The Northern Wheeler on the Effects of the Recent Election.

Hope springs eternal in the human breast, but the human breast will not go on forever—like the springs of Tennyson's brook—merely on a diet of hope. Hope is a good thing to have about the house; to adapt the advice of a poetical advertisement, it is welcome always and should be kept handy; but a diet of plain hope is likely to send a man hopping mad, as the saying is. There is plenty of faith in the cycle trade and there always will be, while every maker believes that he makes the best, lightest, fastest and most durable machines, and while every rider fancies there is not such another cycle as the one he rides (especially does he fancy this if he is desirous of selling it). Of charity the wheel trade has no need, we are thankful to say; and now at last it can indulge in the luxury of a little hope. Hope is as necessary for the mental well-being as soap is for the complexion. And this hope, like all the good things of modern times, comes from

ATTENTION, ROAD RIDERS!

PRIZES FOR THE SEASON OF 1892.

ENTRIES CLOSE CHRISTMAS DAY.

As we have given many **PRIZES** for track and road races during the past season, it seems only fair now that Christmas is approaching to offer something for the hard-pounded road riders. If this experiment succeeds we will make a desirable list for 1893, which will be announced later on.

FIRST PRIZE, \$25.00 To rider who has ridden the greatest distance on M. & W. Tires without change of tires or any important repairs.

SECOND PRIZE, \$15.00 To rider making greatest number of Centuries on one set M. & W. Tires.

THIRD PRIZE, \$15.00 To rider making most meritorious single ride, weather, condition of road and distance considered.

FOURTH PRIZE, 1 Set Road Tires To each second and third best in above.

JUDGES: N. H. Van Sicklen, C. P. Root, L. J. Berger.

CHEQUES FOR CASH PRIZES WILL BE MADE TO ORDER OF N. H. VAN SICKLEN TO BE EXPENDED IN ANY WAY THE WINNER MAY CHOOSE.

WE ARE TO HAVE THE PRIVILEGE OF PUBLISHING THE RECORDS UNLESS RIDER STIPULATES TO CONTRARY.

FILL OUT CAREFULLY AND MAIL TO US.

Address _____

Name _____

Age _____ Weight _____

Make of wheel _____ Weight of

wheel _____ Club _____ Name of

Captain _____ Refer-

ences _____

(State in this space the distance and any particulars necessary for forming a judgment—weather, condition of roads, etc., will be considered in making selection.)

MORGAN & WRIGHT, CHICAGO.

IMPERIAL HISTORY

FIFTH CHAPTER.

WHAT A MULTITUDE OF—

IMPERIAL riders there are, and why not? "IMPERIAL" Wheels are built to suit all cycling humanity. They are made for use on the American roads of to-day, as well as the smoothest race tracks. "Variety is the spice of life." "IMPERIAL" Wheels are made in five different styles, and everybody can be perfectly suited.

Learned judges, famous statesmen, wise doctors of medicine and good doctors of Divinity, professors of mental and those of physical culture, nerry speculators and timid capitalists, busy business men and women, likewise those that are not busy, big and little, smart and pretty, etc., etc.; members of the weaker sex, all are riding "IMPERIAL" Wheels.

For health and pleasure, for racing honors and prizes, for convenience and business purposes, select the IMPERIAL Wheel most suited to your requirements. The modern bicycle is a modern necessity. The world could get along without IMPERIAL Wheels, if it were really obliged to, but as long as the demand for them is embodied in such a healthy and vigorous growth as at present, we propose to keep on adding to our present facilities until we are finally enabled to make enough before we quit.

If you do not sell IMPERIAL Wheels, correspond with us quickly; we shall not be looking for agents much longer. During the coming season we expect to more than double our former output and we will need but little assistance aside from that of our old agents. Don't delay—time is precious to us all.

CHAS. H. SIEG MFG. CO.
SELL HUNDREDS OF
"IMPERIAL" WHEELS
IN CHICAGO.



AMES AND FROST COMPANY
302-304 WABASK AVE
CHICAGO. MAKERS

Startling and Most Excellent are IMPERIAL WHEELS For 1893—Wait.

America. This is as it should be, considering that much of the depression that has lately been the lot of English trade has, among the other good things, been of American manufacture, and is principally due to the McKinley tariff act. It is difficult to discern in what way this act has benefitted the American wheel trade; indeed it would seem as though the reverse were the case if one may judge by the failures that have been chronicled in the American press, while there is no disguising the fact that it has more than played the proverbial old gooseberry with our own makers. The success of Mr. Cleveland is therefore of great moment to our manufacturers. Mr. Harrison was avowedly running on the McKinley ticket, and the immense majority against him is evidence that at length the great body of the American citizens have awakened to the fact that big profits for the few do not secure comforts for the many, nor does an increase of wages necessarily follow a rise in the price of goods. The passing of the McKinley act was one of the worst blunders of modern times, and it is satisfactory to learn that the customary cuteness of brother Jonathan has not been lulled into permanent repose by the tricky dealings of a party of wirepullers. Mr. Cleveland's victory is a distinct evidence of the return of American popular sanity, and the prospect of Transatlantic markets being ere long again opened to the English trade should convey a considerable amount of hope to all interested parties. But the mills of national or popular politics grind slowly, and much yet remains to be done ere either the producers or the consumers can reap anything approaching substantial benefit. At present, Mr. Cleveland and the English trade have but secured a moral victory over the McKinleyites; that moral victory has yet to become a physi-

cal and actual one ere good can result. And this cannot be done in a hurry. The installation of the new president is not until next March, and even after that it is possible that the American senate may not be over-anxiously desirous of satisfying what is undoubtedly the wish of a vast majority of American citizens—the abolishment of the obnoxious and mischievous tariff act, and a return to the style known in military circles as "As-you-were." Thus it seems that while the business relationship between England and America is likely to improve considerably during the next four years, yet the improvement is hardly likely to be immediately felt; perhaps even a year may elapse before there is a very marked emendation. But the improvement is bound to come at sometime or other. England is powerless in the matter either way, so all that can be done is to wait and hope that the improvement may be real, full and as soon as possible.

RECENT ENGLISH INVENTIONS.

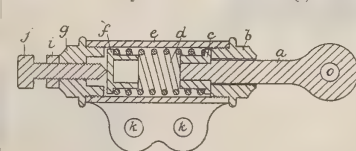
New and Useful Designs in Frames, Tires and Wheels.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Oct. 5, give notice in the prescribed form of such opposition.]

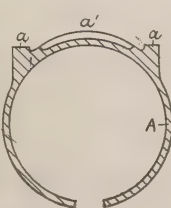
No. 18,012. M. McMeekin's "Improved anti-vibration arrangement for bicycles and other velocipedes." Oct. 21, 1891.—This invention consists of a metal casing (e) enclosing a spiral spring (d) upon the two ends of which bear washers or hollow plugs (c and f, respectively,) serving to contract the spring (d). The casing is tapped at each end to receive the screw caps or nuts (b and g). The washer (c) is fixed upon a spindle (a) which passes through the screw cap

(d) and terminates outwardly with a circular flattened end having a central perforation (o) through which passes the axle of the wheel secured thereto by a nut. The washer (f) is held



in position by the screw cap (g) provided with a central tapped perforation, through which passes the screw bolt (j) furnished with a locking nut (i) and bearing upon the washer (f). This screw bolt serves to regulate the expansion or contraction of the spring (d). The casing is provided with centrally perforated lugs (k), whereby the device can be fixed to each branch of the front and rear forks of a velocipede.

No. 20,190. F. L. Lange's "Improvements in and relating to tires for the wheels of velocipedes." Nov. 20, 1891.—This invention relates to hollow tires or to covers to be attached to the same, and consists in making the tread with two longitudinal ribs and a series of transverse grooves between the said ribs, the object being to prevent both side-slipping and driving slip. The cover (A) is made of rubber or any analogous material, and it has on its outer face two ribs (a a') running circumferentially around its entire periphery. Between these two ribs the cover is preferably thickened, as shown, and in it are formed a series of transverse grooves (a' a'), each about one-quarter-inch wide and any suitable distance apart. As a modification, the cover may be made of leather or other analogous material, and on this the ribs are preferably formed by folding and stitching. Between these two ribs a band is fixed having a series of transverse slots or grooves, according to the thickness of the band. This band is attached to the cover by any suitable means. The cover may be fixed to the rim if it is intended to be permanent, but if it is intended to be used as a supplemental cover, it is provided with eyelet holes or other suitable devices for attaching and detaching.



No. 20,090. J. Robson's "Improvements in velocipedes, bicycles and tricycles." Nov. 19, 1891.—In one arrangement, in a safety bicycle, the diagonal tube of a diamond frame is used for the barrel of the pump, the barrel is closed at the bottom and has suction and delivery valves and a nozzle. To this nozzle one end of a flexible tube is attached and the other end is attached to the valve of the tire when inflating the same. This flexible tube when detached may be stored in the pump barrel or in one of the other tubes of the frame. In the barrel work a piston and rod for forcing the air and the L pin may be used as a pump handle by securing it on to the piston rod, or a separate handle may be used. A tube of the machine may also be used as a receptacle for a separate hand pump when such is used. The tubes of the frame are sometimes used for storing oil for lubricating the machine or for burning in its lamp. The claims are very inclusive.

The 1893 Stover Line.

Great strides have been made in cycle construction during the past year, and no maker has accomplished more in this line than the Stover Bicycle Manufacturing Company. This company has always been noted for its modesty and has always produced the best possible article. It is therefore with pleasure that we call attention to the three new machines it will put upon the market in 1893. Sterling merit and excellent workmanship stand out all over them. The Thoroughbred Phoenix (A) is a straight-lined diamond frame machine, with a 10-inch drop forged head, and is as handsome as a bicycle could well be. It is fitted with Gormully & Jeffery or Palmer tires and weighs less than twenty-nine pounds. The Phoenix roadster (B) is its counterpart, only fitted with mud guards, etc., and weighs less than thirty-eight pounds, while the ladies' Phoenix is a new departure, weighing, all on, less than thirty-five pounds, and having a new frame design. All of these machines are entirely new in design, and with the regular styles put out by the Stover company will make a range of selection hard to duplicate. E. H. Wilcox and the genial Bob Lennie will form the traveling force for the coming season, and we are promised a catalogue finer

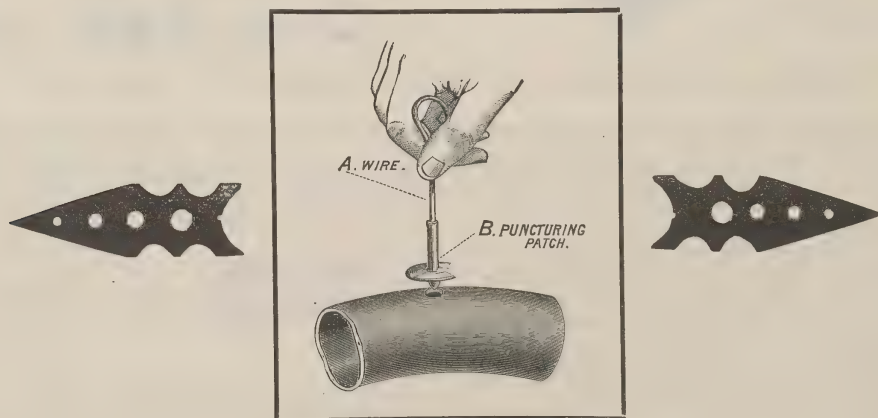
NO MORE WALKING.

Our '93 Protection Strip Tire

When punctured closes itself in most cases ; if not, an ordinary puncture can be repaired on the road in a few minutes, without taking the tire from the rim or removing the protection strip, by means of inserting

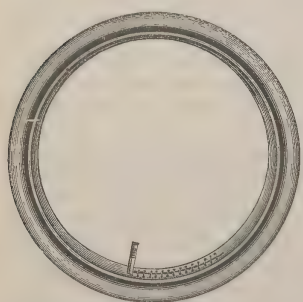
OUR UMBRELLA PATCH.

A large cut can be made absolutely air tight by removing the protection strip and crowding some soft material in the cut moistened with rubber solution. Wrap it with special tire tape around the cut and replace the strip.



Our Improved Valve Is Perfect.

To Riders: Our '93 P. S. tire is as light and lively as any other in the market, and can be repaired by the roadside by any one in a few minutes. Any other tire must be removed from the wheel to be permanently repaired.



This cut represents the well-known inner tube tire laced on the under side, which we have greatly improved.

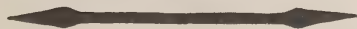
NEW YORK BELTING & PACKING CO., Ltd.

15 PARK ROW, NEW YORK.

Correspondence Solicited.

W. D. ALLEN & CO., Western Agents, 151 Lake Street, CHICAGO.

TRIUMPH!!



It is generally acknowledged that the **TRIUMPH** is the best wheel made in England. It is **Light, Strong and Reliable**, and always up to date. Come and see it at the following agencies:

WHITE SEWING MACHINE Co., 22 Union Square, NEW YORK, N. Y.

J. B. RICH CYCLE Co., 1702-1704 N. Broad Street, PHILADELPHIA, PA.

CHARLES HANAUER & BRO., 258 Walnut Street, CINCINNATI, O. . . .

PRINCE WELLS, 629 Fourth Street, LOUISVILLE, KY. . . .

TRUESDALE MACHINE AND ARMS Co., 604 Fourth Street, ST. LOUIS, MO.

WESTERN CYCLE Co., 254 Ogden Avenue, CHICAGO, ILL. . . .

SCHULENBURG CYCLE Co., 98-102 Randolph Street, DETROIT, MICH. .

WHITE SEWING MACHINE Co., 163 Tremont Street, BOSTON, MASS.

WM. GURD & Co., 185 Dundas Street, LONDON, ONTARIO, CANADA. .

G. W. SCHACK, Main Street, BUFFALO, N. Y. . . .

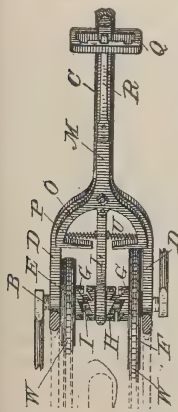
Complete List of **PARTS** Kept at Our New York Office, 22 Union Square.

TRIUMPH CYCLE CO., Ltd., COVENTRY, ENG.

than those already issued. The success of this company has been phenomenal, and it has deserved it in every way.

Swarthout's Changeable Gear.

The changeable gear device invented by Albert S. Swarthout, of Poughkeepsie, N. Y., on which he has been granted a patent, seems to be very simple and yet practical. A double clutch (H) or power-changing mechanism is arranged to slide on the crank axle so as to grip with the clutch-face of the sprocket wheels. On one side of the crank axle is a large sprocket (F) for high gearing, and on the other is a smaller one (E) for low gearing. The clutch is operated through



a lever (M) which locks by means of a spring on the lower rod of the frame. The sprocket wheels revolve independent of the crank axle, while the clutch, though made to slide from one side to the other so that it may lock with either sprocket, is made to revolve with the axle, and consequently turn the sprocket to which it is locked.

Gormully & Jeffery Make Reply.

THE REFEREE PUBLISHING COMPANY, Chicago.—Gentlemen:—Our attention has been called to a very misleading notice issued by the Kenwood Manufacturing Company, through the REFEREE, to the general public, in regard to the infringement suits now pending in the United States Circuit Court of northern

Illinois, northern division. The facts in the case are as follows: The Kenwood pneumatic tire, as made in 1891, infringes certain patents owned by the Gormully & Jeffery Manufacturing Company. The fact that the Kenwood tire is manufactured under other patents owned by that company is entirely irrelevant, because the Kenwood patents are subsequent to the G. & J. patents. The fact that a thing is patented does not give the patentee the right to manufacture the patented article in violation to the rights of prior and paramount patentees. What the company above referred to intend to make next year is also foreign to the matter, as the suit was based upon what they have already done this year, or, in other words, upon infringements prior to the bringing of the suit. After we get our injunction against them it will be time to inquire whether their new construction also violates our rights. We have also simply treated the Kenwood Company as we shall treat every infringer, and deem it a courtesy to inform the public of our position in the matter, that they may be warned. The mention of the company in question was simply incidental to such warning. Yours very truly,

GORMULLY & JEFFERY MFG CO.

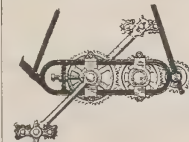
Turning Out Royals.

The Royal Cycle Works of Marshall, Mich., are at present getting out the first lot of 200 of the '93 pattern machines. These include the Royal Limited, a 27 pound machine with purple rims. It is a handsome wheel with a 44-inch base, 10 3/4-inch head, 21 1/2 inches from seat post to crank bracket, roll threaded spokes (double butted), special bottom bracket and rear hub of a handsome design. The road wheel is the same design, and weighs 40 pounds, all on. The

ladies' wheel is light and handsome, weighing 35 pounds. These three comprise one of the handsomest lines in the country, and they will be exhibited at the Philadelphia cycle show.

The Bradley Chainless Safety.

The Bradley Chainless Bicycle Company of Albany, N. Y., which makes the wheel bearing the same name, believes it has a machine that will meet with popular favor. The gearing is certainly simple enough. We see no reason why it should not prove a success. As will be noticed in the accompanying cut, the driving gear consists of two finely-cut cog wheels on each side of the bicycle.



These are cut to fit into the hub, which is also a finely-cut cog wheel. The pedals are attached to the forward cog wheel, and only eight inches forward of the hub. The regular wheel will have a diamond frame, 30-inch wheels, and will be quite light.

Peoria Trade Doings.

B. H. Pratt of the Elastic Tip Company, Boston and Chicago, was in Peoria on business last week. The Elastic company has a pneumatic tire on the market something similar to the Boothroyd; also one on the Morgan & Wright plan.

A. G. Spalding & Bros., representative, F. J. Fanning, was in Peoria last Friday with the Victor for next year. The Victor folks will have a wheel out that will weigh 28 pounds. Spalding's line of Credendas will be greatly improved for '93. They will list with pneumatic tires at \$115.

Kirkwood, Miller & Co. are building a new repair shop and putting in a large

amount of new machinery. W. O. Wood has charge of this department.

Patee, Henning, Blake and Greenwood of the Peoria trade were all registered in Chicago last week. The four named gentlemen who represent the four different cycling houses in this city, were in search of trade.

Charles F. Vail, who was so roughly used some time ago by a pair of toughs, has now fairly recovered and is at his post of duty. LAUREL.

Solid Comfort Saddles.

Bretz & Curtis Manufacturing Company's representative is now on his way through the west placing orders for Solid Comfort saddles, and appointing agents for the Quinton Scorchers machine for 1893. The Solid Comfort saddles are now made in four patterns and can not fail to meet with popular favor. The line consists of the scorchers pattern, weight 25 ounces; the roadster, 30 ounces; the ladies', 23 ounces, and the boys', 20 ounces. The special light roadster, Quinton Scorchers will meet with success this coming season. Its lines are graceful, the machine possessing great strength, and the weight is only 30 pounds.

L. B. Whymper.

Few men in the cycle trade are more favorably or better known than L. B. Whymper—"Barney," as his friends call him. For eleven years he has served his present employers, Schoverling, Daly & Gales, Broadway, New York. When the bicycle department was added to their large business, Mr. Whymper was placed in charge and, backed by a good firm, he made the department the success it is. The firm has made a strong lead in Humbers and Gales, and dipped heavily into the sundry business. Whymper was a member

WHITWORTH CYCLES

. . . . U. S. A. 1893.

HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

of the old Calumet Bicycle Club of Brooklyn, which joined the Kings County Wheelmen. He is a trustee of the latter club and editor of the club's monthly journal, the smart little *Announcer*. Whympier is also a member of the Hudson County Wheelmen and the Elizabeth Athletic Club. He is a warm advocate of club papers and a gay young bachelor and good fellow generally.

Incorporation Papers Filed.

The American branch of the Coventry Machinists' Company filed articles of incorporation with the county recorder at Richmond, Ind., on Thursday of last week. According to despatches the capital stock is \$200,000, divided into shares of \$100 each. The company is incorporated for a term of fifty years, and the following directors will have charge for the first year: Edgar G. Hibbard, Micajah Henley, Johann Sedgwick, A. J. Marrett and A. S. Hill.

The company is allowed the privilege of using the Coventry, Eng., trade mark, "Swift," and all patents registered or adopted by the Coventry company become property of this company.

Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

486,914, velocipede; Pardon W. Tillinghast, Providence, R. I.; filed May 11, 1891; serial No. 392,393.

488,915, pneumatic tire; Pardon W. Tillinghast, Providence, R. I.; filed June 20, 1892; serial No. 437,375.

488,835, bicycle brake; William T. Lewis, Peoria, Ill.; filed April 14, 1892; serial No. 429,114.

489,017, wheel; Stephen H. Kimball, Everett, Mass.; filed Jan. 25, 1892; serial No. 419,191.

487,018, bicycle; Stephen H. Kimball, Everett, Mass.; filed March 12, 1892; serial No. 424,682.

487,081, support for bicycle saddles; Elial M.

Staples, Elizabeth, N. J.; filed Nov. 7, 1891; serial No. 411,177.

A New South Road.

A REFEREE man has had the pleasure of trying a new South Road, 28-pound machine, fitted with Preston-Davies tires, a cut of which appears in this issue. It is as pretty a wheel as is on the market to-day (the cut does not do it justice by any means) and is very handsomely finished and designed. The South Road is built in several weights,

30x30 feet, is separate and will be used as an engine room when certain large additions contemplated are completed. The present building is but a starter, as this company has a large capital and is preparing to do a large manufacturing business. It intends making the wheel which the public demands, to be about thirty-three to thirty-five pounds in weight. The design will be a copy of none on the market now. S. W. Goodwin, formerly with the Gendron company, has been secured and is now de-

agent for the Marion Cycle Company. In fact, he was once employed by the concern, but not since Aug. 9. He was engaged to a young lady in Detroit, borrowed from her a \$30 diamond ring, and has not been heard of since. Several hotel keepers would like to see him to the extent of a number of good-sized board bills.

Two Popular Wheels.

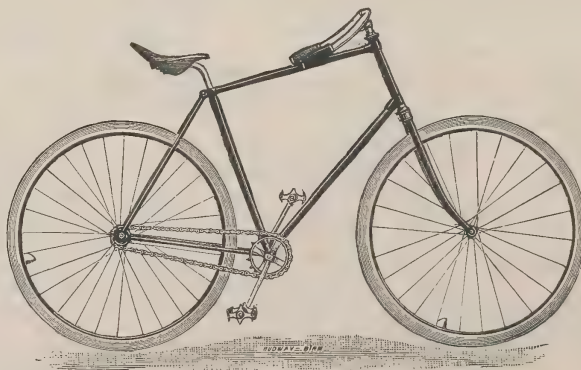
The King and Queen of Scorchers, made by the Centaur Cycle Company and handled in this country by Kingman & Co., Peoria; the McIntosh-Huntington Company, Cleveland, and Hulbert Bros. & Co., New York, are probably as light wheels as can be found on the market; yet they have great strength. To our knowledge a Queen of Scorchers, fitted with Dunlop racing tires, weighs less than thirty-three pounds and was in service all last season without suffering a scratch or a bend. The King of Scorchers comes in three weights—racer, twenty pounds; semi-racer, twenty-six pounds and roadster, thirty-three pounds.

The Statement Misquoted.

The New York Press, which is a rabid republican sheet, printed the following on Nov. 30:

CANTON, O., Nov. 29.—News comes from Shelby, a flourishing city in Richland county, that the big steel mill there, the only one in the country which manufactures cold drawn steel tubing, used in making bicycles, is completely demoralized as a result of the election. Not a single order has been received since Nov. 9. Several of the large bicycle manufacturers in this country were negotiating for large amounts of tubing, but have announced that they will not place any further orders, stating that if the new administration takes the tariff of 45 per cent. off bicycles they will have to go out of business.

The plant started one year ago in July on a small scale, employing but a few men. Now the buildings cover nearly five acres of ground and furnish employment to hundreds of workmen at good wages. The second largest plant is nearly



A NEW SOUTH ROAD.

the one shown the REFEREE being a 28-pounder. W. F. French & Sons, the makers, have certainly brought out a machine that will take well, and the James Cycle Company, Chicago, the American agent, should have no trouble in disposing of a large number.

Bay City's New Factory.

The National Cycle Manufacturing Company of Bay City, Mich., has a factory under way 50x110 feet and two stories in height. The enameling room,

signing the wheel. He has had five years' experience in this business and designed most of the Gendron company's machinery. F. C. Finkenstedt will probably be secretary and treasurer of the company. Henry B. Smith is president.

Look Out For Him.

A number of Michigan dealers have recently been swindled in various ways by a man giving the name of George W. Hayward. He has been posing as an

LIGHT
ROADSTER.

MAJESTIC

LIGHT
ROADSTER.

ALL ON, WEIGHS 36 POUNDS.

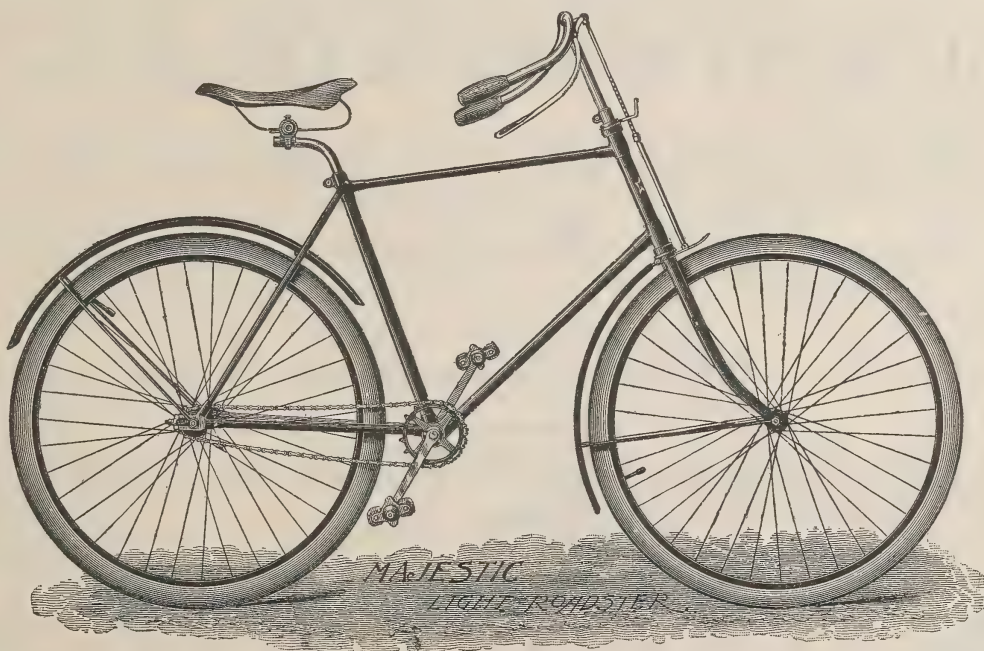
WILL STRIP TO ABOUT 30 LBS.

Made From Best Drop Forgings and Weldless Steel Tubing
Throughout. ABSOLUTELY High Grade.

All Made Under One Roof. Thorough Inspection of All Parts.

We GUARANTEE DELIVERIES IN SEASON on Orders Placed Now.

A LIVE
AGENT
wanted in ev-
ery good rid-
ing town in
the country.
NOTHING
but words
of PRAISE
from those
who handled
it this season.



Apply at
ONCE
for advance
sheet and get
FULL informa-
tion regard-
ing all details.

MAJESTIC LIGHT ROADSTER

\$115 With Pneumatic Tire.

\$100 With Cushion Tire.

Remember, it is Absolutely High Grade, and so Guaranteed.

HULBERT BROS. & CO

—NEW YORK.

CHANGE OF AGENCY.

TO AGENTS:

We are now appointing agents for the sale of

THE ROVER

throughout the United States. Those desiring territory apply at once to

J. K. STARLEY & CO., LTD.,

Care The Referee Pub. Co., 334 Dearborn St., Chicago.

THE KIND OF LETTERS WE GET.

GEO. K. BARRETT, CYCLIST.

REPRESENTING THE

Marble Cycle Mfg. Co.

Wholesale and Retail Depot, Factory,
271 Wabash Ave., Chicago. Plymouth, Ind.

Unless otherwise stated direct all Correspondence to
271 Wabash Avenue, Chicago.

CHICAGO, Nov. 29, 1892.

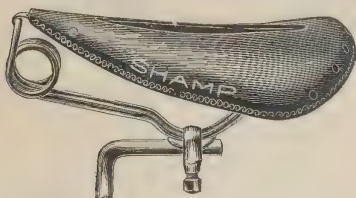
EDITOR THE REFEREE:

DEAR SIR:—Please insert the following trade note in your next issue, and oblige,

Yours truly, GEO. K. BARRETT, For Marble Cycle Mfg. Co.

The well-known and popular cyclist, Col. Geo. K. Barrett, is having great success in selling the Celebrated Smalley Cycles. They are absolutely the finest thing we have yet seen in cycles—light, strong and graceful. The factory, at Plymouth, Ind., is the most completely equipped one on either side the Atlantic. We recommend our readers to write to the genial Barrett, at the Company's wholesale and retail depot, 271 Wabash Ave., Chicago.

Safety Bicycle Frames.



SHAMP SADDLE, NO. 1.
Weight, 21 oz.

WE carry a stock in three weights; racer, semi-racer and roadster; first-class frames every one of them; and what is to the point, we guarantee them. They are made for the '93 trade and are of the Humber long wheel-base variety. We needn't illustrate them. You know the popular type—looks not unlike the famous Beeston-Humber. Don't buy ancient relics because they are cheap. In the cycle trade the latest patterns are the only sellers. You know that.

Everything in the line of cycle manufacture and repair.

Anglo-American Iron and Metal Company,

CYCLE MATERIAL SPECIALISTS,
213 PEARL STREET, - NEW YORK.

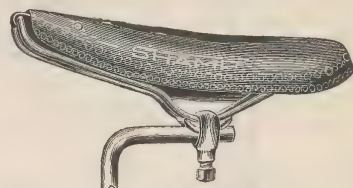
GEO. W. SHAMP,

78 Washington Street,

BUFFALO, N. Y.

Liberal Discounts To The Trade.

Get Our Prices Before Placing Your Orders.



SHAMP SPECIAL SCORCHER, NO. 2.
Weight, 16 oz.

completed and would be ready for operation within the next sixty days.

It did not seem possible, even to a good republican, that the result of the recent election could prove so fatal to one particular industry. A letter to the Shelby company, dated Dec. 3, elicited the following reply:

REFEREE PUBLISHING COMPANY.—GENTLEMEN:—Replying to yours of the 3d inst., we beg to assure you that there is no foundation whatever for the statement in the New York Press. Soon after the election the writer had an interview with a gentleman, whom he did not suspect as being a reporter, and through a running conversation, in which we both expressed regret at the turn the election had taken, I remarked to him, however, that no matter what might come of the change of administration, we had sufficient orders to run us for sixty days from that date, and he claims that he so wrote his paper, but that instead they changed same and made it read that we would have to close down in sixty days. We have not thought it wisdom to contradict the statement, as it would only provoke criticism and give it more general circulation. The facts are, we are simply overwhelmed with orders and increasing daily, and from present appearances this condition promises to continue at least through the entire season.

Thanking you very kindly for calling our attention to the matter, we are most truly yours,
THE SHELBY STEEL TUBE COMPANY,
D. L. COCKLEY, President.

Bad for Carriage Men.

A well-known buggy manufacturer of Indianapolis, stated a few days ago that the bicycle business during 1892 affected the buggy trade to the extent of 10 per cent. He also took occasion to say that there would be a falling off in the buggy business next season of at least 20 per cent, and that the bicycle would be the direct cause of it. The falling off in the buggy business has caused the implement dealers throughout the country to put in bicycles as an experiment, and in nine cases out of ten it has proved so satisfactory that the bicycle was made a part of the business.

New Hoves in Chicago.

The New Howe Machine Company has in its English factory 128 workmen from the Humber works at Beeston. As they are all experts, it is small wonder the New Howe has such a splendid reputation. Mr. Golder, American and colonial representative for the company, will remain in Chicago at least two weeks, and will shortly have a line of these wheels to show to the Chicago

trade. From Chicago Mr. Golder will journey west and south into Mexico, F. P. Prial being his companion.

Trade Men in Chicago.

During the past week Chicago has been invaded by trade men—men with tires, sundries bicycles, etc. A. Kennedy-Child, of the Warwick Cycle Company; W. M. Perrett, of the Bretz & Curtis Manufacturing Company; Stephen Golder, of the New Howe company; H. Crowther, *Bicycling World*; J. J. Prial, the *Wheel*; W. B. Troy, *Sporting Life*; and Mr. Tillinghast, of Providence, maker of the tire which bears his name.

Chicago Trade Jottings.

J. O. Blake, manager of Gormully & Jeffery's retail store, is in New York on business.

E. W. Roth of the Roth-Kasten Cycle Company of Milwaukee, was in the city last week.

Harry Pound is in Indiana in the interests of the Gormully & Jeffery Manufacturing Company.

George K. Barrett, the Marble company's inducer, has gone east to be away three or four weeks.

The St. Nicholas Manufacturing Company is employing nearly two hundred men on cycles alone.

The Fulton Machine Works, 82 Filton street, manufacturer of Thistle safeties, will move its plant Jan. 1.

The St. Nicholas Manufacturing Company's store is 380 feet deep, fifty-five feet wide and two stories in height.

Siegel, Cooper & Co., the great dealers in "everything," report a lively Christmas trade in medium grade cycles.

George Formhals, of the Gormully & Jeffery Manufacturing Company, is in Minnesota. J. Elmer Pratt is in the south.

Thomas Sanders, the English traveler, representing several English concerns, came into Chicago Wednesday from a trip to Boston.

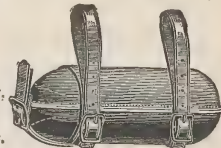
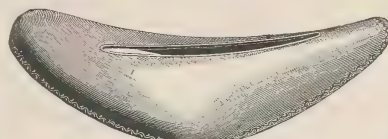
A local manufacturer contemplates making several lines of wheels, which shall be exact copies of prominent English patterns, before the name of which the word American will be placed. An English representative seen declared that

J. J. WARREN COMPANY,

WASHINGTON SQ., WORCESTER, MASS., U. S. A.

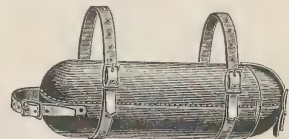
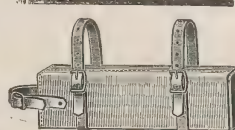
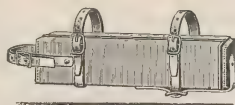
—MANUFACTURERS OF—

BICYCLE SADDLE LEATHERS AND TOOL BAGS,
LEATHER AND CANVAS
GOODS
of EVERY DESCRIPTION



All Kinds of Extension Cases,
Dress Suit Cases,
Sample Cases, Etc.

Send for Illustrated Catalogues and Price List.



copying his line in this way and using the name would result in a suit at law.

F. M. Smith, of the firm of F. M. Smith & Bro., St. Paul, is in the city. He will handle Liberties for St. Paul and surrounding territory.

M. A. Meader of the Ariel Cycle Company, Goshen, Ind., will arrive in Chicago next Saturday or early Monday morning from the east.

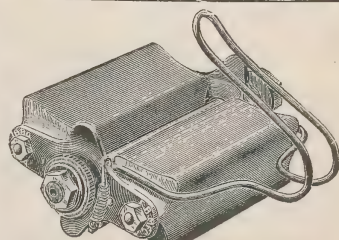
It is said that Marshall Field & Co. have been figuring on a number of cycles for a jobbing business, and that they have a practical cyclist in charge of their department.

L. A. Howell, formerly with the Union company in the east, has entered the employ of the Sterling Cycle Works of this city, for which he will travel through eastern territory.

With the Lyndhurst and a special line of wheels now being manufactured for it, the Henry Sears Company will make a lively bid for a prominent position in next season's cycle business.

G. W. Cushman, who has been in the cycle business for the past year at Harris & Ross' old stand at Oakwood square, has entered the employ of the Taylor Cycle Company.

George E. Lloyd & Co. will manufacture a few machines for a Chicago concern this year, but will not ex-



Send For Prices
AND TRADE DISCOUNTS OF
RANKIN'S
PAT. TOE CLIP.
Sample Pair by Mail, 50c.

MUNROE'S
ANTI-FRICTION
Compound for Cycle Chains.
Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.
W. G. BANKIN & CO.,
28 Custom House St.,
PROVIDENCE, - R. I.



tensively in the cycle business. They will probably handle the Victors, as before, at their factory, Canal and Jackson streets.

Thorsen & Cassady handle the Western Wheel Works line only, having secured no high grade wheels thus far. One will be secured soon, and Mr. Cas-

THE "STEARNS" QUARTETTE

Racer,
22 Lbs.
Model B.,
32 Lbs.

*The Most
Complete
Line in the
Market!*

Model A.,
28 Lbs.
Model C.,
37 Lbs.

AGENTS WANTED.

E. C. STEARNS & CO., SYRACUSE, N. Y.

sady promises it will be only the very best. This firm will spread out this season and quite eclipse its last year's business.

"Elliptical" De Vore was in Chicago last Monday. Mr. De Vore has taken out 110 patents, including the much talked of elliptical sprocket wheel, in his lifetime and is still at it.

Hibbard, Spencer, Bartlett & Co. are receiving large orders for St. Nicholas safeties, which they handle for all territory west of Pittsburg. This line will be fitted with Morgan & Wright pneumatic tires.

A. Kennedy-Child, the orator of cycling, is in the city, his silvery tongue tuned for Warwicks and their perfections. Failing to secure a good Chicago firm as representative, he may open a retail store.

Morgan & Wright have shown the trade this week a racing tube weighing but six and a half ounces, of fine texture, seamless, molded ends and stretching to four times its length, regaining at once its natural length.

There is a rumor that a large willow ware firm is about to engage very extensively in the cycle business as manufacturers and retailers, with a store in cycle row. The factory of this firm is now completed and an announcement will be made soon.

Robert Lennie has resigned his position with Thomas Kane & Co., and, it is thought, has signed with the Stover Bicycle Manufacturing Company. Lennie has gained an enviable reputation as a bicycle salesman and will prove a jewel to whoever secures him.

Thorsen & Cassady have secured all selling rights for Garford saddles for territory west of Elyria. Parkhurst & Wilkinson reserve the right to all contracts of over 500 saddles. Thorsen &

Cassady will sell to the importers, dealers and manufacturers.

There will be a great shifting around in cycle row Jan. 1, and, in fact, everywhere among the cycle dealers, jobbers and manufacturers in Chicago. There is lively bidding for some of the men, and good ones are exceedingly scarce. A few short weeks and the unemployed will have drifted down quite considerably.

In an item regarding a large order for tires which the Gormully & Jeffery Manufacturing Company had received, the REFEREE was some \$135,000 out of the way. The order was for \$150,000 and not \$15,000 worth, as stated. The absence of that one little cypher made considerable difference in this case. And this is only the first order—not to carry the house through the season of 1893.

Trade Jottings.

C. S. Merrill has left the employ of the Monarch Cycle Company.

Frank Riggs is doing the cities of the south for the Kenwood Manufacturing Company.

The rims of the Campbell racer will be finished in gold and will be called the gilded rim next year.

R. J. Mecredy and Arthur Du Cros, the Irish cracks, have ordered Raleigh racers for their next year's mounts.

Beecher & Lutze will handle Royal safeties at Jackson, Mich., and George Hilsendegen at Detroit, both having placed large orders.

The Dunlop Cycle Company has secured the Raleigh agency for Ireland, and has contracted to take not less than \$40,000 worth of wheels each year. The Raleigh company has had to enlarge its factory, and is now occupying the new building recently erected. The com-

pany's novelties for next year will consist of a 21-pound racer, a light tricycle and a light ladies' wheel.

The New Howe Company will show a line of wheels at the Philadelphia cycle show, each of which will be fitted with a different set of tires.

It is said—it's a rumor yet—that Crypto geared ordinaries will be manufactured in America next season, thus saving importing fees.

Ben Hinchleffe, the old-time English racing crack, seeks a position among the Chicago manufacturers and dealers. Mr. Hinchleffe is now at Parsons, Kas.

Is was reported that Studebaker Bros., the carriage builders, were contemplating the marketing of the output of H. A. Lozier & Co. This was denied Monday, but they are contemplating handling another line.

The Grand Rapids Cycle Company, Grand Rapids, Mich., will show to friends this season a wheel on Humber lines, light, strong and very handsome. The factory is working a full force and preparing for large trade in 1893.

Should the tariff be reduced to thirty per cent on bicycles, every store and every barn in the back alleys of Coventry would be devoted to cycle building for American trade, says a prominent Englishman, who ought to know.

The retail cycle business of Bay City, Mich., is handled as follows: A. R. Baker, Victors and Ramblers; Clayton Taylor, Columbias; C. N. Gent, Humber. Many Imperials were purchased elsewhere and gave splendid satisfaction.

An aluminum bronze wheel, without a brazed joint, unnicked and unenameled, but highly polished, weighing one-third less than steel, will shortly be placed on the market. The REFEREE

will contain a full description next week.

The J. J. Warren Company, of Worcester, Mass., has issued a neat little book containing illustrations of its leather goods. There is little in the line not made by this concern. A specialty is made of tool bags, belts, saddle leathers, etc.

Stephen Golder, now in Chicago, has placed the following agencies for the New Howe: Amos Shirley, New York city, for New York state; H. B. Davies & Co., Toronto, for Canada, and the Schulenberg Cycle Company, Detroit, for Michigan.

The Illinois Cycle Works, Chicago, has been incorporated, with a capital stock of \$25,000, by William J. Yates, Frank C. Lake and John E. Crawford. H. J. Winn is the prime mover in the concern, which is now in running order and making the Flyer.

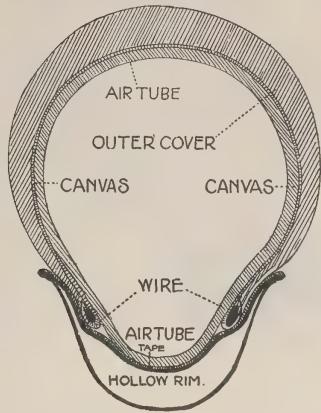
The Sercombe-Bolte Manufacturing Company has its samples for 1893 completed, and expects in a few days to start its traveler on the road. The company will be in shape to supply wheels promptly, and expects to be in the front rank in the point of sales.

George W. Hilsendegen & Co. of Detroit have contracted for a large number of Royal safeties. E. Ealsdorf & Co., Broad street, Newark, N. J., will also handle this line. The Royal Limited, twenty-seven pounds, will prove a prominent factor this coming season.

The Projectile Tubing Company of England, which makes the famous special P brand of steel tubing as used by the United States government, has just completed an immense plant at Bay Ridge, L. I. The chief promoters are President Lewis and Director Bliss of the Brooklyn City Railroad. The bicycle trade will receive their attention, and

1893 DUNLOP

Detachable Tire.



Detachable Tire.

The American Dunlop Pneumatic Tire Co.

*Has secured control of all
patents which will in any
way interfere with its . .*

1893 TIRE.

*WE GUARANTEE all purchasers or users of the
1893 Dunlop against loss through litigation.*

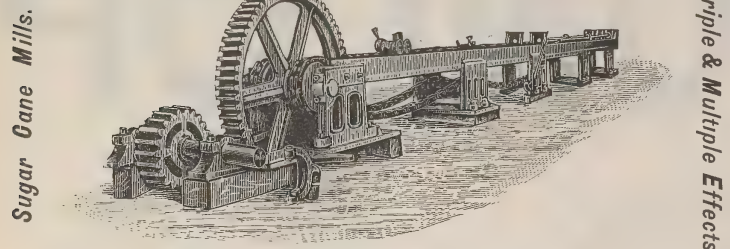
*Our representative will call on the trade in a few
days. We will then be able to make immediate
deliveries of Tires.*

Details will be published in future issues.

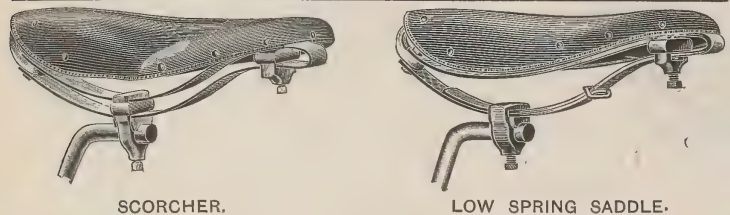
**THE AMERICAN DUNLOP
PNEUMATIC TIRE CO.**

282 Wabash Avenue, CHICAGO.
(Temporary Office.)

—Machinery and Complete Plants of Most Modern Practice for Making—
Seamless Cold Drawn Steel Tubes For Cycles
And all other purposes. Seamless and Brazed Brass and Copper Tubes.



Improved Drawbench for Seamless Steel Tubes.
 MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLL-
 ING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS,
 CENTRIFUGALS, ENGINES, BOILERS, ETC.
SAMUEL FISHER & CO., NILE FOUNDRY,
 Established 50 Years. eow BIRMINGHAM, ENG.



WE HAVE GOT THERE!
 Two Lengths, 10 and 11 in.
 Two Weights, 1 1-2 & 1 3-4 lbs.
 Ladies' 13-4 pounds.
 Gentlemen's, 2 pounds.
 Weight, Quality, Strength,
 Guaranteed.

THAT'S WHAT THEY ALL TELL US ABOUT OUR
'93 SADDLES.

Yes, we will be right in the swim. Saddle purchasers, you had better JOIN US if you want to "Git Thar," too. Write us for samples and prices.

RICH & SAGER COMPANY, - ROCHESTER, N. Y.
 Rouse, Hazard & Co., Peoria, Ill., General Agents for all territory west of Pennsylvania.
 A. O. Very Cycle Co., Boston, Mass., General Agents for all territory east of Ohio.

**WE WANT GOOD AGENTS!
 YOU WANT A GOOD WHEEL!**

**THE
 Halladay - Temple
 SCORCHER**

IS BETTER THAN THE BEST.

Our '93 Machine is the Equal of Any Machine Made.

The "Bearings" editor says: "There is nothing of the fake element in it. It is up to date and of beautiful outline."

Agents and Riders, it will pay you to investigate.

MANUFACTURED BY
Marion Cycle Co., Marion, Ind.
 Address: RALPH TEMPLE'S CYCLE EXCHANGE,
 General Agents, 158 22d Street, CHICAGO.

24 Cash Prizes.

We desire to thoroughly introduce our Sunol Bicycles throughout the United States in 1893, and in order to give them such an introduction, we realize that we must advertise liberally and well. We are willing to advertise liberally, but that it may be done well, we must have a supply of bright original advertisements. We therefore make the following offer for the best 24 advertising ideas, first prize to be awarded to the author of the best, second prize to the author of the second best, etc.; decision to be made by three competent judges:

1st Prize, \$200. 2nd Prize, \$100. 3rd Prize, \$50.
 4th Prize, \$25. 5th to 24th Prize, \$10.

We will also pay \$5.00 for each idea not securing a prize that we think we can make use of. Contest closes January 15th, 1893. For particulars as to the nature of advertisements required, etc., address—

The McIntosh-Huntington Co.,
 Adv. Dep't. Cleveland, Ohio.

LEARN SOMETHING ABOUT OILERS.

An oil can should not only be clean and tight but should also be able to regulate the supply of oil. No oil should overflow causing dirt to collect on the wheel and soiling the hands and clothes. An oil can seems an unimportant article, but a poor oiler will cause a large amount of trouble. Look into the matter and buy the best. It will repay you. Price, 25c. each.



'PERFECT' POCKET OIL HOLDER Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each. CUSHMAN & DENISON 172 9th Ave., - New York.	'PERFECT' Pneumatic Pump Holder Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each. CUSHMAN & DENISON 172 9th Ave., - New York.
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Racer 23 Lbs. Light Roadster 33 Lbs.

Won Over 30 Races This Season.

Factory, Lyndhurst, N. J.
 Agents Wanted.
McKEE & HARRINGTON, 173 and 175 GRAND ST. New York.

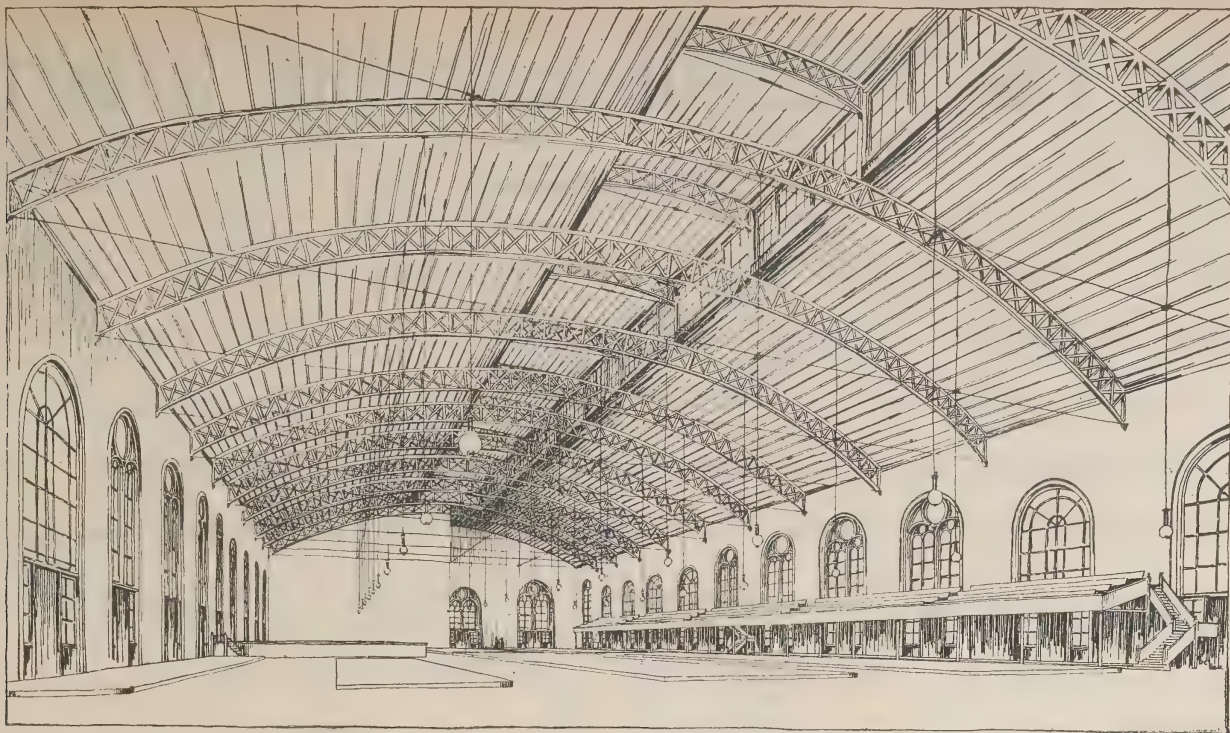
Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass

Send along your name, address and two dollars and receive
THE REFEREE
 For one year. Once a subscriber—always a subscriber.



THE PHILADELPHIA SHOW.—How the interior of the building is arranged.

the Anglo American company will control the cycle trade tube output. The works will be operated by hydraulic power, and will be ready for business Jan 1.

T. F. Rockwell starts out next week for Warman & Hazlewood. He will go west and south, and will take with him, besides the Coventry Cross, a full line of drop forgings and Foley & Webb's saddles, the latter being controlled in this country by Warman & Hazlewood.

The Phelps & Dingle Manufacturing Company writes the REFEREE to the effect that its Mr. Fulper needs to be pacified, inasmuch as a notice intended for him read "H. S. Fuller," for Fulper. The company says he is "full'er" wrath about it, so we hasten to make the correction.

The Zucker & Levett Chemical Company of New York has fitted out a large percentage of the bicycle factories of the country with its nickel-plating plants, among them the Raleigh, Queen City, Rockaway, Common Sense, Royal, Indiana, Comet and Niagara Machine companies.

Schoverling, Daly & Gales have brought out a new style luggage carrier, consisting of waterproof material fitted with straps and buckles so as to attach to the handlebar. It is designed for touring, as clothing, tools, etc., can be wrapped up in it. The carrier retails for a dollar.

Aleck Hill, manager of the Coventry Machinists' Company's Boston house, sailed for England on the Teutonic Wednesday, Nov. 3. Vincent Dugmore, of V. Dugmore & Co., Columbus avenue, Boston, accompanied Mr. Hill. Both are on business bent this trip, Hill going direct to Coventry.

The Baine & Kirkpatrick Company, Atlanta, Ga., is apt to soon control the bicycle business of the south. The concern handles Ramblers and Ariels, and is pushing its business in all localities. W. F. Moss travels for the house, while Guy Mitchell, the vice-president, handles the bicycle department.

Herbert Hadden and Howard A. Smith, of Newark, held a consultation regarding a further order of a thousand Excelsior wheels. The applications for the agencies of Bayliss & Thomas' goods have

been many according to Mr. Hadden, who showed letters from far-off California, Mexico and other points.

The National Cycle Manufacturing Company wrote us recently that as soon as its 50x109 feet, two-story, building, now nearing completion, is finished, it will begin the manufacture of a strictly high grade machine, making everything but the tires and saddles.

"There is a wrong idea," said a prominent cycle salesman, "of the inflated profits made in the cycle business, and that is leading many large firms in other lines of goods, hardware, dry goods and willow ware, to engage rather extensively in the cycle trade. Some will take a tumble, too, mark my words."

Charles B. Tewksburg, representing J. A. Hunt & Co., the Westboro, Mass., saddle makers, was in New York last week with a splendid line of saddles. He had ten different styles. A beautiful little ladies' saddle, the spring frame being covered with undressed calf leather, is the prettiest seat shown in New York this year.

D. B. Harwood, one of the pioneer business men of Bloomington, Ill., embarked in the bicycle business in a small way a year ago, doing some jobbing and retailing. This year K. B. Harwood will be associated with his father, and the firm will go in heavily on the bicycle trade. A large order for Sterlings has already been placed.

Stephen Golder is at last out of the toils of Uncle Sam's customs, where he languished for two long months. Through some informality Golder got tangled up, and the election delayed his getting the matter settled. Now, however, armed with a quarantine certificate and a fine lot of New Howes, Stephen smiles, keeps up his wonderful press work, and is selling wheels.

The following directors of the Snell Cycle Fitting Company, of Toledo, were elected Wednesday, Nov. 30: W. H. H. Smith, lumber merchant, president; Samuel Snell, general manager and vice-president; W. F. Dewey, secretary and treasurer. The capital is \$50,000, all paid up. The firm will be ready for business July 1. Contracts have been signed for a building 160x50 feet, two stories high.

The Philadelphia Show.

The Philadelphia cycle show of 1893 might as well be called the Bourse of cycling, as witness the reply of the Union Cycle Company to the committee: "We are notifying all our representatives throughout the state that we will be in attendance and can be found at stands 62 and 64, and that we shall be pleased to have them visit us there. Considering that we are doing this, we hardly think it necessary for you to notify the same people. A number of them have written us making appointments to meet us there to close deals for the ensuing year."

The prospectus sent out states that the show would open at 12, noon, each day. This was erroneous; the show will be open from 2 until 10 p. m. The Germania orchestra, the finest in Philadelphia, has been engaged to furnish music for the nine days of the show. Two of the most attractive features of the show will be the trial-against-time device and the chronograph. This is a contraption or line similar to the horse-race track used in the well-known play "A County Fair." Mr. Elliott will furnish a track which, by the use of electric motors, is made to revolve at a fearful velocity. The rider will be mounted on any make of wheel and start from one end of the stage and attempt to cover the track. If he is successful his time will be as reliable, and as accurate as though he had ridden and been timed on the open race course. Mr. Elliott says the track may be speeded to any time between one and three minutes to the mile. His chronograph is used for timing horse and bicycle races, and is capable of splitting a minute into a sixteenth and be strictly accurate. This is also an electrical device, and will cause a furor among horsemen, it being expected that several thousand equine enthusiasts will visit the show. Among the other distinct novelties at the show will be exhibited the original pneumatic tired sulky, owned and driven by Budd Doble in the record performance of Nancy Hanks. A complete list of the exhibitors to date includes:

The Ames & Frost Company.
Ariel Cycle Company.
American-Ormonde Company.
Elliott Burrell.
George R. Bidwell Cycle Company,

Bretz & Curtis Manufacturing Company.

J. F. Bailey & Co.
Buffalo Wheel Company.
Buffalo Tricycle Company.
Coventry Machinists' Company.
R. L. Coleman & Co.
C. W. Dalsen Cycle Company.
Common Sense Bicycle Company.
Cycling.
Crawford Cycle Company.
Cushman & Denison.
Elliott Hickory Cycle Company.
Eagle Cycle Manufacturing Company.
Excelsior Chemical Company.
Gormully & Jeffery Manufacturing Company.

Gendron Iron Wheel Company.
Grant Anti-Friction Ball Company.
Hulbert Bros. & Co.
Hartford Cycle Company.
Hart Cycle Company.
William W. Hart, Jr.
J. A. Hunt & Co.
Kalamazoo Cycle Company.
Overman Wheel Company.

Outing.
Monarch Cycle Company.
McKee & Harrington.
New York Cycle Company.
New York Belting & Packing Company.

Parkhurst & Wilkinson.
Pope Manufacturing Company.
H. A. Lozier & Co.
Royal Cycle Company.
Rimington Bros & Co.
Rochester Cycle Company.
Rouse-Duryea Cycle Company.
Rouse, Hazard & Co.
Remington Arms Company.
J. B. Rich Cycle Company.
Sercombe-Bolte Manufacturing Company.

E. C. Stearns & Co.
Schoverling, Daly & Gales.
A. G. Spalding & Bros.
R. M. Scheffey & Co.
Smith Wheel Company.
Charles Scott & Co.
C. K. Tryon & Co.
Charles Smith & Co.
Thomas A. Smith & Co.
Union Cycle Company.
Union Real Estate Company.
Wilson, Myers & Co.
W. H. Wilhelm & Co.
The Wheel
Yost Manufacturing Company,

Yes, The TILLINGHAST TIRE Is In It.

Although we are not given to spread - eagle advertisements, or to running around the country soliciting orders out of season, we have been quietly at work perfecting the best pneumatic tire ever made. This tire is the same in appearance as our '92 tire, with radical improvements in the construction of same, and entirely new and perfect valve. As a matter of fact, out of the thousands of tires made and in use since April 1st, not one has yet burst. Our representative is now on the road, and we believe it to be to the interest of every manufacturer and dealer to examine our '93 tire before placing orders.

THE TILLINGHAST PNEUMATIC TIRE COMPANY,

59 CLIFFORD ST., PROVIDENCE, R. I.

Anglo-American Iron & Metal Com-
pany.

Michelin Pneumatic Tire Company.
Rooms have been set aside by the
cycle show committee for the purpose of
a general meeting and reception room
for the makers and agents and for gen-
eral use of the press.



CHRISTMAS

ISSUE ...

1892

A partial list of the contents of
This issue is here given:

TRADE DIRECTORY of the U. S. Com-
prising a list of manufacturers, im-
porters and jobbers of wheels, sundries,
parts, balls, tubings, forgings, tires and
tire materials, saddles and cycle-making
machinery.

CLUB DIRECTORY of the U. S., contain-
ing the names and addresses of about
1,500 clubs, with date of organization,
names and addresses of president and
secretary, and number of members.

"AN INTERNATIONAL MATCH," a
Christmas cycling story in three chapters
by Charles Perez Murphy; illustrated by
Henry Mayer.

"A RACE FOR LIFE AND A BRIDE," a
Christmas cycling story by Wright A.
Patterson; illustrated by F. B. Hart.

A CYCLING TRADE ARTICLE (subject
announced later), by Henry Sturme-
y, editor of the *Cyclist*, England's recog-
nized trade authority.

A CHAPTER ON CYCLING, by Ernest H.
Godbold, editor of *Bicycling News*, the
oldest cycling journal in the world.

"PNEUMATIC TIRES," an interesting
paper by F. W. Morgan, of the firm of
Morgan & Wright.

"A MODEL TRACK AND GROUNDS," A
complete description, with numerous
illustrations, of how to build and conduct
a cycle track on most approved prin-

ciples.

"A YEAR'S HISTORY," comprising a
brief review of the year's doings, with
illustrations of the principal events.

"CANADIAN CYCLING," by J. H. Ger-
rie, sporting editor of the *Toronto Mail*;
with portraits of the leading Canadian
riders.

"CYCLING ON THE COAST," with numer-
ous illustrations, by Robert A. Smythe,
of San Francisco.

"ADVERTISING IN THE CYCLE TRADE,"
by Llewellyn W. Conkling.

"THE STORY OF A WRECK," a short
story, by Guy P. Wilson.

"MY CHRISTMAS WIFE," a cycling

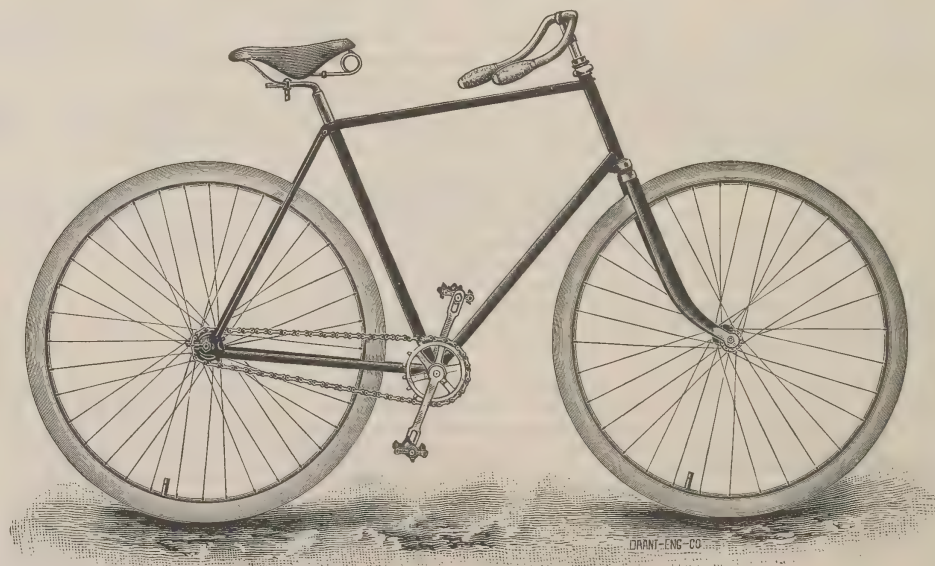
story, by W. E. Holding, editor of the
Cycle Record, Coventry.

"HOW I WAS MESMERIZED," a story
by C. A. Hill; illustrated by G. T. Verre-
ault.

The issue will contain many other fea-
tures, including the records to date,
pictures of cycling celebrities, and the
racing men of the United States, Canada,
England and France, cartoons and illus-
trations, a column or two of illustrated
humor, contributions by our regular and
a number of special correspondents, etc.

The issue will go to regular subscribers
and advertisers free. To others, twenty-
five cents per copy.

Ready for distribution Dec. 20.



MONARCH ROAD RACER, 32 POUNDS.

“He That Is Last ☉

☉ Shall Be First”

And so with the Tillinghast tire. Although last in the field to solicit orders for '93, it is first in rank as a Pneumatic Tire. New valve, simple, and perfectly air tight, new construction, not a tire burst made since April 1. Pure rubber; weighs less than any tire on the market. Safe from puncture from glass and stones, and at a price below some inferior tires. Our racing tire, which is new this year, weighs less than two pounds each, and one on hand this day with a hundred pounds of water to the square inch inside, shows no sign of bursting or bulging. Let others say more if they can.

THE TILLINGHAST PNEUMATIC TIRE COMPANY,
59 CLIFFORD ST., PROVIDENCE, R. I.

THE RALEIGH CYCLE CO., Ltd.

AMERICAN FACTORY AND OFFICES,

Greenwich and Bank Sts.



NEW YORK, Dec. 1, 1892.

To The Cycle Trade:

GENTLEMEN:---We are pleased to offer you an opportunity to secure the agency for your city, of the **Raleigh Cycles for 1893.**

We beg to say that, No More Complete Line can be offered you.

It costs less to sell a RALEIGH than any other bicycle manufactured, and as we allow **Good Discounts** you can make more money than you have during past seasons while handling other makes.

We are, yours very truly,

THE RALEIGH CYCLE CO., LTD.

P. S.---Have you ever heard of “ZIMMERMAN?”



PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

Rooms 570-580, CANTON BUILDING, 328-334 DEARBORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - - Editor.
CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

ORDER CHRISTMAS NUMBERS.

The Christmas number of the REFEREE will contain much valuable information to the trade and general cycling public. The trade directory alone is worth the price, twenty-five cents per copy. Those who are not regular subscribers or advertisers should order immediately (enclosing the price named) in order that prompt delivery may be made.

HOW CAN THEY BE HELD?

It did not take long for the international conference to decide upon holding a series of contests to decide the amateur (we presume) championship of the world. Not every country that pretends to amount to anything in the cycling line was represented at the meeting, but the United States, Canada, France, Germany, Holland, Italy, Ireland, Scotland and England sent delegates. Denmark, Sweden, Russia, Switzerland and Australia did not see fit to take part. Australia, however, had no license to enter into the deliberations of the body, inasmuch as amateurs are scarce in that country. Matters pertaining to racing are gradually becoming intensely muddled. We should like to meet the individual who to-day knows absolutely how matters stand; it is doubtful if that person exists. We have been promised a cash-prize league, two classes, pure amateurs, makers' amateurs and shamateurs—probably we will continue in the old rut and have the last named; but heaven forbid! The cycle politicians, correspondents and cycle press have been wrestling with all sorts of schemes and propositions. None has solved the problem. Certain knowing ones and particular daily papers tell us that so far as the United States is concerned, we are to have pure amateurs and knick-knack prizes and makers' amateurs and cash prizes.

Granting, for argument's sake, that this is to come about, how do these fine workers intend to arrange things so that all comers may part cipe in the international races? If makers' amateurs are to form one class of riders and the pure ones another, in the future someone will not, under the amateur rule, be allowed to compete in international races. The genuine amateur, whether he be an Englishman, Frenchman,

Dutchman or American, cannot and will not care to compete with professionals, shamateurs or makers' amateurs. The best men in the country will doubtless be makers' amateurs, if such a class is formed. If the international races are for amateurs then the best men cannot compete, for as before stated, they will be in the other class. Then it will not be a championship affair, except for one particular class.

The league and all other governing bodies could permit those belonging to all these various classes to ride together for the one occasion. But would these governing bodies do this? Hardly. It is understood that a competitor in the international races must first have won the championship of the country which he represents, or he may be selected to represent his country by the governing body of the same. If the league proposes having two classes the best man in one or the other class must represent the United States and—which shall it be? This is only another difficulty to surmount. It seems as if the league has a most difficult problem to solve.

WELL-DESERVED PUNISHMENT.

The young man who beat his way from New York to Chicago and stayed in the last named city—unfortunately for all concerned, it must be admitted—has of late been "sat upon" in a most deserving manner. He would have been welcomed in Chicago by the wheelmen but for his enormous impudence. Now he is cuffed and kicked—figuratively speaking and in reality—and shunned by every peaceably inclined cyclist. Even "the push," to which he craved membership, shuns him. He certainly deserves the punishment being inflicted upon him.

A FEW PLAIN FACTS.

Under the heading "Defying the Racing Board," the REFEREE last week commented on the way the amateur rules, now existing, were being transgressed, while the news columns told how a band of record breakers was living in the south. Within the past seven days it has been hinted that this paper was wrong in some of its statements. To begin with, Mr. Patee of Peoria denies most emphatically that his firm, Rouse, Hazard & Co., is paying these southern record breakers or furnishing their expense money. We have not claimed this. But we do claim that somebody is paying at least their expenses. It is preposterous to even try to believe that young men like Johnson, Rhodes, Ballard and Myers can afford to go south and remain there a couple of months for the honor of possibly breaking a few records. Tom Eck isn't there for nothing either; and he certainly is not paying his own way.

The facts in the case are these: At last accounts A. L. Atkins was in the employ of Rouse, Hazard & Co., likewise Bart Myers; our Nashville correspondent, "Souvenir," who, by the way, is one of the party that left Illinois for the southern trip, says "the quartette is now known as the Rudge team," and further on he says "all these men are under the care of A. L. Atkins, at one time a successful manager of the Columbia team, who now represents the Rudge company's interests;" and all the men are riding one particular make of wheel. A REFEREE man has seen a letter wherein a certain southern rider states that he was asked to ride a wheel of this same make, and there are to-day letters in the REFEREE office written from Nashville on Rouse, Hazard & Co.'s note heads and by those who are on that junketing trip.

In the face of these facts can any one doubt that somebody is paying at least

the expenses of these men? The statements made herein are true in every respect and cannot be refuted. All that can be said is, if the coat fits put it on.

If Rouse, Hazard & Co., are paying these men's expenses they are not to be blamed, for it is only what other makers have been doing and will continue to do, racing board or no racing board. The REFEREE again says the amateur rule is being violated, the racing board is being defied, and there is a mighty lot of individuals that ought to be suspended instant.

REPORTS of poor trade in cycles in the United States have been floating about for some time. It might pay a few dealers to move to Winnipeg, for according to a Detroit paper, one dealer there has placed orders with English makers for 1,000 high grade wheels. This is nearly as charming as the stories told by one or two Chicago travelers we have "heard tell 'bout."

THE Chicago Globe thinks that Chief McClaghry is opposed to the use of the bicycle in the police department, probably because an officer mounted on one is liable to catch a thief once in a while. What a merry chase the mounted policeman would have in trying to catch some of Chicago's scorchers.

If the columns of an evening Milwaukee paper are to be relied upon Charley Price has arrived in Jamaica and is meeting with good success at having a splendid time, being able to compete with the English manufacturers on account of the low duties.

A New Puncture Repairer.

The Plainfield cyclist who used chewing gum to mend a puncture in his tire until he could get home, was outdone the other day by a South Jerseyman. The latter ran over a small screw in the road and his hose-pipe tire suddenly collapsed. Although the puncture was very small it would be the means of his walking home unless he could remedy it, and after a few minutes spent in "cussing" the screw, he picked it up and was about to hurl it from him when he was struck by a happy idea. In his tool bag he had a file, and with this he cut it in half, screwed it into the aperture in the tire so that the head was even with the tread, wound the tire tape around it, pumped his tire and rode home rejoicing. It is said that he has since ridden the wheel many miles without removing the plug, and thinks it the best plan yet discovered.—Newark Call.

Strength of Aluminium.

Several manufacturers in Europe are now using aluminium in the construction of cycles, says Iron. The aluminium is alloyed with a small percentage of titanium, which is said to increase the strength of the aluminium very considerably. The following are as the results of the tests of alloy and metal used for this purpose: Tensile strength of aluminium, 22,300 pounds per square inch; titanium alloy, 73,500 pounds. The tensile strength of the alloy is very great if these figures are correct. It is greater than that of wrought iron and steel (48,000 to 67,000 pounds), but it is not so great as steel wire, which has a tensile strength of nearly 200,000 per square inch.

The Portland (Me.) Wheel Club was reorganized last week with officers as follows: President, Dr. George E. Dow; vice president and captain, Philip C. Kilborn; secretary, Charles Steele; treasurer, B. H. Farnsworth; club committee, president, vice president, treasurer, J. M. Mason and W. W. Jordan.

CURRENT COMMENT.

"A Beatrice boy was run over by a bicycle and badly bruised, and so was the rider of the dangerous two-wheeled contraption."

"A little son of Al. Andrea, three miles from Wilsonville, was kicked in the face by a colt and lay unconscious four days. He is now thought to be out of danger."

"While attending a sale at Harvard the other day, George Wyckoff was kicked in the mouth by a vicious horse. He will wear store teeth after his gums settle."

[These items were taken from the paper being only separated by a couple of other squibs.—Ed.]

The above clipping, sent to an eastern paper by J. B. McConnell, of Lincoln, Neb., shows very plainly that the day of prejudice is not yet drawn to a close. Why it is that people in this wonderful country will allow their personal, unreasoning prejudice to get away with their sense of the eternal fitness of things, I don't understand. A man, woman or child might be trampled to death beneath the feet of a runaway horse, or crushed under the wheels of a street-car or omnibus, or, as in the clipping, kicked into smithereens by a vicious colt without creating any surprise or more than a passing notice; probably blaming the late lamented for getting in the way. But if a miserable bicycle man happens to run into some awkward citizen there is a terrible row, and one would think from the fuss made that he had taken particular pains to occasion the bump, when as everyone who will stop to think should know that the rider is in absolutely more danger than the pedestrian. It is time the rural press stopped such foolish itemizing. It does them no good for they might as well try the Mrs. Partington act as to influence the tide which sets toward bicycling; as a business and as a sport, while it does do a certain amount of harm by keeping ignorant and unthinking people in the rut of prejudice.

I am glad to learn that "Mr. Snaix" did not get a league membership. The motive which prompted "the push" in forwarding the name of this illustrious gentleman to the L. A. W. secretary was in a way laudable. They simply wanted to call attention in a very pointed manner to the ridiculous way in which the official organ pretends to protect the L. A. W. from unwelcome applicants, and they most eminently succeeded. I do not believe they intended an insult to the good body of wheelmen, but that the whole business was simply an act of the moment by some of the boys. Let Mr. Snaix be a shining example, oh, official organ, and let us have the names and addresses of all applicants. It is the wiser plan. The L. A. W. waxeth big and strong, and no corporation banded together for business purposes can control them long. Better stop trying. The darkey, the Chinaman and club dogs and cats are not desirable members of the greatest organization banded together for the good of the greatest sport in the world.

LA COTE MAL TAILE.

Nancy Hanks to the City of Paris.

Speed on, O shapely ship! speed on,
From shore to shore;

There's much between
Your 5:14

And my 2:04.

Speed on, O shapely ship! speed on!

But stop—may I inquire,
If on your last

You used the fast

Pneumatic tire?—Columbus News.

The December number of *Good Roads* will be an "Illinois edition." It will contain articles by Governor-elect Altgeld and prominent editors and public men of that state.



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Among the callers at the REFEREE'S eastern office the past week were: Mr. Collins, of Collins & Nuttall; James T. Allen, United States patent office, Washington, D. C.; Charles Sulzner, Philadelphia; H. Arnold, London; G. von Art, Hanover, Germany; T. Stebbins, Coventry; H. Drexel, San Francisco; W. Fish, Newark, N. J.; M. Quinlon, R. L. Coleman and others.

Joseph Chamberlain on Professionals.

Hon. Joseph Chamberlain of Birmingham—called Joe by English liberals and radicals—is a liberal-unionist by political profession, and was at one time an ardent admirer of the man who chops down trees for exercise—Gladstone by name. The Hon. Joseph is acknowledged to be a very liberal and brainy man, and a good speaker. The Birchfield Harriers (all English athletes know this midland organization) did a happy thing when they invited "Brummager Joe" to their meeting recently, but how they must have winked the other eye when Joseph said: "Well, one of the great distinguishing features of this association is that it is an amateur association. Mind, I have nothing to say against professional sport, because it shows us what is the greatest excellence which can be achieved in this particular direction; but of course professional sport is fatal to amateur sport, because the whole meaning and sense of amateur sport is that it gives healthful recreation, whereas professional sport is, of course, business and a means of subsistence. But not only does it give you recreation—and remember, that is not a matter of slight importance—but I am one of those who think that the question of our sports is sometimes of as much importance as the question of our work, and that a man cannot do his work well unless he has a fair amount of recreation and even of innocent excitement. Lastly, I may say that such an association as this brings men into friendly relationship, and helps to create those social relations which add so much to the pleasure of life."

Mr. Chamberlain sized up the question correctly, and there is cash-prize logic and pure amateur sermons galore in the above. Raymond, *et al*, read it, and read it aright, and then shut up shop in '98 if you can't "solve" the above.

Ministerial Scorchers

Brooklyn is not such a bad place after all, notwithstanding some of the clergy said it was naughty to ride bicycles on Sunday and a spinster called the boys "callow things." We must be charit-

able, because twelve clergymen from various Protestant churches in Brooklyn met Saturday night in St. Peter's Lutheran Church on Bedford avenue to form a bicycle club. Rev. John J. Heischman presided. The object of the proposed organization is to create an opinion favorable to the bicycle as a means of exercise for the clergy, and to have parochial visits made on a wheel. This feature, however, will be delayed until the Brooklyn streets are better paved. In the meantime the Brooklyn pastors will ride once a week in the country, and may take a cycling trip in Europe. They want the new organization to be known as the Clerical Cycle Club. No uniform has yet been suggested, but the members propose to lay aside all doctrinal differences when they ride out together.

Ten ministers handed in their names to the Rev. J. Winslow Hegeman, who acted as secretary of the meeting on Saturday.

A Noted Club.

It is always a pleasure to visit Springfield, Mass., because there you meet a real live club, and during a recent visit

the postponement of the second day had not occurred the profits would have been much larger.

Felt Hurt and Cold.

The Recorder man evidently "saw the wrong people" when he visited Chicopee Falls recent y, and gave the concern the following vicious little dig:

To reach the factory of the Overman company, at Chicopee Falls, requires a ride of nearly an hour in electric cars. On reaching the falls a short walk brings one to the stronghold of spring frames and pacemakers. Upon announcing yourself, although invited, you are told that no business can be transacted; mind, too, before you have stated your errand. Mr. Overman is at his shooting box, and with a curt dismissal the door is shown to you, with a privilege of seeking shelter from the storm where you will. The only recourse is a journey, quick as limited trains will take you, to Boston, where hospitality is sure to greet you.

I wonder who it was that Boardman saw; surely not George Powell nor Superintendent of Agencies Morgan; and certainly not Andy McGarrett. Some office boy got his work in on the Recorder man. Office boys will do such things if one is timid. President Overman is always most courteous to visitors—so are his employees, as a rule—but you are not allowed to gallop of your own sweet will all over the place. The same can be said of many other similar institutions, and rightly so, for visitors generally cause confusion among the employees. Mr. Overman wrote a cordial and soothing letter to the Recorder man, assuring

in the race of civilization, and is not "in it" in the race when free postal delivery and good roads are up for discussion. "President" Bates calls attention to John Wanamaker's allusion to the subject in his last Sunday school—I mean postoffice report, and then the Michigan-der made a big mistake. Anything that the superintendent of Bethany Sunday school suggests in his brief but happily expiring moments of office will be sat upon by a robust democratic majority until it is as flat as some of John's bargain counter ribbons. This is unfortunate, but it is true, and if "President" Bates has any suggestions to make to Grover & Co. he must wait until next March to do so. Partizan politics has nothing to do with the question, did you remark? You will find it so all the same, much as all true reformers regret it. Then again, too many petitions will cause confusion, and the hoary headed members of the senate will commence to think those cyclists want to run things pretty strong, and may, in the language of Judge Cobb, enquire, "Where are we at?" The Bates petition should be smothered in its infancy.

ENGLISH PRESS OPINIONS.

Those Dress Competitions.

The staff of the I. C. are all practical people, and do not take their ideas at second hand. They prefer "not to prophesy unless they know"—and therefore one of them, who is entitled to speak with some authority on this particular subject, wishes to protest against the absurd manner in which nearly every wheel paper has been quoting some recent American remarks on cycling dress for ladies, without any apparent sense of their utter foolishness. These "dress competitions," which are so largely advertised and so much quoted, are talk pure and simple. Nine-tenths of the proposed costumes have never been made and never will be, for the reason that they are ugly, impracticable, extremely conspicuous, and—most important of all—could not by any possibility be worn off the machine. The remaining tenth are ordinary street costumes. As to the various paragraphs recommending divided skirts for cycling women, and talking glibly of them as existing facts, they are about as worthy of attention as the periodical reports of entirely apocryphal cycling elopements and funerals that crop up to make stop-gaps from time to time in the dead season. Who ever saw a lady cyclist in such a costume, and who ever will? It has no practical advantage whatever for cycling, and its disadvantages do not even need mentioning. The real reform that is needed in cycling dress for women is the shortening of the ordinary dress skirt, and that improvement is likely to be affected in a year or so, since short skirts for walking are being more and more widely advertised every day, and cycling modes go hand in hand with street fashions. We have touched upon this subject at some length, since the nonsense that is being written about it is incalculable and likely to cause many false impressions. The circus style of costume may take prizes in "dress competitions," but it will remain where it began—on paper. It does quite enough harm there to feminine cycling, since it very probably impresses the outside public with the undesirable idea that feminine Merry Andrews are to be seen cycling in one place if not in another.—*Irish Cyclist*.

**

A Quaint Episode.

One of the funniest of all the Zimmerman developments is the little theory set up by a contemporary that no one at



English wheelmen tempt Providence and public opinion by holding "cigarette concerts." We have never heard a cigarette in concert action, but if its music be equal to the violence of its odor, it must be robust enough to be heard by the inmates of a deaf and dumb asylum.—*Detroit News*.

of a REFEREE correspondent he was greatly impressed with the large attendance at the club house on a very cold night.

The club held its monthly meeting and elected thirteen new members. The nominating committee reported a list of officers as follows: Secretary, W. C. Colton; treasurer, L. H. Adams, H. H. Bowman and Dr. D. H. Allis; directors, D. E. Miller, J. D. Law, F. H. Weston, W. S. Warriner, E. E. Sawtell, H. H. Bosworth, H. A. Jordan, F. G. Jensen, I. M. Allen, H. W. Southworth, H. D. Taylor, J. W. Drown, F. M. Coe, Dr. E. C. Collins, J. D. Norton; captain, F. H. Weston, F. W. Westervelt, H. E. Schmuck; first lieutenant, E. H. Hildreth, F. C. Hubbard, H. B. Trask; second lieutenant, F. C. Graves, C. B. Trask, W. F. Mellows. The directors made an appropriation of \$200 for additional apparatus for the gymnasium, and the social committee was authorized to inaugurate a series of dances to take place probably at Union Armory. The trustees reported that the profits in the tournament were \$4,298. It is thought that if

him that no slight was intended, and that he would like to see him at any time by appointment. This soothed the mad storm that surged in Boardman's breast.

**

One Thing at a Time.

Mistaken and misguided zeal does more harm than good at times, and the proposed petition by the genial "President" Bates seems to come under that distinction. Just at the present time there is going the rounds a widely circulated petition to the people at Washington for good roads, which bids fair to receive considerable attention at the hands of the present and incoming administrations. "President" Bates tells the "powers that be" in his petition that the rural portions of the U. S. should have free postal delivery (we presume the majority know that) and that the agriculturalist should have his missives of sorrow and cheer delivered to him by these "bicycle fellers" who have to call a good many hayseeds "road hogs." The ex-editor goes on to assure congress that this great country is several laps behind



KING OF RACERS, 32 POUNDS, \$150.00.

Agents will make no mistake in making them their Leaders. We are ready to talk terms and territory for 1893. Let us hear from you.

Kirkwood, Miller & Co., PEORIA, ILL.

P. S. We have no old stock to sell. All our wheels are new and up to date.

K., M. & Co.

THE TELEPHONE

Occupies a Seat in the Front Row.

The Custom Officials Brand Them Quality "A."

1893. — 1893.

There is no question that we have one of the Finest Lines of Bicycles in America.



QUEEN OF RACERS, 35 POUNDS, \$150.00.

Herne Hill—Mr. J. S. White included—had anything whatever to do with the training of the American crack, and that Mr. J. McDermott was alone responsible for his success. It's a funny theory, but it won't hold water from a physical point of view. Zimmerman came on slowly but surely, and before Mr. McDermott's arrival broke the flying quarrier record, then his brother-in-law came, arriving two or three days before the Polytechnic meeting. Now no one can make a physical improvement of many yards per quarter-mile in a peculiarly slow training man like Zimmerman in three days, though people who fancy that a fifty-mile race does not make a man stiff may fancy so; and Zimmerman was only just proportionately better at the Polytechnic meeting than he was at the county—physically. Where the real advantage came from the gentlemen who seek to disparage Herne Hill do not know. It was purely and wholly a mental effect. Arthur Augustus was homesick, poor thing, a little doubtful of himself, and he wanted the companionship of his sister and brother-in-law, and the sound advice and judgment of the latter, and when he got it he went on to victory. Mr. McDermott would be the very last person to claim that he could make Zimmerman fit to race in seventy-two hours, and it is hopeless to expect any practical cyclist to swallow this fiction.

**

Tricycle Racing Dead.

The news that we are to be spared those precious farces—ordinary bicycle championships—will probably shock nobody but George Lacy Hillier, nor do we think that any worse effect would be produced in the tricycle races also were allowed to go by the board. In England tricycle racing is as dead as any door nail, and in these days of championships

galore, we think they might very well be spared. If ever three-wheel racing should become popular again, they could easily be revived; but until that day they might well be allowed to slide, since at the present time their chief value lies in the fact that they admit a few second raters to earn a little cheap notoriety, or, at best, save habitual safetyists the same turn. Such a value is scarcely rateable, except to the notoriety hunters themselves.—*British Sport.*

**

A Daily Cycling Paper.

We like enterprise, whether in England or abroad, and we are pleased to announce a bit of real enterprise on the part of our excellent confrere, the *Veloce Sport*. The management of that journal is not content with having the best cycling paper on the Continent; they aim even higher. Their new venture, which is to commence its career with the new year, is a startling departure from the ordinary paths of wheel journalism, for it is to be a daily cycling paper, published in Paris. We can not say more about it at present, except to note that Paul Rosseau will manage it well.—*Wheeling.*

**

Come Out, Waller.

"Waller, the California twenty-four hour rider, is a tall, muscularly-built giant, and is able to set a twenty-miles-an-hour pace and hold it for a hundred miles, he says."—*Exc.* Then, Waller, why don't you go and do it? The cycling world has been waiting for just such a man as you these many years.—*Irish Cyclist.*

The Waterville (Me.) Wheel Club has been organized with A. B. Cook, president; M. L. Keene, vice president and captain; H. W. Pollard, secretary; H. F. Davidson, treasurer.

DOINGS AT BUFFALO.

The Woman's Wheel and Athletic Club to Build.

BUFFALO, Dec. 12.—The Women's Wheel and Athletic Club is now a most flourishing affair, numbering as it does about sixty members. Included in its membership roll are the names of many of Buffalo's brightest and best of the fair sex. This society has been organized since July, 1888, at which time it devoted its entire attention to wheeling, but since then it has broadened its constitution and by-laws, so that it now embraces the following divisions: Pedestrian, organized 1889; bowling, 1890, and billiards, 1891. It is an organization to be proud of, and its meetings are conducted after the business ideas of all societies. It is the intention of members to purchase a parcel of land in a convenient locality and erect a bowling alley thereon. This place will be fitted up after the most modern manner, and will contain rooms for assembly or business meetings, offices and a cafe will be added, where luncheons or light refreshments will be served. They hope to have the patronage of all the ladies' bowling and the mixed bowling clubs in Buffalo. This movement will be inaugurated very soon, as the committee has its eye on several very fine sites, and as soon as this selection is made, the purchase will follow, and then up will go the house. The list of officials embraces a president, vice-president, secretary and treasurer, with captains for the several divisions. Their entrance fee is \$1 and the annual dues are \$3. They now are and have been since the organization holding the business meetings at the home of the Buffalo Bicycle Club, which has most generously offered them the free use of the house as long as they wish or have use for a meeting place.

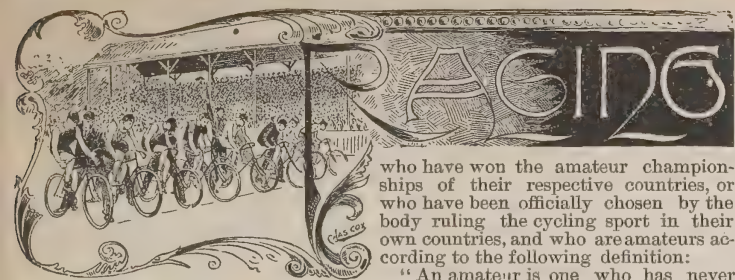
During the past season these ladies have visited all the interesting places in this vicinity, both afoot and awheel. The destination has always been some place of special interest, where a lecture was delivered upon the historic features and the mechanical interests of the locality, so that by this method a quantity of very valuable information was acquired.

Elections and nominations are absorbing the attention of the various clubs about this time. The latest is that of the Mohawk Athletic and Cycling Club, which has elected the following officers: President, Frank L. Beyer; vice-president, U. S. Deitzer; secretary, N. W. A. Becker; treasurer, C. J. Planz; athletic and field captain, F. H. Oelrich; first lieutenant, Charles F. Wedell; second lieutenant, W. G. Parker; captain cycling section, J. S. McFarland; first lieutenant, F. A. Kemp. There is a strong desire for the formation of a football team, but the rules under which it would be governed are most likely to be a severe stumbling block.

The Iroquois A. C. held its annual election during the past week, resulting as follows: President, Col. L. P. Richert; first vice-president, A. J. Rauert; second vice-president; William McPherson; corresponding secretary, Fred C. Schumacher; financial secretary, C. O. Smith; recording secretary, William Vincent; directors, F. J. Scott and George Cosander. WILLIE DUNN.

The Hudson County Wheelmen have made nominations for the annual election, which will take place next month, as follows: President, C. V. Tuthill; vice president, J. Appleby; secretary, Edward Romaine; treasurer, T. J. Cassidy; trustees, George H. Earl, F. Kerr, F. E. Rich, T. Blood and J. Cordner.

The students at Colorado Springs, Col., have organized a club.



INTERNATIONAL RACE RULES.

An Apparent Attempt to Let in the Makers' Amateurs.

The complete organization of the International Cyclists' Association, which occurred in London some two weeks since, will possibly put matters in such a shape as to allow some one to capture the title of world's champion. As will be seen in the matter which follows, the delegates, as a body, have prepared and adopted what might be called a constitution and set of rules. The rules are, practically, the ordinary track regulations, to which many objections may be found. It would seem as if the representatives from so many different countries could at least think up a few things tending to the betterment of track regulations; the rules as adopted are behind the times and not adapted to the present age.

Rule F defines an amateur who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned in writing by the union of the country in which he resides), or who is recognized as an amateur by the ruling body of his country. This is beautifully worded—so as to let in the makers' amateurs, it appears. But the moment makers' amateurs begin operations they ride for cash and then they are not amateurs under this rule. The result will be that we will have no makers' amateurs next season or the best men of the United States will not be eligible to compete in the international events.

The rules follow:

(A) The International Cyclists' Association of the recognized governing bodies of amateur cycling sport throughout the world is formed expressly and solely for the holding of the "Amateur Cycling Championships of the World," and for the proper conduct and carrying out thereof.

(B) The unions of all countries shall be eligible to membership in the international association, providing they enforce a strict amateur rule. The board of the international association, consisting of one delegate from each country that has already joined, to be sole judge whether the amateur rule of any union desiring membership is sufficiently stringent and properly enforced.

(C) Membership in the international association may be conferred on a resolution to join being duly passed by a two-thirds majority of the executive body of the union in the country desiring membership.

(D) Each union taking part in the international association shall furnish the sum annually voted by the board to cover clerical, postal and other necessary expenses, and shall be responsible for the carrying out of the meetings on the terms of the agreement below, when called upon to do so.

(E) The world's championships shall be open to riders of all classes of single bicycles, and shall be held at the following distances as follows:

1 mile for short-distance championship.
10 kilometres for mid-distance championship.
100 kilometres (with pacemakers for each rider) for long-distance championships; also, if possible, a team race of teams of not more than four, the distance for which we suggest be ten kilometres.

(F) Only riders are eligible to compete

who have won the amateur championships of their respective countries, or who have been officially chosen by the body ruling the cycling sport in their own countries, and who are amateurs according to the following definition:

"An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned in writing by the union of the country in which he resides), or who is recognized as an amateur by the ruling body of his country."

(G) The championship meetings shall not be held later than Sept. 30, nor earlier than Aug. 1 of each year, or at such other time as may be decided by the board.

(H) The venue of the meetings shall be changed each year, no country to have the privilege of holding a second meeting until all the countries of the international association sending competitors have had the opportunity of conducting a meeting. A country that has not sent any competitor for three consecutive years shall be deemed to have forfeited its right to hold a championship meeting of the international association until the next series.

(I) The places or meetings shall be decided by a majority vote of the international board.

(J) Each country sending competitors to any one meeting shall be entitled to two official representatives on the board of management of that particular meeting.

(K) The country carrying out each meeting, or series of meetings, shall take one-half of the net profits, the other half to be divided equally amongst the other countries sending competitors. In the event of one other country only competing, then the managing union shall take two-thirds and the other one third of the profits.

(L) The expenses of the competitors may be paid by the unions of the countries they represent.

(M) The prizes of the championships shall consist of special gold medals, and in the team race of a shield, to be approved by the board, each rider competing also being presented with a silver medal recording his performance.

(N) The races shall, in all cases, be held on a fair track, which should be, at least, 400 metres in circumference (measured .30 metre from the inside edge), 7 metres in width, and 1.25 metres in the banking, the choice of the track to rest entirely with the country holding the meeting. The foregoing measurements to be adhered to as far as possible.

(P) The rules under which the meetings shall be conducted are as follows:

1. Unions desirous of sending competitors must notify their intention, together with the names of the competitors, to the honorary secretary of the union managing the meeting, in sufficient time for him to receive the entries not later than seven days prior to the date fixed for holding the meeting.

2. Any dispute whatever which may arise in connection with any of the contests shall, if either of the parties to such dispute so desire, be referred to the board of management of the meeting, whose decision shall be final.

3. No union or governing body in the international association shall hold or recognize within its territory any race which shall be announced as for "the championship of the world," or a "world's championship," other than the races held by instruction and on behalf of the international association, and every union in the international association shall take every step in its power to prevent the holding of any such meeting.

4. Until decided otherwise by the international board, all world's championships shall be "bicycle races," the definition of a bicycle for such purpose being—"Any two-wheeled one-track machine carrying one rider."

5. Any objection respecting foul riding during a race shall be made in writing to the judge as soon as possible after the race, and shall be considered by the board of management of the meeting at the earliest opportunity. If possible, on the ground,

6. A bell shall be rung before each heat or race, and after sufficient time has been allowed for competitors to get to the mark, a start shall be effected by the firing of a pistol.

7.—Attendants, when pushing off competitors, must keep both feet behind the mark. Should the attendant cross the mark with either foot whilst starting such competitor, the competitor shall be liable to disqualification.

8.—In starting, the foremost part of the competitor's machine in contact with the ground must be placed on the mark.

9.—Should any competitor start before the signal, the men shall be called back, the offending competitor warned by the judge, and should he repeat the offence, he shall be ruled out of the race.

10.—As far as possible the times on the programme shall be adhered to, but no race or heat may be started before the stated time except with the consent of all the competitors concerned.

11.—Before the race lots shall be drawn by the competitors for positions, counting from the inside of the track.

12.—None but the officials of the meeting, the press, the competitors and attendants shall be allowed within the enclosure, except by special permission of the secretary or referee of the meeting.

13.—Competitors and their attendants shall be allowed within the enclosure only during the time between the heats preceding and following that in which they are engaged.

14.—Every competitor must wear a scarf of a color or colors distinctive of the country he represents, also a number corresponding with his number in the programme, the ticket bearing the number being placed on the back of the competitor.

15.—Competitors may dismount during a race at their pleasure, and may run with their machines, but they must keep to the extreme outside of the track whenever dismounted.

16.—A competitor passing another must always pass on the outside of the track, unless the man who is passed be dismounted, or has retired from the contest, and must be a clear machine's length ahead before taking ground in front of his opponent. The inside man must allow room for his opponent to pass, and any competitor guilty of foul or unfair riding shall be liable to disqualification.

17.—If a machine becomes disabled in the course of a race, the rider shall be allowed to use another.

18.—The officials shall consist of referee, judges, umpires, starters, timekeeper or timekeepers, clerk of the course, lap-scorers, and the members of the race committee, including the secretary of the meeting.

19.—It shall be the duty of the judges to declare the placed men in every heat.

20.—It shall be the duty of the referee to instruct the umpires, to act as he may think fit in cases of misconduct by attendants, and to disqualify any competitors who have become liable to disqualification. His decision shall in all cases be final.

21.—In starting, the judges shall give their instructions to the competitors and attendants, and shall see that the men are placed in position, after having caused them to draw lots; and every competitor shall go to the mark so drawn, and any refusing to do so shall be liable to disqualification by the referee.

22.—It shall be the duty of the umpires to watch the riding, and to report to the referee any competitor or competitors whose riding they consider unfair.

23.—It shall be the duty of the starter, when it is reported to him by the judges that all the competitors are ready, to see that the timekeeper is warned, and before starting the men to say "Mount," in a few seconds after to say "Are you ready?" and, if no reply to the contrary be given, to effect the start by report of pistol.

24.—In case of a fall within 25 yards of the start, the competitors shall be called back by the starter by the ringing of a bell and restarted. Any competitor refusing to obey the starter shall be at once disqualified by the referee.

25.—It shall be the duty of the timekeeper or timekeepers to take the times of the first and second in each race, and such other times as the secretary of the meeting may have previously arranged. The timekeepers shall be approved by the unions they represent.

26.—It shall be the duty of the clerks of the course to call over the names of the competitors in the dressing room before the starting of each heat, to ring the bell shortly before the time that

each heat should be started, and to see that the competitors have their numbers properly exhibited.

27.—It shall be the duty of the lap-scorers to check the number of laps ridden by every competitor, and to give the distance ridden by any competitor at any point when requested to do so by timekeeper or judge. In long distance races a lap-scorer should be provided for every two competitors, and an additional one to check the laps of the whole of the riders. One of them shall be appointed to clearly indicate to the various competitors the number of laps they have still to cover, and the same official shall denote the last lap by the ringing of a bell.

28.—It shall be the duty of the board of management of the meeting to appoint the officers, to conduct generally the business of the meeting, and to adjudicate on any points not provided for.

29.—It shall be the duty of the secretary of the meeting, under the direction of the board, to see that the various officials are at their respective posts before the first race is started, to provide for any contingency that may arise, and generally to conduct the meeting.

30.—The board of management of the meeting reserve the power to postpone all or any of the races in cases when they think it necessary, but in no case shall a race be postponed longer than seven days.

31.—The finish of all races shall be judged by the first part of the machine which touches the tape, which shall be fastened flat on the ground at the winning post.

* * *

A Fast Californian.

Wilbur F. Edwards, of the Garden City Cyclers and the Palo Alto Club, lives at San Jose, Cal., and attends the Stanford University at Palo Alto. During the racing season young Edwards has proved his ability to defeat almost any man on the coast, unless it be Foster. He was more than successful this year,



having won many firsts, though he only began riding June 1. He is small and muscular and rides comparatively erect in position. He is the son of a prosperous farmer, banker and capitalist, is popular, and before another season passes his friends think he will show his heels to the best of them.

* * *

General Race Notes.

The wheelmen of Salt Lake City have decided to build a three-lap track.

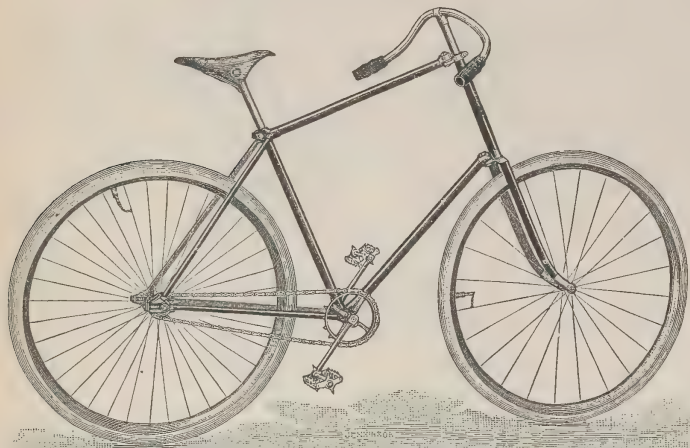
San Antonio, Tex., is badly in need of a track, and an effort will be made to have one for next year.

Haydin Coffin, who plays the principal parts in Lillian Russell's pieces, is an old-time English racing man of great fame, a member of the Druid's Bicycle Club of England.

The Illinois Cycling Club will spend no money in placing a racing team on the path next season. Three gentlemen who would see the club prominently known on the path were up for nomination at the recent caucus and were snowed under. They may, however, present an independent ticket at the election next month. The Illinois was once next to

"SURE THING."

SEE IT IN SPACES 29, 30 AND 32,
At the PHILADELPHIA Cycle Show.



20-Pound Rudge Racer (Red Rims).

No effort will be spared to have the American product equal to or better in finish and workmanship than any cycle in the market.

Our terms are more favorable than ever, and all dealers and wheelmen should see samples before making their '93 purchases.

Catalogue soon ready. Correspondence solicited.

ROUSE, HAZARD & CO., - 89 G Street, - PEORIA, ILL.

EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.

the Chicago in local reputation on the road and path.

Shorland and his geared ordinary, of the Crypto pattern, are sure winners of next season's Cuca grind, as the Englishmen term the annual twenty-four hour race for the Cuca Cocoa cup at Herne Hill track. Shorland is invincible, Stephen Golder says.

H. L. Saltonstall of the Elizabeth Athletic Cyclers offers a \$1,000 prize for the World's Fair race meet in 1893. Mr. Saltonstall is a Wall street broker and very much of a sportsman. He will give a dinner party on Dec. 15, to which many celebrities have been invited.

The games and reception of the Twenty-second Regiment (New York) Athletic Association were held last Thursday evening. The most exciting event was the two-mile bicycle race. H. S. Thomson and J. W. Judge, the scratch men, kept close together throughout, the latter winning by a yard. H. Brown, with seventy yards, was third. The time was 5:53.

Fred Patee denies most emphatically that there are any racing men in the south at Rouse, Hazard & Co.'s expense. He declares that he is ready and willing to be investigated. Rhodes, Johnson and Eck were in the south and Patee asked them to stay and go for records. In no way, he says, is the amateur law, as defined by eastern amateurs this season, being transgressed.

The California Association of Cycling Clubs has decided to give a series of road races on the last Sundays in January, February and March. The first race of this series will be twenty-five miles, scratch, over the San Leandro triangle, for two prizes, the selection of which was left to the executive committee. Entries will be limited to five men from each association club, the competition,

however, to be individual. The other two events will probably be ten and fifteen miles, respectively, but the details will not be settled until the next meeting of the association.

The coast is to have a circuit next season. The California Association of Cycling Clubs has been considering the matter somewhat extensively and has left it to the committee on membership and inter-club relations, which will take into consideration the existing tracks, the probability of others now projected being completed, and, as far as possible, the wishes of the various clubs.

The racing board of the Milwaukee Wheelmen has completed the programme for the holiday tournaments. The list of events is as follows: One-mile handicap, two-mile open, one mile 3:00 class, one-mile open, two-mile handicap, one-mile 2:45 class, five-mile open, one-mile Milwaukee championship for the Gilowski medal, five-mile handicap, half-mile open and one-mile 3:30 class. The entry list will close Thursday, Dec. 22. The entry fee will be one dollar, with fifty cents additional for each event. A number of Chicago men have decided to ride at this tournament.

AN AERIAL BICYCLE.

An Interesting Machine Designed to Perambulate the Atmosphere.

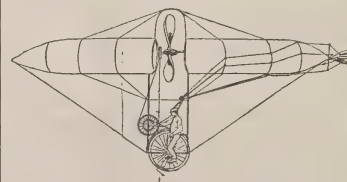
We have had land bicycles and aquatic bicycles, and now by the picture it is evident that we may have aerial bicycles, says the New York World. The question of aerial travel has been a perplexing one, and all attempts to solve it have thus far proved without avail. Inflated bags, parachutes and balloons have been tried and found wanting. The design pictured here represents a cigar shaped hollow apparatus, to which is attached a geared bicycle. It may possibly be

better to allow the inventor to describe it, as he probably knows more about it than any one else. His letter to the World is as follows:

DEAR SIR:—Inclosed please find a drawing of a flying machine designed by myself.

I submit my design for yours and the people's (at large) approval. I am only a poor boy, and can't test or experiment with this machine on account of cost.

I believe that flying is possible and that some such machine as mine will be a practicable one.



It is so easy understood that hardly an explanation is necessary; by using a cigar-shaped balloon speed and steering is practicable, the screw is responsible for the flight, unless in flying with the wind, and by sliding operator's seat backward or forward either dip or ascent is possible. The main drive wheel is similar to a large bicycle wheel, and in starting off runs on the ground also in lighting, which has to be done obliquely.

Hoping that some man of philanthropic nature may become interested in it, I trust to you to print it in your valuable paper, of which I am a subscriber. Yours in faith, A. J. SNYDER. Grimsby, Ont., Nov. 24, 1892.

Work in the Missouri Division.

ST. LOUIS, Dec. 10.—Now that the election for chief consul is over, members of the Missouri division are getting quantities of advice in the local wheel columns to forget the election and settle down to hustling for new members. The hustle idea is not bad, but as to forgetting, that is not so easy, for the sore place still hurts. It is not known here how the members through the state look upon the result, but there is no doubt that there is a good deal of disappointment here. Holm got elected through the same cause that led to Davis' defeat.

If both men had been better known throughout the state Holm would undoubtedly have got less votes and Davis more. Well, we will have to bury the hatchet for the time being and trust in better luck next year to get a live and popular man in the place.

The first job the new board of officers of the Missouri division will get at will be the revising of the constitution and by-laws, and goodness knows they need it. The idea of a constitution that lets one man have the power to count the ballots is ridiculous, and it is especially so when that one man happens to be running for office himself. Several other changes will be taken up. Rumor has it that a well-known local prohibitionist will try and introduce a clause making it impossible for any one to hold office who is in any way connected with a brewery or anything else in that line.

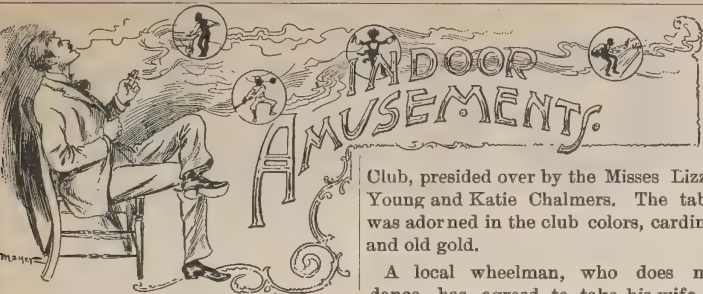
Rather Surprised William.

W. M. Perrett, of Philadelphia, had heard of the "rag shop" through the cycling papers, and when he came to Chicago intended to take one meal at least at the place with the delectable name. He made inquiries, and on being told it was that elegant marble restaurant, he expressed surprise, as he had expected to find a small corner room just large enough to accommodate a score or two of cyclists instead of a palatial dining room the equal of John Wanamaker's in slow going Philadelphia.

CANADIAN EXCURSIONS.

The Chicago & Grand Trunk Railway will sell excursion tickets to all points in Canada at half rates December 20, 21 and 22, good to return until January 10, 1893. Ticket office 103 Clark street, corner Washington.—Adv.

Marshalltown wants the next Iowa division meet.



Whist Playing at Buffalo.

BUFFALO, Dec. 12.—The Buffalo Bicycle Club has joined the Whist Society and now everyone plays whist every night, Sunday's excepted. This has been going on for some weeks, and as a consequence the members felt as though they were quite proficient in this seductive and fascinating pastime. Accordingly the Whist Club of Rochester was requested to give them a call. In response to this invitation, a delegation of fourteen met a corresponding number of the Buffalo Whist Club, and made them realize that they still had much to acquire. The visiting men won forty-seven games, making 472 points, while the local team won thirty-four games and made 370 points.

The third annual ball of the Press C. C. was held last Thursday evening at Music Hall. The stage was beautifully decorated with palms, flowers, wheels flags and club colors and set with the refreshment tables. The balconies and boxes were most elaborately trimmed. Very nearly a thousand people were present, especially noticeable was the fine delegation of wheelmen from the Ramblers B. C., and there were also representatives from all the other clubs.

The Lincoln's Donation Party.

About forty wheelmen attended the donation party of the Lincoln Cycling Club last Saturday evening. The presents were numerous, but were mostly of an edible kind. The Lincoln indoor ball team received a large pan of baked beans, gaily decorated in club colors, which Captain Tilt served to the assembled guests; also a pan of nicely browned English pastry, which being cut into, proved to be composed, under a luscious appearing crust, of cotton batting in which reposed a score of little black doll babies. Cards served to pass away a very enjoyable evening.

In and About Chicago.

Saturday evening is guest night at the Illinois Cycling Club. Everybody who has attended one of these affairs knows what fun is gained.

The Æolus Cycling Club's second reception of the season occurs Dec. 15 at Natatorium Hall. Wednesday evening, Dec. 28, a bonnet and necktie party will be given at the club house.

Wednesday evening last Ben King, the humorist, entertained a very select audience in the pretty hall of the Ravenswood Cycling Club with a repertory of his famous inimitable sketches.

The Oak Park Cycling Club's programme for the balance of the year is very complete: Dec. 14, duplicate whist party; 16, informal party; 21, duplicate whist; 24, stag party; 30, formal party.

The Ladies' Social Circle of the People's church, Dr. Thomas' congregation, gave a New England dinner for charity last week. Among the most attractive tables was one representing the Illinois Cycling

Club, presided over by the Misses Lizzie Young and Katie Chalmers. The table was adorned in the club colors, cardinal and old gold.

A local wheelman, who does not dance, has agreed to take his wife to dances all winter if she will let him go out with the boys on all the Sunday runs next summer. His part of the contract is being kept.

The gentlemen of the Oak Park Cycling Club dined with the ladies of the same organization at the club house last Thursday afternoon. An informal dance followed. The gentlemen come direct from work to these informal dining parties.

Last Wednesday evening Ben King, the humorist, gave a recital to a crowded house at the Ravenswood Cycling Club, whose spacious hall is well adapted to that style of entertainment. The Wednesday previous an informal dance was held, at which over twenty-five couples took part.

Friday, Dec. 23, the Illinois Cycling Club gives a dancing party at Van Buren Hall. As this comes in the midst of

three numbers has been arranged. Lunch will be served from 11 to 12.

The Toronto B. C. has a literary and debating society.

The Rockford (Ill.) C. C. is having a pool tournament.

The Harlem Wheelmen will give a stag reception on Dec. 31.

The annual ball of the Fond du Lac (Wis.) C. C. occurs Tuesday evening next.

The Brooklyn B. C. announces receptions for Thursday and Friday evenings of this week.

The ladies of the Grand Rapids Bicycle Club give a leap year dancing party at the club hall Thursday evening.

The Montauk Wheelmen of Brooklyn, held their first annual entertainment at Avon Hall, Bedford avenue, Thursday night.

Christmas eve an old time stag entertainment and smoker will be given in the club house of the Hudson County Wheelmen.

The Columbus (Ohio) C. C. reopened its club house on Thursday, when Gen. Joseph H. Geiger delivered his talk on "Fools and Follies."

The Metropolitan Association of Cycling Clubs of New York has decided to hold a grand annual theatre party at the Broadway theatre on Jan. 12. The en-



the holiday season an enjoyable time is anticipated. On New Year's eve members only will be admitted to the club house to a smoker and lunch, to see the old year out and the new year in.

There was joy in the camp of the Columbia Wheelmen last week Monday evening when their nine defeated that of the Æolus in the ninth inning of a scheduled game of the Northwest League. It was the first time the two teams had met. Great rivalry existed, as the Columbia Wheelmen organizers withdrew from the Æolus Club two years ago.

The Chicago Cycling Club's handicap pool tournament, which started last week Friday evening, promises to be very exciting. The prizes, the first of which is a gold watch, are three in number. There are fourteen men entered, handicapped as follows: John Tyrrell, 90 (scratch); Bingham, McNeil and Davis, 75; Hodges and Brooks, 70; Elliott, Crittenden, Cameron, Young, Colvin, Wagner, 65; Abbott and Root, 60.

About the Country.

The first annual reception and ball of the Crescent Cycle Club of Detroit is set for Thursday night of this week at Clawson's hall. A programme of twenty

fire house has been secured by the association. The "New South" will be given.

The annual stag of the Bedford Wheelmen, of Brooklyn, is set for this evening at Knickerbocker Hall, 163 Clymer street. There will be music, specialties and boxing.

The St. Louis Cycling Club is now hard at work completing arrangements for a big dramatic entertainment to be given the early part of next month. It will try hard to surpass former efforts, and has already engaged enough professional talent to make sure of the entertainment being a good one.

Declines to Serve.

Editor REFEREE:—Will you kindly give space to my declination of the proposed nomination to the chief centurionship of the Century Road Club. The use of my name was entirely unauthorized. I have no time to devote to the duties of the office, much as I should be pleased to do all in my power for the success of the organization. Very truly yours,

HENRY CROWTHER.

Boston, Dec. 13.

Subscribe for the REFEREE



Services are held in the pretty hall of the Ravenswood cycling club every Sunday afternoon, probably the only case of this kind on record.

The annual election of the Oak Park Cycling Club occurs Dec. 7, when a raffle will also be held, in which thirty prizes will be distributed.

Captain Anderson, the athletic fireman, has charge of the gymnasium class of the Æolus Cycling Club, which meets every Friday evening. Twenty-eight men are being put through a thorough course of gymnastic training.

Those Sunday tramps inaugurated by the Lincoln Cycling Club last winter, will be continued this season, no matter what the condition of the weather. Much amusement and a great deal of exercise can be gained in this way.

A majority of the offices in the Royal League and National Union lodges of Ravenswood are held by members of the Ravenswood Cycling Club. Ever since the club's inception it has led in a social way in the town, and now leads in pretty nearly everything.

The Illinois Cycling Club has placed the following ticket in nomination for the election, which occurs on the first Tuesday of next year: President, True L. Sloan; vice-president, C. R. Street; secretary, George Kurtz; treasurer, C. S. Stein; captain, C. P. Smith, Ed. Bamberger; directors, E. G. Richardson, E. M. Baine and Edward Porter.

Joe D. Guinea, the purveying owl of the Midnight Wheelmen, has agreed to arrange for a grand spread on New Year's eve for those who attend the annual run from the old year into the new. Weather will make no difference, and all are welcome. Name and address should be sent at once to either the chief owl or purveying owl, care of the Lincoln Cycling Club, No. 1 Ogden Front, that arrangements may be made.

The Æolus Cycling Club nominations for the annual election, which occurs Jan. 4, are as follows: President, Harry J. Foot; vice-president, A. W. Roth; corresponding secretary, T. J. Swenie; financial secretary, H. J. Freeman; treasurer, C. P. Kenning, C. P. Dose; librarian, W. D. Keats; captain, F. Bodach, W. Bray; second lieutenant, Will Bodach; color bearer, J. D. Roth; directors, four to be elected; H. G. Keats, W. F. Wilk, Dave Wilson, E. Mohr, W. E. Bond, John Clancy, C. E. Crozet, C. W. Peters, C. Bodach, Jr. The Æolus club has 236 members.

Notes.

The Rovers B. C., of North Tonawanda, N. Y., has nominated the following officials: For president, W. F. Davis, Will Hardleben; for vice president, H. S. Sohnsen, Will Ackerman; for secretary, E. C. Koenig, Will Gardel; for treasurer, John Dick; for captain, W. C. Hubman, Charles Treat; for lieutenant, Phil Rumbold, George Zimmerman; color bearer, Edward Hardleben, H. Schwinger.

Prof. L. M. Haupt, of Philadelphia, and C. Heimberger & Son of New Albany, Ind., have been awarded the first two prizes for the best pictures in the bad roads competition organized by Good Roads. N. McDonald, of Augusta, Ill., was awarded the third prize, and several others were allowed honorable mention. The journal offers another \$100 for prizes for photographs of good or bad roads.

RAGLAN CYCLES

.....ARE REPRESENTED BY.....

HARBER BROS. COMPANY,
Bloomington, Ill.

IN CHICAGO AND WESTERN STATES.

FREDERICK W. JANSSEN & CO.,
310 Broadway,
NEW YORK CITY.

IN EASTERN STATES.

C. F. BOSTWICK,
24 Front Street,
TORONTO, ONT.

IN CANADA.

And Manufactured of the Best of Everything by

TAYLOR, COOPER & BEDNELL, LTD
Raglan Works, - - - COVENTRY, ENGLAND.
LONDON, 33 HOLBORN VIADUCT, E. C.

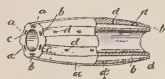
RECENT ENGLISH INVENTIONS.

New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Nov. 2, give notice in the prescribed form of such opposition.]

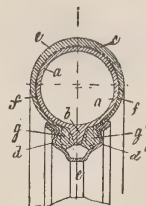
No. 20,628. W. G. Bradley's "Improved handle for velocipedes and other purposes." Nov. 27, 1891.—The objects of this invention are to provide a durable, cheap and serviceable handle which shall not cause any vibration to the hand.



The handle is preferably formed of vulcanized India rubber and has corrugations or recesses (a) formed on the outside thereof and longitudinally therewith the entire length of the handle is perforated with small holes (b) parallel with such corrugations, having at their outer ends metallic protecting eyes (c). Small holes (d) are then formed, passing from the outside of the handle into the small holes (b) before mentioned. As a modification the central hole may be made a little larger than the diameter of the handle-bar, and rings are formed at each end to fit the handle-bar.

No. 21,450. A. Decourdemanche's "Improvements in pneumatic tires and in means for securing the same to the rims of wheels." Dec 9, 1891.—The air tube (a) has formed upon its inner circumference a rib (b) of much harder

India-rubber, extending completely round the tire either continuously or with intervening spaces and having the form in transverse section of a more or less acute wedge. The outer cover (c) is thickened at the tread and is strengthened with one or more thicknesses of canvas (f), preferably formed with



double edges. The edges (g g') of the outer cover are made of hard India-rubber, are enlarged and made of such shape that their inner sides fit closely against the sides of the rib (b) while their outer sides fit into angular recesses (d d') formed in the sides of the rim (e). The pressure of the air jams the parts tight and consequently, the tire must be deflated when it is desired to attach or detach it.

No. 17,264. H. H. Lake's "Improvements relating to the improving of elastic tires and to devices for use therein." Sept. 27, 1892.—(Communicated by the Boston Woven Hose and Rubber Company, Boston, U. S. A.)—The object of this invention is to enable a small puncture in a pneumatic tire to be quickly and durably closed, and in such a manner that there will be no protuberance on the external surface of the tire and no liability of the re-opening of the puncture by the action of solar heat. Punctures are closed by injecting a plug

(p) composed of a material rendered plastic and adhesive by a degree of heat considerably exceeding that caused by the sun, but which becomes elastic without being plastic when exposed to maximum degrees of solar heat. A suitable material is unvulcanized rubber gum. The plug may be injected by heating the gum in a cylinder (s) having a nozzle (sl) formed to be inserted in the puncture. The piston (b) moves in the cylinder (s), and when moved toward the nozzle is adapted to eject a portion of the gum through the said nozzle. The stem (b) is screw threaded and provided with a nut (c), which is formed at its inner end to slide in the cylinder, and is provided with a shoulder (c2). The levers (ds) are pivoted at (dl dl') to ears on the cylinder (s), and are provided with short arms (d2), which engage with the shoulder (c), so that when the levers are swung

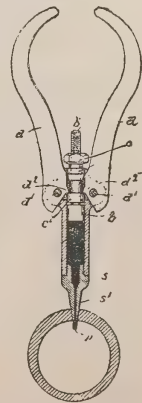
toward the nozzle, the piston (b) is brought to bear on the gum by screwing it down by the nut (c). The nozzle is inserted a sufficient distance into the puncture, and then the hot gum is caused to exude in the form of a plug (p) into the puncture, the nozzle being withdrawn during the operation, so that the plug entirely fills the puncture and the material of the plug is cut off about flush with the external surface of the tire. The condition of the plug when injected causes it to adhere closely to the walls of the fracture. The plug subsequently hardens sufficiently to resist the air pressure. The inwardly projecting end of the plug is preferably flattened against the inner surface of the tire, thus forming a head on the inner end of the plug. This may be done by pressing the tire flat while the plug is plastic.

More Mention.

The New Jersey Division, L. A. W., has elected the following officers: Chief consul, G. Carleton Brown; vice-consul, W. T. Holmes; secretary and treasurer, George C. Hennell; representatives, T. S. Gray, W. H. Stauffer, W. A. Drabble, H. C. Leavitt, F. W. Cramer, H. S. Fuller, J. H. Hanners, T. F. Merselles, J. S. Holmes, Jr., C. S. Mathewson, F. G. Wisse, C. B. Holmes, F. L. Martin, Joseph McDermott, James C. Doughty, E. T. Davis and F. C. Pennett.

The Baltimore Cycle Club's new officers are as follows: President, J. A. Arnold; vice-president, M. R. Mettee; secretary, Charles H. Meakin; treasurer, H. W. Barrington; captain, Joseph E. Gigan; first lieutenant, W. H. Jackson; executive committee, A. L. Cline, J. L. Cochran, Charles E. Laws.

George K. Barrett of the Marble Cycle Company is expected home from his eastern trip this week. The orders taken have been very satisfactory to the firm.



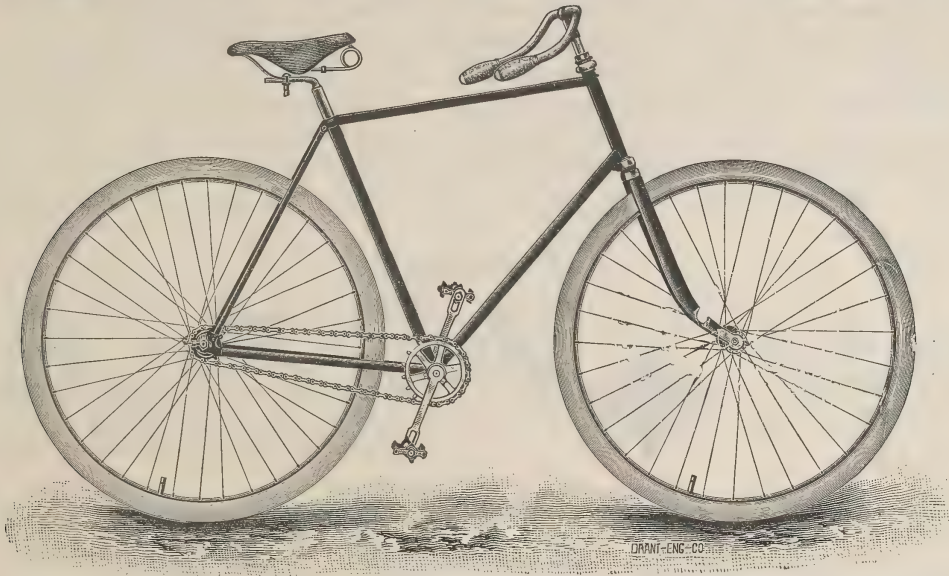
toward each other the short arms exert a powerful pressure upon the shoulder (c2) of the nut in the direction required to force the piston a short dis-

THE REFEREE.

Perfection Is The Result of Investigation.

We Have Seen 'Em All.

MONARCHS



==== ARE THE BEST. ====

YOU WILL ADMIT IT AFTER AN EXAMINATION.



FOUR STYLES,

AVERAGING IN WEIGHT FROM 32 TO 41 POUNDS.

34-POUND LADIES' WHEEL.



Look us up at the Philadelphia Show. Active and Reliable Agents Wanted.

1893 Catalogue ready January 1st.

THE MONARCH CYCLE CO.,

42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

"IMPERIAL" HISTORY

—SIXTH CHAPTER.—

THE CLOSE—

Of the past season witnessed the finishing touches put on the latest addition to our already large plant. The rapidly increasing demand for "IMPERIAL" wheels had forced us to patch on hurriedly addition after addition to our factories. We did our level best to increase our manufacturing facilities sufficiently to keep pace with the demand for "IMPERIAL" wheels. Our experience of the past season in positively being obliged to refuse all large orders taken after the 15th of March in order that we might take better care of the earlier trade, has determined us to increase our facilities for '93 FIVE FOLD.

Our 1892 output was well up in the thousands, and our experience in having MORE ORDERS than wheels, speaks volumes for the merit of the "IMPERIAL." We have just finished the construction of an immense seven story structure opposite our present factories. This building has been crowded full of the finest special machinery manned by hundreds of the best mechanics to be obtained. We are now in better position to handle the trade than ever, and most respectfully invite correspondence from representative dealers throughout the United States relative to "IMPERIAL" territory for the coming season.

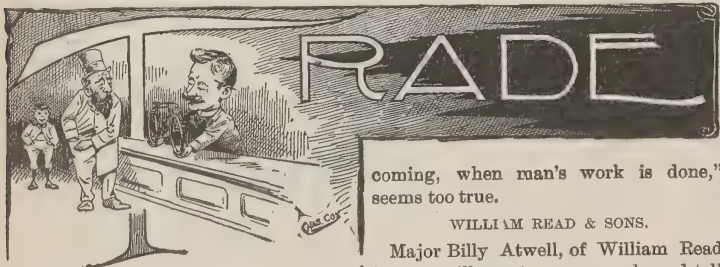
There are many bicycles on the market to-day; how many GOOD ones you know fully as well as we. The BEST are always the BEST sellers, the most satisfactory for dealer and rider. "IMPERIAL" wheels are lasting; they will double your trade; they can't help it, they are built that way. Don't delay, delays are dangerous, but correspond with us at once.

CHAS. H. SIEG MFG. CO.
SELL HUNDREDS OF
"IMPERIAL" WHEELS
IN CHICAGO.



AMES AND FROST COMPANY
302-304 WABASH AVE
CHICAGO. MAKERS

Read carefully "IMPERIAL" Couplets next week.



ORDER CHRISTMAS NUMBERS.

The Christmas number of the REFEREE will contain much valuable information to the trade and general cycling public. The trade directory alone is worth the price, twenty-five cents per copy. Those who are not regular subscribers or advertisers should order immediately (enclosing the amount named) in order that prompt delivery may be made.

TRADE IN NEW ENGLAND.

A Referee Man Visits the Principal Makers and Their Shops.

A cycle journal representative has much to look after among the Boston trade people, for every "inducer" has a fairy tale to tell of "the immense sales last year and the bright prospects for '93," which makes time fly, and it generally flies too rapidly if the tales are very long.

After a good night's sleep on the Fall River Line boat from New York, we reach Boston feeling ready to grapple with all "inducers" and do a good day's work, but after the first two or three grapples you look at your watch and feel that the day sped all too quickly, and the injunction to "work, for the night is

coming, when man's work is done," seems too true.

WILLIAM READ & SONS.

Major Billy Atwell, of William Read & Sons, will greet you warmly and tell you the latest about New Mails and the Easy Club, of which he is president. The major will then switch off to general gossip and tell you that he has reformed and is now a model for all young men to copy. You leave him with a certain amount of incredulity regarding the last statement. Senator Read was away in the west, and while all was ready for '93 the firm was not ready to say anything definite regarding New Mails for '93.

THE McCUNE CYCLE COMPANY.

You take an electric car (this for the benefit of advertising canvassers of other papers), and in twenty minutes arrive at Everett, which is about eight miles from Boston proper. You walk down the railroad track for a mile and come to the McCune factory. You will be impressed with the looks of the factory from the exterior, and feel appearances are not always deceptive after getting inside, and receiving a warm greeting from President J. B. McCune. W. E. McCune, the secretary and treasurer, was away when the REFEREE man called, and the father (J. B.) piloted the visitor around. You will be told, and truthfully, too, that the entire output for '93 is sold, and if you are particularly well known to the firm it will show documentary proof—"just to show we are not talking through our head covering." Having

sold all the '93 output, they don't need to advertise (this also for the benefit of canvassers of other papers).

THE RAYMOND CYCLE COMPANY.

This firm is known all over America, through its famous skates, and is still making 300 pairs a day for Europe and India. The Raymond company saw a chance to increase its popularity by making bicycles, so that in case Europe goes back on roller skating, as America did, bicycle making will fill the void. It commences, like most new concerns, with a claim to some radical innovations, and a saddle post air pump, the post being used as a plunger, which forces air through the cross rod of the frame, to which a valve is attached, and a piece of rubber tubing with proper attachments is connected with the tire. "We claim that it does away with the pump, saves men and women many a backache by avoiding stooping to pump—and you can inflate the tires in a fraction of the time now consumed by use of the little blowers." The whole thing looks possible and practical. The new-thing crank will want 'em; so will some others, no doubt.

THE LOVELL ARMS COMPANY.

The John P. Lovell Arms Company is busy—not particularly with '93 wheel business, but in other heavy sporting goods and toy lines. Manager Harvey of the cycling department, however, is busy laying wires for '93, and presented the REFEREE man with something which appears in this issue, about the Lovell wheels. Mr. Harvey, like all true philosophers, has at last come down to the true Humber frame, and a pretty wheel it is, too. It will be seen at the show.

THE UNION CYCLE COMPANY.

Treasurer Walter Measure was a much sought-for man when this paper's representative reached Columbus avenue. A

delegation of "the people's party," several agents, drummers, and newspaper men besieged the Union office. "There is nothing new to say," was the answer I got to an enquiry regarding '93 prospects; "but"—and W. M. smiled—"they will all think P. D. Q. that we will be fairly among the scratch men this year as usual. Will see you at Philadelphia."

THE POPE MANUFACTURING COMPANY.

The marble front block looked a bit deserted and quiet reigned inside. Lon Peck and Kirk Corey told a few stories, while Albert Pope, Jr., talked of his hunting trip and its barren results, and a story of an interesting nature—of matrimonial intentions nipped in the bud by a fond but stern Pope. The colonel was up to his ears in work, bidding farewell to many business cares, as he started on a long pleasure trip the day following. The prospects for '93 were never better, was the opinion of all the Pope Manufacturing Company's staff.

GENERAL BOSTON NOTES.

W. C. Overman was on the road, V. Dagmore was in Europe, Underwood was guardian angel of Priest, Jr., of Quadrant fame, and A. O. Very was getting ready to boom Liberties and Warwicks in New England. George Seymour was making room for a large machine shop in the Coventry Machinists' Company's basement, and Sidwell & Sabin are pretty well, thank you, and hope to do as well with the Phoenix next year as they did last. W. W. Stall showed a 27-pound roadster, built in his own shop, which will list at \$175. The Singer Cycle Company is quiet, and awaits Manager Ross' return from Europe. The Elastic Tip Company is making tires and sundries, and the Revere Rubber Company, over whose tire department Stillman G. Whittaker presides, is making

ANNOUNCEMENT.

We are glad to be able to say to our patrons that we have already recovered from the effects of our small fire, and can now receive our friends in our new offices. We have been engaged for two months past, with a large force of men, in remodeling our entire factory, putting in a large amount of new machinery, which is now ready for operation. Our capacity will be double that of 1892. We learn that some of our competitors are circulating reports to the effect that we were entirely burned out, thus hoping to injure our business. This anxiety to marry our widow for the money there is in it, before we are cold, is enterprising, indeed, and we presume the said competitors are congratulating themselves on a rich haul. Wait a bit, boys. Western people don't die so easily.

Attention, Road Riders: PRIZES FOR THE SEASON OF 1892. PRIZES CLOSE CHRISTMAS DAY. . . .

As we have given many **PRIZES** for track and road races during the past season, it seems only fair now that Christmas is approaching to offer something for the hard-pounded road riders. If this experiment succeeds we will make a desirable list for 1893, which will be announced later on.

- FIRST PRIZE, . . .

SECOND PRIZE, . . .

THIRD PRIZE, . . .

FOURTH PRIZE, . . .

\$25.00

\$15.00

\$15.00

1 Set Road Tires

To rider who has ridden the greatest distance on M. & W. Tires without change of tires or any important repairs.

To rider making greatest number of Centuries on one set M. & W. Tires.

To rider making most meritorious single ride, weather, condition of road and distance considered.

To each second and third best in above.

JUDGES: N. H. Van Sicklen; C. P. Root, L. J. Berger.

CHEQUES FOR CASH PRIZES WILL BE MADE TO ORDER OF N. H. VAN SICKLEN TO BE EXPENDED IN ANY WAY THE WINNER MAY CHOOSE.

WE ARE TO HAVE THE PRIVILEGE OF PUBLISHING THE RECORDS UNLESS RIDER STIPULATES TO CONTRARY. . . .

FILL OUT CAREFULLY AND MAIL TO US.

Address_____

Name_____

Age_____Weight_____

Make of wheel_____Weight of wheel_____Club_____Name of Captain_____Refer-ences_____

(State in this space the distance and any particulars necessary for forming a judgment—weather condition of roads, etc., will be considered in making selection.)

THE "STEARNS" QUARTETTE

Racer,
22 Lbs.
Model B.,
32 Lbs.

*The Most
Complete
Line in the
Market!*

Model A.,
28 Lbs.
Model C.,
37 Lbs.

AGENTS WANTED.

E. C. STEARNS & CO., SYRACUSE, N. Y.

pneumatic tires and all kinds of rubber specialties for the trade. The Boston Tire Company is putting a really good tire of the Boothroyd type on the market, an invention of Frederick White. P. J. Berlo is cavorting around Columbus avenue on his 17-pound Berlo racer, and C. E. Schoff and Jack Holding are hoping for a good '93 trade.

Hunt, the Westboro saddle maker, is very well satisfied with trade so far, and is showing (and selling) a lot of nice saddles. Reed & Curtis, Worcester, are in their new building and turning out the Curtis pedal at the rate of 250 pairs a day.

PROVIDENCE, R. I.

In Providence the Tillinghast pneumatic Tire Company was found to be very busy and orders are commencing to float in from many directions. President George C. Vose says the Tillinghast tire will be as good as can be made, and its durability will be the great feature. The new factory is in full blast, and Mr. Vose is on the ground himself a good deal of the time. Between his wholesale jewelry business, assignee of a big concern in Providence, and the tire business, Mr. Vose says he has little time to crack walnuts after dinner.

Belcher & Loomis are getting in shape for next season's business, and expect to sell many wheels and do a good general business. Mr. Monroe, the cycle department man, had not put in an appearance at the early hour the REFEREE man called.

Rankin & Bruce have extended their large workshop and are doing quite a business in pneumatic and cushioned sulky wheels, besides a very fair general cycle and sundry trade for this time of the year.

Neither member of the firm of Whitten and Godding could be seen, but the

young man in charge said that trade was improving.

Campbell & Co. said things promised well for '93. They will make a specialty of their special built scorchier Phantom cycle and handle their usual full line of other cycles and sundries.

SPRINGFIELD, CHICOPEE AND HOLYOKE.

At Holyoke General Manager Keating was found hard at work; so was Capt. Murphy, who was hidden in a developing room, developing pictures of the factory and the men who will ride the Keating next year. A '93 wheel, twenty-seven pounds all on, was suspended in the salesroom by thin, almost invisible, copper wire. Treasurer Bosworth was in New York. Tommy Relph, one of the "pures," was in the stock room earning the same salary he gets the year round. This he told the REFEREE man through a speaking tube, and it cannot be taken as criminating evidence by the racing board.

The Warwick company was not "at home"—that is, Kennedy-Child and President Rood were away—But T. D. Howard received the traveler. "The same old story we expect to be repeated," said Mr. Howard, "and that is, a shower of telegram orders about Feb. 1. But not many before—that is, to ship—and they all will want them at twenty-four hours' notice, so we are getting ready for them, and are working full time right along.

"Come up to my residence to-night," telephoned President A. H. Overman from Chicopee Falls. By the moon's aid and an arc light the REFEREE man took in the outside of the big architectural place on the hill, which is handsome to a degree. The style is of the old Colonial, and a view all over Springfield can be had from any portion of it. The bell was answered by a pretty maid,

who showed the visitor into the reception room and presented his card to Mr. Overman, who sent word that he would be down in a minute. While awaiting Mr. Overman the splendor of the inside was duly noted. A magnificent library of new volumes, of Shakespeare, Burns, Byron, Memoirs of Napoleon, Dickens, Encyclopedias galore, histories of England and America, and other works which proved the owner of the house as an expert on the quality of literature, and scattered around were three well marked and thumbled bibles—the foundation of all literature, it has been said. Electric lights and call bells extend through the house, and the rooms are finished in old oak. While in the midst of "sizing up" the place, Mr. Overman appeared, looking in vigorous health, and greeted the REFEREE representative kindly.

Then Mr. Overman spoke of his European trip, and the delightful time he spent at Schevoigan, Holland, and as the writer had spent nearly a month there among the pleasant and interesting Dutch people, conversation did not lag. Mr. Overman said he was never in more robust health, and prospects of the company never better. We then talked business, and Mr. Overman said he was to leave the following night for Chicago. When giving men credit for actual work performed and a battle well won, don't forget to include A. H. Overman, of Chicopee Falls, in your category.

HARTFORD, CONN.

A visit was made to the League Cycle Factory. Mr. Gladwin, the well-known broker, who is secretary and treasurer of the concern, said: "Yes, we are going ahead, and two wheels are nearly ready. We have a large factory engaged and will increase our force daily from now on, although we are not ex-

actly ready for business. From what some of the best mechanics in bicycle making and some of Hartford's best riders say, we have undoubtedly hit on the right thing in our chainless wheel. We have plenty of capital and will be heard from pretty strongly in a short time."

David J. Post, secretary and treasurer of the Hartford Cycle Company, says 1893 will be a great year for Hartfords, and even now it looks as if the story of '92 will be repeated—not enough wheels to satisfy the demand. There is no doubt that the Hartford was the popular medium-priced wheel last year.

A. M. Stillman is getting ready to boom his upright oil can holder, and works during the day in the Hartford Screw Works.

NEW BRITAIN AND BRISTOL.

At the former place I had an interesting talk with George Corbin, Jr., of the great Corbin Cabinet Lock Company. Mr. Corbin is an old-time ordinary rider, and recalls with interest many interesting and exciting incidents of the pioneer days of cycling in America. Mr. Corbin will shortly place on the market two bicycle locks. This firm can compete in quality and price with the best.

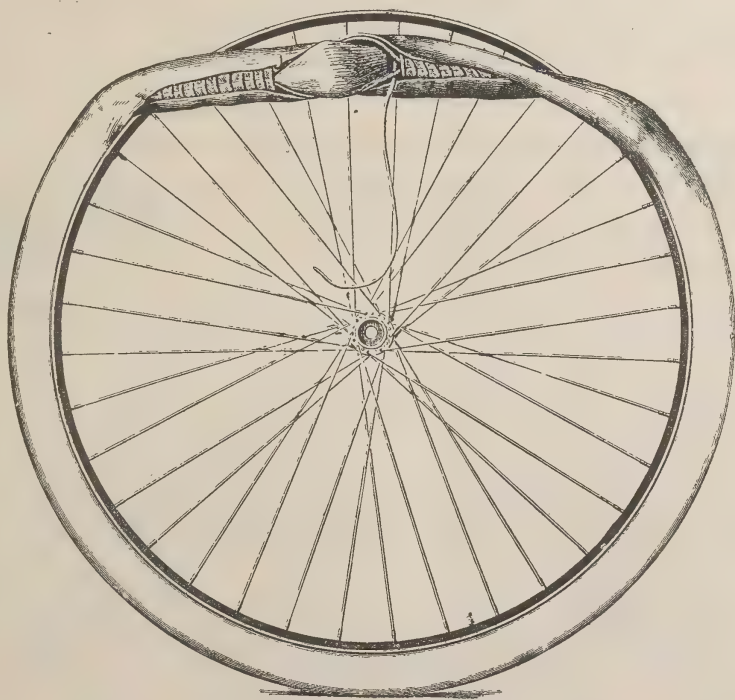
The New Britain Hardware Company, through Manager Wilbur, always greets a visitor cordially. A trip through the factory, where expensive machinery turns out everything in the way of parts with a thread on, was made.

A pleasant evening in the company of Harry Arnold, the crack Nutmeg State racer, and a look through his place, where he is building the Windle bicycle, called so after his bosom friend of Milbury, brought another day to a close. Mr. Arnold's wheel looks like the Relay Columbia, but has a larger head, and looks like a goer. Mr. Arnold may build a hundred, then again, he may

Can I Repair My Pneumatic Tire?

That is what it comes to finally with the rider—he wants to
know if he can repair easily and quickly.

THAT'S JUST WHAT YOU CAN DO
WITH THE 1893 BIDWELL TIRE. . .



GEO. R. BIDWELL CYCLE CO.

306, 308 and 310 WEST FIFTY-NINTH ST.,

NEW YORK.

Pneumatic Tire Factory,

49-51 W. 66th St., N. Y. City.

THE KIND OF LETTERS WE GET.

GEO. K. BARRETT, CYCLIST.

REPRESENTING THE

Marble Cycle Mfg. Co.

Wholesale and Retail Depot, Factory,
271 Wabash Ave., Chicago. Plymouth, Ind.

Unless otherwise stated direct all Correspondence to
"71 Wabash Avenue, Chicago.

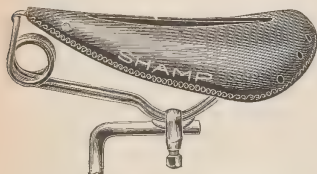
CHICAGO, Nov. 29, 1892.

EDITOR THE REFEREE:

DEAR SIR:—Please insert the following trade note in your next issue, and oblige,

Yours truly, GEO. K. BARRETT, For Marble Cycle Mfg. Co.

The well-known and popular cyclist, Col. Geo. K. Barrett, is having great success in selling the Celebrated Smalley Cycles. They are absolutely the finest thing we have yet seen in cycles—light, strong and graceful. The factory, at Plymouth, Ind., is the most completely equipped one on either side the Atlantic. We recommend our readers to write to the genial Barrett, at the Company's wholesale and retail depot, 271 Wabash Ave., Chicago.



SHAMP SADDLE, NO. 1.
Weight, 21 oz.

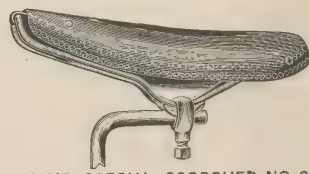
GEO. W. SHAMP,

78 Washington Street,

BUFFALO, N. Y.

Liberal Discounts To The Trade.

Get Our Prices Before Placing Your Orders.



SHAMP SPECIAL SCORCHERS, NO. 2.
Weight, 16 oz.

start a stock company and build many, as he owns an entire brick building, the upper floors of which he uses as a factory.

At Bristol I found the New Departure Bell Company, and it was busy. Mr. Rockwell, the superintendent, who is responsible for the many clever bell productions, personally conducted me through his factory. The latest New Departure shows a neat looking double electric alarm, with lock clamp and key. This is a new idea and certainly a taking one. Mr. Rockwell had been laboring with a new idea in pneumatic tires the past few months in his spare moments, when he found a man in England exhibited the very same thing at the Stanley show.

EAST HAMPTON, CONN.

This place should be called Belltown, for out of the seven factories in the place of 3,000 people, five of the factories make bells. In this issue Starr Brothers Bell Manufacturing Company announces its ability and willingness to supply bell music to the thousands. One can get anything from a bell the size of St. Paul's to the tiniest sleigh bell. In bicycle bells they have four kinds. They show in this issue an open base of the cheaper variety, and will illustrate four more in their quarter-page "ad" next week.

Bevin Brothers is another big concern

in East Hampton, and, like all the other people, are courteous to the stranger. The Messrs. Bevin have been noticed in these columns before.

The American Gong Company, over whose destinies Mr. Clark presides, advertises five new styles of bells. The concern is reaching out in vigorous style for the bell trade. This house may have an exhibit at the Philadelphia show. The two other concerns make all other kinds of bells but bicycle bells.

NEW HAVEN, CONN.

The New Haven Metal Company is now making a neat-looking saddle, entirely different in construction from anything yet on the market. It is called the Best. Mr. Morgan, the manager, claim it is the only saddle that gives perfect downward and backward motion.

The Yale Cyclometer Company has sold its really useful article to Whitten & Godding, which firm, by the way, seems to be gobbling up many good specialties.

The Barnes Tool Company reports orders for its wrenches as fair.

Pomeroy Brothers are doing a nice business with their oilers, nipples and other specialties. Their oiler is having a wide sale.

BIRMINGHAM, CONN.

Wilcox & Howe feel elated because orders for their drop forgings have come from far-off Chicago, G. & J. being the

latest to patronize them. Many other concerns, including the McCune Cycle Company, have given pretty large orders for the Wilcox & Howe forgings. Mr. Howe and the firm are well spoken of all over, whilst at home it is a tower of strength.

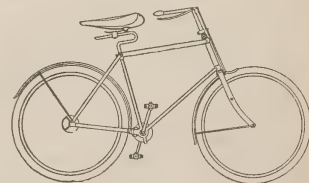
TORRINGTON, CONN.

Here the Eagle bird is hatched, and although early in calling, the secretary and superintendent were around. The REFEREE man was shown a '93 road racer, which Superintendent Gaylor was just taking to the photographers. It is strong and of graceful lines, and as the superintendent jumped on the crank the frame remained perfectly rigid. It is as pretty and strong-looking as any wheel seen this year. The roadster is a solid yet light wheel. The Eagle Bicycle Manufacturing Company means to be ready in time this year.

Another Hartford Factory.

The League Cycle Company, capital stock \$100,000, is the title of a new corporation organized at Hartford, Conn., last week Tuesday. The officers are: Gen. Henry C. Dwight, president; R. S. Gladwin, secretary and treasurer; L. A. Corbin, Henry C. Dwight, E. G. Parkhurst, C. H. Cooley, E. J. O'Connor, R. S. Gladwin, P. H. Billings, Leander Hall, and R. P. Chapman, directors. No vice-president was elected. The new con-

cern proposes to manufacture a new chainless wheel, patents for which were secured by E. J. O'Connor, of Provi-



dence, last September. Two wheels constructed according to his designs have been in long and successful use. One was ridden for 3,000 miles and the other 2,500, and they have, it is believed, shown the thorough practicability and excellent wearing qualities of the new machine. The power is transmitted from the crank shaft by a large beveled gear wheel to the end of the connecting shaft, which turns on balls inside the rear fork tube. From this the power is transmitted to the rear wheel by a pair of beveled gears at the rear of the rear axle. Many orders for the new wheel have already been received and a factory will be secured at once. The old building of the Hartford Cycle Company has been looked at and will likely be secured.

A Bicycle Canopy.

John S. Barnes, of Detroit, has brought out a neat little article which

STRONGEST OF THEIR WEIGHT WHAT?

THE KING OF SCORCHERS, THE QUEEN OF SCORCHERS.

*The Latest
Addition to
the KING of
SCORCH-
ERS'
Family.*



*As Light
As a Bicycle
Can Safely
Be Made.*

KING OF SCORCHERS, RACER, 20 LBS.

BEARINGS: Diamond Steel.

BRACKETS: All Drop Forged, from Best Steel.

CHAIN: Brampton's Block.

CHAIN WHEELS: Drop Forged from Best Steel.

CRANKS: Drop Forged from Best Steel; 6 1-2 to 7 1-2 inch throw.

FINISH: Best Baked Enamel, elegantly lined in color.

FRAME: Weldless Tube Co.'s Best Steel Tube.

GEAR: 66 1-2 inch.

HANDLES: Cork.

HANDLE BAR: 20 Gauge Steel Tube.

PEDALS: Rat Trap.

RIMS: Warwick's Hollow.

SPOKES: Tangent, No. 18 Best Steel Wire.

WHEELS: Both 28-inch.

—ALSO—

KING OF SCORCHERS, Semi-Races, 26 Pounds.

QUEEN OF SCORCHERS, Light Roadster, 33 Pounds.

QUEEN OF SCORCHERS, 33 Pounds.

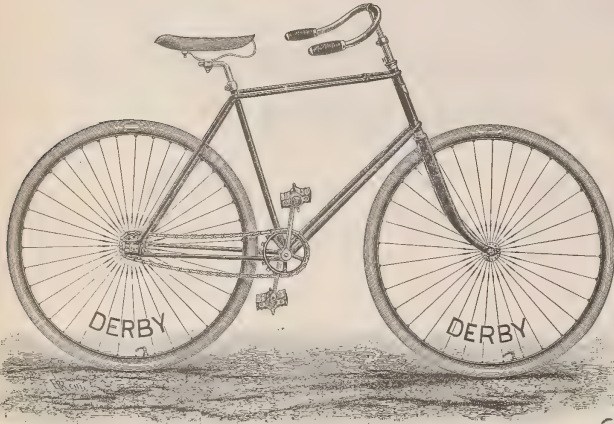
The Manufacturers: Centaur Cycle Company, Coventry, England.

The Wholesalers: Hulbert Bros. & Co., 26 W. 23d street. New York. The McIntosh-Huntington Co., Cleveland. Kingman & Co., Peoria, St. Louis, Kansas City, Omaha, Des Moines.

The Retailers: The leading and most experienced cycle dealers.

MY NAME IS
...

DERBY



Morgan & Wright Pneumatic, 32 lbs., \$150.00

DETAIL.—Frame, Derby pattern, double throughout, from continuous seamless steel tubing; 9-inch head; Wheel Base, 44 inches; Wheels, 30 inches; Gearing, 57 and 63 inches; Round Cranks, 6 1-2 and 7 inch throw; Humber Chain; Garford Saddle; Drop Forgings throughout. We have the best and most simple Spokes made; they can be replaced by the rider without removing the tire, and are fully explained and illustrated in our catalogue. Tangent Spokes if desired. For beauty and simplicity there is no equal. For service none can be made better. Manassman's Spiral Tubing. Tool Steel Bearings.

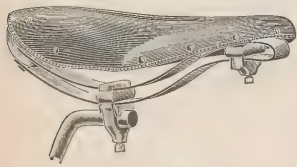
SEND FOR CATALOGUE.

RESPONSIBLE AGENTS WANTED.

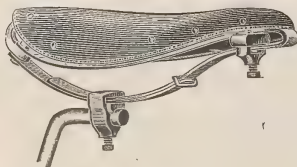
DERBY CYCLE CO.,
161-163-165-167 S. Canal St. CHICAGO.

SCHULMBURG CYCLE CO., Ag'ts—State of Michigan, 100 Randolph St., Detroit, Mich.
Geo. F. LUTZ & SON, 265 High St., Buffalo, N. Y.
NOVELTY CARRIAGE WORKS, Rochester, N. Y.

THE H. H. KIFFE COMPANY, 473 Broadway, N. Y. City and Long Island.
E. W. VINE, Albany, N. Y. W. A. MEEKER, Troy, N. Y.
FISCHER GOVERNOR COMPANY, Marshalltown, Iowa.



SCORCHER.



LOW SPRING SADDLE.

Two Lengths, 10 and 11 in.
Two Weights, 1 1-2 & 1 3-4 lbs.

WE HAVE
GOT
THERE!

Ladies' 1 3-4 pounds. . . .
Gentlemen's, 2 pounds. . . .
Weight, Quality, Strength,
Guaranteed.

THAT'S WHAT THEY ALL TELL US ABOUT OUR
'93 SADDLES.

Yes, we will be right in the swim. Saddle purchasers, you had better JOIN US if you want to "Git Thar," too. Write us for samples and prices.

RICH & SAGER COMPANY, - ROCHESTER, N. Y.

Rouse, Hazard & Co., Peoria, Ill., General Agents for all territory west of Pennsylvania.
A. O. Very Cycle Co., Boston, Mass., General Agents for all territory east of Ohio.

THE CHAMPION BELL

A Stamped Metal Top.

HANDSOMELY NICKELED.

GUARANTEED NOT TO CRACK.

A Clear Sharp Tone.

MANUFACTURED BY

J. C. DONNELLY,

2113 Ridge Avenue.

1209 Buttonwood St.

PHILADELPHIA, PA.

Price 50c. Agents Wanted Everywhere. Liberal Discounts.

Pneumatic Tires.

Cushion Tires.

Cork Handles.

Pumps.

Elastic
Cement.



Rims.
Hollow or Solid

Tire
Cement.

BICYCLE HORNS.

BALLS.

CORK AND RUBBER HANDLES.

ENAMEL.

Ball Pedals, Spokes, Adhesive Tape, Oils, Patch Cloth, Pedal Rubbers, &c., &c.
Mould work solicited. Send for catalogue and discounts.

ELASTIC TIP CO.,

370 ATLANTIC AVE.,
BOSTON, MASS.

154 LAKE ST.,
CHICAGO, ILL.

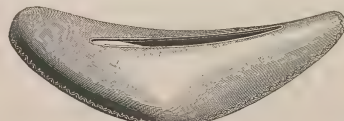
14 FREMONT ST.,
SAN FRANCISCO, CAL.

J. J. WARREN COMPANY,

WASHINGTON SQ., WORCESTER, MASS., U. S. A.

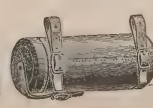
—MANUFACTURERS OF—

BICYCLE SADDLE LEATHERS AND TOOL BAGS,
LEATHER AND CANVAS
GOODS
of EVERY DESCRIPTION



All Kinds of Extension Cases.
Dress Suit Cases,
Sample Cases, Etc.

Send for Illustrated Catalogues and Price List.



ought to prove a blessing to the tourist and those who desire to ride in the sun. It is nothing more or less than a bicycle umbrella, called a canopy, and is made by the Bicycle Canopy Company, of Detroit. We show in a group of illustrations the many uses to which the little article may be put. The pictures are from drawings made from photographs.

The canopy is suited to all wheels, conditions, position of the sun, direction of wind, size of riders, etc., easily adjusted, light in weight, easily folded and put entirely out of the way when not needed as a sun shade, in which position it becomes a handy package carrier. The canopy is nearly flat when open, and pointed in front, from which fact the wind has little or no effect on it.

Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

487,419, india rubber tire; Henry N.



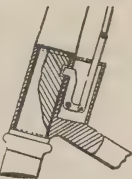
Lee, London, England; filed Jan. 12, 1892; serial No. 417,833. Patented in England June 27, 1891; in Belgium Jan. 4, 1892, and in France Jan. 4, 1892.



487,473, bicycle stand; George S. Crosby, Buffalo, N. Y., assignor to Pratt & Letchworth, same place; filed July 7, 1892; serial No. 439,309.

487,522, pneumatic tire; William Golding, Manchester, England; assignor to Charles Macintosh & Co., Ltd., same place; filed Sept. 18, 1891, serial No. 406,051. Patented in England Feb. 21, 1891.

487,577, bicycle attachment; Allen Marthens, Pittsburg, Pa.; filed June 21, 1892; serial No. 437,482.



487,596, bicycle tire; George R. Bassett, New York; filed March 7, 1892; serial No. 424,036.



487,669, pneumatic tire; Walter B. Hardy, Boston, Mass., assignor to the Revere Rubber Company, same place; filed July 9, 1892; Serial No. 439,451.

The Morgan & Wright Fire.

The fire at the Morgan & Wright tire factory harmed the concern's business comparatively little. None of the machinery was seriously damaged and the engines were started within twenty-four hours after the fire. The new three-story building recently erected was not injured, and the old building on the corner of May and Lake streets had only the windows broken out. These were at once replaced and the damage by water quickly remedied. On Saturday the manufacture of tires was resumed and early the present week a full force was put on night and day to make up the few days lost. By push and energy this hustling firm has overcome what to some would have been an irreparable loss at this season. They deserve success.

Enlarging the Lozier Plant.

A rumor was about last week to the effect that the plant of H. A. Lozier & Co., Cleveland, has been purchased by

the Studebaker Brothers Manufacturing Company, of South Bend, Ind., who would move the same to that city. Word comes from South Bend that the Lozier people have had a conference with the Studebakers relative to the purchase or capitalization of the concern, but the latter have refused to accept the terms and the matter has been dropped. This was all there was to it. The Lozier plant at Cincinnati will be greatly enlarged and building will begin very shortly.

Bright Idea, This.

A Cleveland paper tells of a clever scheme and one which cannot fail to work with success: It has been announced that a number of English bicycle manufacturers propose to open agencies in New York city and Chicago from now up to the time the World's Fair is opened. They very shrewdly propose to import a large number of wheels under the law which permits exhibits at the fair to come in without payment of customs duty. If the wheels are sold all well and good, then the duty will be paid, but if they are not, then they will be shipped back to England. It is said,

few days. They will show samples of these wheels at stand No. 31, Philadelphia cycle show.

Chicago Trade Notes.

Colonel Albert A. Pope, of Boston, arrived in Chicago early this week.

W. C. Anderson is traveling through Illinois territory for A. G. Spalding & Bros.

P. Cease, of the Eagle Bicycle Manufacturing Company, is at the Great Northern Hotel.

H. W. Jenney, of the old firm of Jenney and Graham, has entered the employ of Thorsen & Cassady.

Harvey and Alf. DuCros arrived in Chicago early this week. The Dunlop tire deal will be closed shortly.

G. W. Cushman has left the employ of the Taylor Cycle Company and returned to his old home in New York city.

The Heywood & Morrell Rattan Company denies the report that it is about to begin the manufacture of bicycles and is to open a retail store. However, a local reporter interviewing the son of one of the proprietors, gained an admission that

He has had no experience in the cycle line, but had charge of the hose department.

W. E. Sanborn, of Codman, Shurtleff & Co., Boston, was in Chicago this week. Mr. Sanborn exhibited something very fine in the way of a floor pump.

Thorsen & Cassady have contracted for a large stock of Warwick Perfection cycles, which they will handle in the territory west of the center line of Michigan and north of Peoria.

Said a prominent local wheelman: "You talk an hour with Stephen Golder and you know him as well as you ever will and can't help liking him." Surely an eloquent testimonial.

Cycle salesmen of ability have no excuse for remaining out of a job nowadays, as it is reported that over fifty good men are wanted by jobbers and manufacturers in the west.

W. E. Newton of W. E. Newton & Co., Portland, Ore., handlers of Imperial cycles, is in the city on business with Ames & Frost. This firm's business covers Oregon and Washington.

George M. Hendee gave up the idea of going west to the Pacific, returning to Chicago from Kansas City. He will return east for Christmas and take the western trip the first of the year.

The Crane Manufacturing Company is bidding with a number of prominent makers for a hundred bicycles for employees. This gave rise to the statement that this great firm would enter the cycle trade next fall.

The Charles F. Stokes Manufacturing Company has placed an order with the Indiana Bicycle Company for medium grade wheels. This lively Chicago concern sold 18,000 of the Indiana company's output last season.

A. Kennedy-Child remained in Chicago just a week and then skipped as quickly as possible. He says Chicago is expensive and he don't like it, anyway. Warwicks will be distributed throughout the west by Thorsen & Cassady.

John Read, the Boston cycle dealer, and manufacturer of the New Mail, is a state senator, having been recently elected. Mr. Read was in Chicago the early part of this week, conferring with A. W. Moore, his western representative.

M. C. Henley, the manager of the Coventry Machinists' Company's American factory, at Richmond, Ind., was in Chicago last week. Mr. Henley achieved fame in the manufacture of rollerskates, used the world over, the Henley being considered the best.

W. H. Masters, of the Demorest Company, of New York, is in the city. This company manufactures the New York safety, which weighs thirty pounds, stripped, and lists at \$125. A Chicago store may be opened as a distributing point for western territory.

Thomas Sanders closed a large deal with Sidwell & Sabin, of Boston, for Æolus parts and British seamless steel tubing. This firm will manufacture a line of wheels. Mr. Sanders is now in Chicago seeking to place a western agency for Æolus wheels.

General Trade Notes.

The REFEREE and all latest cycling papers, periodicals and hand books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

Harry C. Tyler is traveling for the Union company.

The Cleveland Rubber Company will have its new tire on the market in a few days.

The manufacturers of the Sunol, the McIntosh-Huntington Company, of Cleveland, O., has a surprise packet in



THE BICYCLE CANOPY.

however, that the prices will be made so tempting that very few will be sent home.

Peoria Trade Affairs.

P. W. Tillinghast, inventor of the Tillinghast pneumatic tire, of Providence, R. I., was in Peoria last Saturday with a sample of his '93 tires.

E. F. Rolle, formerly in the employ of A. Featherstone, will open a large bicycle house at Atlanta, Ga., on Jan. 1. Mr. Rolle was in Peoria last week looking at the different lines of bicycles handled here. He was on his way home from a southern trip, and reports the cycling business in that section in a flourishing condition.

C. W. Mallery, representing the New Departure Bell Company, was in Peoria showing samples of the 1893 New Departure bell.

Stephen Garber, Jr., of the firm of Dinwiddie & Gaddis, Frankfort, Ind., was in Peoria in company with Mr. Dinwiddie, purchasing bicycles for the '93 trade.

Kirkwood, Miller & Co. will receive a large shipment of Telephone cycles in a

there was much truth in the report. This firm is said to have lately built a large addition to its factory.

The Marion Cycle Company will manufacture 1,500 H-T. scorchers this year, of which the company reports 1,070 sold.

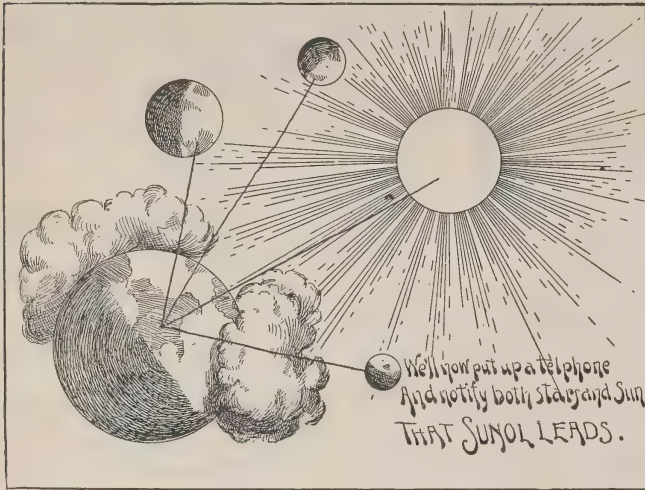
W. E. Lee, of Devany, Hopkins & Co., 511 to 515 Stanyan street, San Francisco, was in Chicago Monday, on his way to England.

Harry Leaming has accepted a position as superintendent of the Standard Bicycle Manufacturing Company's plant at Indianapolis.

A. J. Marrett, of the Coventry Machinists' Company, now in England, will sail for America on the first boat that leaves after Christmas.

It is reported of western traveling men that they did well in the west but found poor trade in the east, dealers waiting until after the cycle show.

J. F. Ives, an old resident of Chicago, an employe of A. G. Spalding & Bros., is in Chicago, introducing T. M. Plumb to the western trade of the New York Belting and Packing Company. Mr. Plumb will take the place of Mr. Strauss,



It has the best Cranks

These are the celebrated "Southard" the strongest cranks made, and yet the lightest by several ounces. Our catalogue describes them. The McIntosh Huntington & Cleveland Co.

Save Your Wheel

by oiling it properly with the best oil can in the world—the "PERFECT" POCKET OILER.



No leakage. Only a small quantity of oil at a stroke. Handsomely nickel plated. Price 25 cents each.

CUSHMAN & DENISON, 172 9th Ave., N. Y.

Racer 23 Lbs.

Light Roadster 33 Lbs.

Won Over 30
Races This
Season.

Lyndhurst

Factory,
Lyndhurst,
N. J.
Agents Wanted.

McKEE & HARRINGTON, 173 and 175 GRAND ST. New York.

Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass

Send along your name, address and two dollars and receive

THE REFEREE

For one year. Once a subscriber—always a subscriber.



Dueling on bicycles is reported to be a new diversion in Spain. Two members of the bicycle club of Granada recently met in a knife duel, which is probably the first duel ever fought on wheels. Accompanied by their seconds they wheeled out some distance on the road to Malaga, to a secluded spot. There, posted seven hundred feet apart, at a sign they wheeled for each other, each directing his machine with the left hand, and brandishing in the right that terrible knife of Spain, the navaja. At the first clash Perez pierced the left arm of Moreno, but at the third encounter Moreno thrust his knife into Perez's right breast. In a few minutes the latter died of internal hemorrhage.—Ex.

store for the trade, which it will exhibit at the Philadelphia show.

It is said A. Strauss received a salary of \$20,000 per year from the New York Belting and Packing Company.

The Anglo-American Iron & Metal Company announces something startling in the line of rims, and says "something is going to drop."

So well pleased is the George Worthington Cycle Company, Cleveland, over this year's trade that the company will for '93 largely extend its trade.

The Bingham Company, Cleveland, controls the output for next year of the Hackney Bicycle Company and the Yost Bicycle Manufacturing Company.

The Falconer bicycle factory at Falconer, near Jamestown, N. Y., is nearly completed. The company expects to make a hundred wheels during the winter.

The American Ormonde Cycle Company, which first brought the geared ordinary to the United States, will show a front driver safety at the Philadelphia cycle show.

The capacity of the Freeport Bicycle Manufacturing Company's plant is about 1,200 wheels, orders for nearly all of which have already been received. These will be in three styles, the '92 pattern, the '93 pattern somewhat changed in style from that of '92, and the ladies'. A number of racing ma-

chines will be constructed. This company made the machine on which Johnson established his wonderful record.

The Reform Cycle Company, successor to Flavel & Co., Coventry, has issued a neat little catalogue showing the Reform roadster, light roadster, racer, special Reform and a handsome ladies' wheel.

The New Howe Machine Company will place on the market next season a detachable rubber mud guard weighing only three-quarters of a pound, and easily rolled up so as to put snugly away in the pocket.

At a competition of makers at Rockaway for the sale of wheels to the Oceanus Club, a new organization, the selection was made of eight New York cycles, ten Raymond and two Lovell Diamonds.

Lindsay Brothers, of Milwaukee, are placing on the market a special wheel designed for them called the Lindsay Scorcher. This firm also handles Rudge, Sylph, Overland and Western Wheel Works goods.

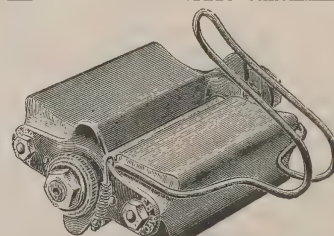
The Rudge Cycle Company's new catalogue shows illustrations and descriptions of no less than twenty-three different vehicles, including roadsters, racers, ladies', front drivers, triplets, tricycles, quadricycles and parcel-carrier tricycles.

The McCune Cycle Company, of Everett, Mass., is sending out a neat folder giving the general description, special features and fac-simile of colors of its new wheel, a description of which was published recently in the REFEREE.

Durant McLean, captain of the Kings County Wheelmen, has resutned from a business trip to England. While in London he spent some time at the Stanley show. Mr. McLean will probably open a New York agency for Roulette cycles.

Models of the Tourist are being shown by the George R. Bidwell Cycle Company. The company is now rushing things in its tire department. Rumor says that Mr. Strauss, late of the New York Belting & Packing Company, will join the company.

W. A. Whitmore has left the employ of the Luberg Manufacturing Company to accept a position as manager of the Norman Wheel Company, 2118 West Susquehanna avenue, Philadelphia, which is now engaged in the manufacture of bicycles, with the Union Real Estate Company as guarantor. The machines will be known as Norman "A" and "B" and will be strictly high grade.



Send For Prices
AND TRADE DISCOUNTS OF
**RANKIN'S
PAT. TOE CLIP.**
Sample Pair by Mail, 50c.

**MUNROE'S
ANTI-FRICTION**
Compound for Cycle Chains.
Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.

W. G. RANKIN & CO.,
23 Custom House St.,
PROVIDENCE, R. I.



THE Referee.

AND CYCLE TRADE JOURNAL.
Room 240 U.S. Pat. Office
Examiner Skinner

POPE MFG. CO
Columbia
EXCELLENCE
Boston
New York

You & EVERYBODY
Know
about it.
CHICAGO
HARTFORD

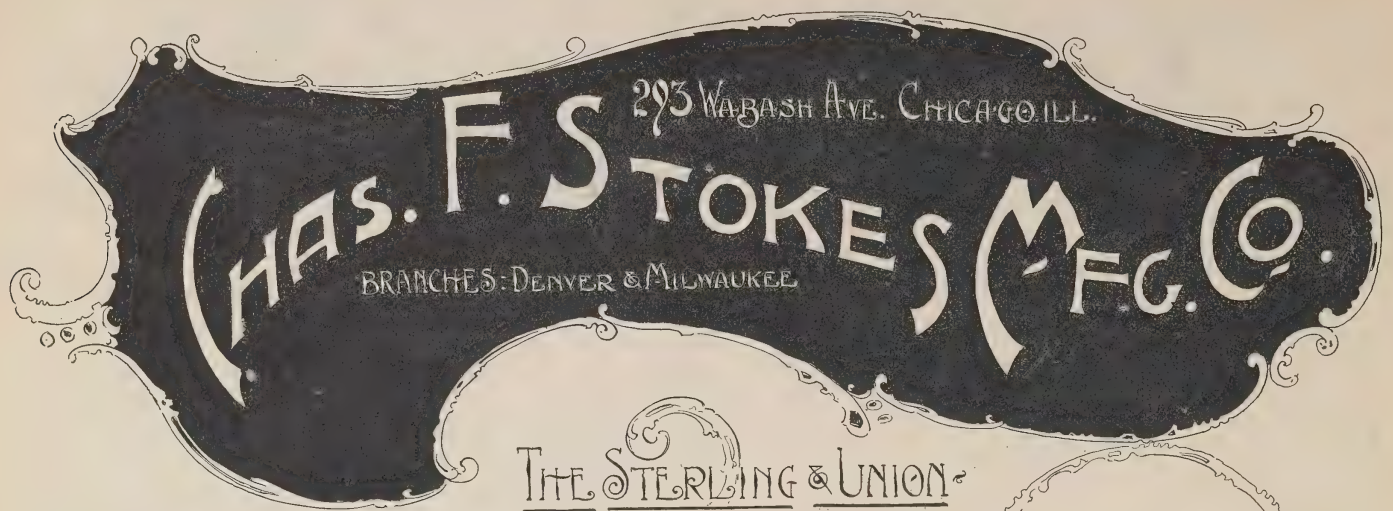
A VERY
MERRY
XMAS



1892.

NOTICE TO WHOM IT MAY CONCERN

Whereas considerable risk is involved in purchasing a Bicycle, whose reliability is unproven, we hereby warn all Cyclists against bartering the results of experience for lightness, or any special feature in a new Wheel, which has not had the test of time applied. We know whereof we speak, being the Manufacturers of the Union 210, which machine has proven itself beyond comparison with any safety Bicycle put on the '92 Market & will only be outdone by our '93 Model Union CYCLE MFG. CO. 166 COLUMBUS AVE. BOSTON, MASS.



THE STERLING & UNION

HIGHEST POSSIBLE GRADE

15 STYLES OF MEDIUM GRADE MACHINES

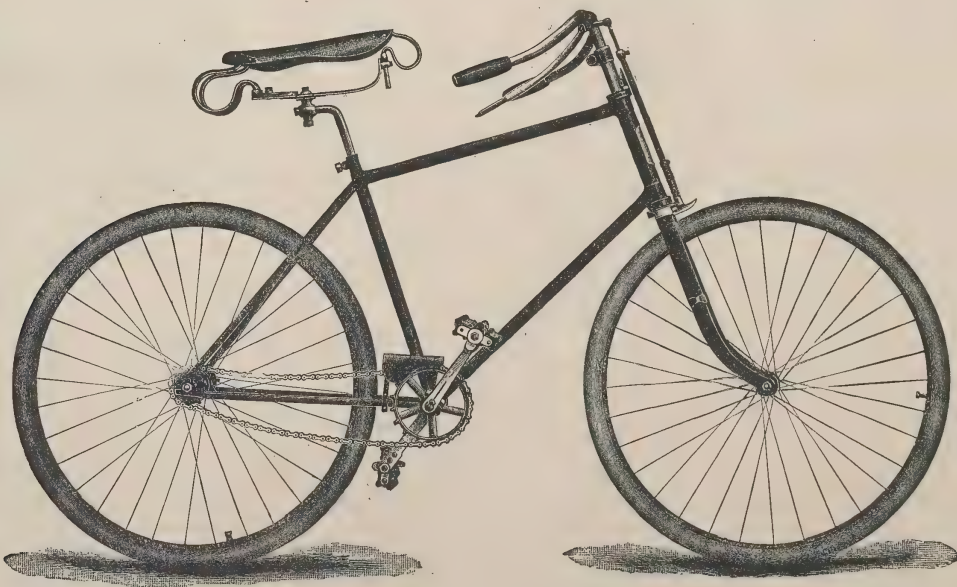
COMPOSING THE FINEST LINE ON THE MARKET FOR '93

HEADQUARTERS FOR

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WHAT WE WAITED FOR!

Weight, 32 lbs



Weight, 32 lbs

'93 MODEL PILGRIM

WARWICK CYCLE MFG. CO., - SPRINGFIELD, MASS.

THE Referee.

AND CYCLE-TRADE JOURNAL.

A Weekly Record and Review of Cycling and the Cycle Trade.

VOL. 10, No. 8.

CHICAGO and NEW YORK, DEC. 23, 1892.

\$2 PER YEAR.

WE DO NOT HOLD
THE MILE RECORD
BUT WE DO FOR SOUND WORK
AND GOOD MATERIAL
RATIONAL PRICES.

TOWNEND BROS., Ltd.,
COVENTRY.



"TOWNEND," MODEL N.

One Word About **TELEGRAM CYCLES** FOR 1893.

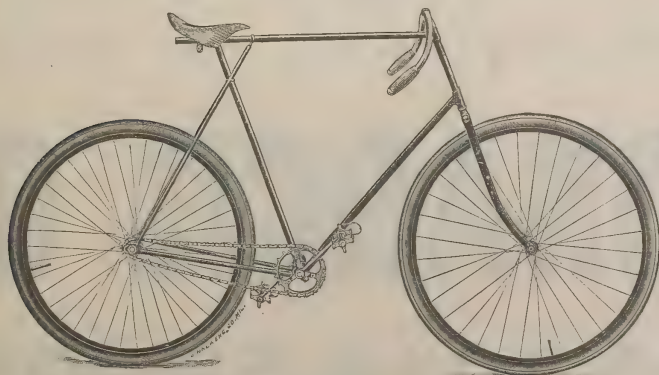
They are Without a Peer---Built for Ease, Comfort and Durability.

Sure to Satisfy, and Fully Guaranteed.

WHY?

We pay 20 per cent. more for our TUBING than any other maker.
We pay 10 per cent. more for our BALLS than any other maker.
Our line embodies more original and valuable improvements than any other make.
We are bound to have the Best of Everything cost what it may.

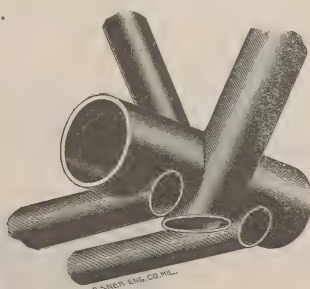
TELEGRAM ROADSTER, 36 Lbs. Lightning Messenger (Racer), 27 Lbs.
TELEGRAM Light Roadster, 31 Lbs. SANGER RACER, 24 to 26 Lbs.
LADIES' TELEGRAM, 33 Lbs. (The KING of TELEGRAMS).
CHAINLESS TELEGRAM, 32 Lbs.



THE SANGER RACER.
(The King of Telegrams.)

TO ORDER ONLY. - BUILT TO REACH.

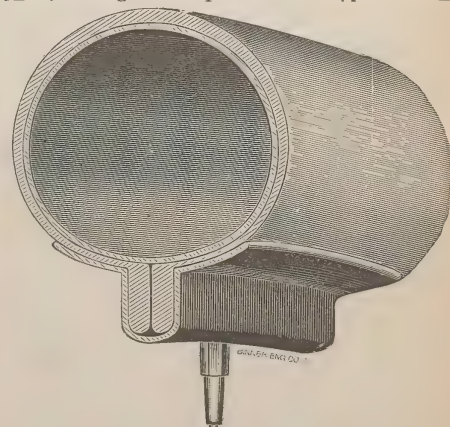
Price, with Tubular Crank Hanger, Patent Grip, Round Cranks, \$175.
The "Sanger" Racer, weight from 24 to 26 pounds.



Our Patent Tubular
Crank Hanger. Light-
est, most Rigid and
Easiest Running.

Telegram Pneumatic Tire.

PRICE, WITH RIMS, \$30.00 PER PAIR.
Special figures in quantities on application.



THE TIRE PROBLEM SOLVED. No wires to
kink, no paste, no wireworks. One minute for com-
plete deflation, removal of inner tube and re-inflation.

SERCOMBE-BOLTE MFG. CO., Milwaukee,

355-357 E. Water Street.

Don't Take Out

Ask the following well-known Cycle
about Bicycles, w

MONARCH

GEO. HILSENDEGEN, Detroit
SPEEDWELL CYCLE CO., Baltimore, Md.

Were a few of our 1892 Agents who have c

What Does This Signify? It demonstrates
WHEELS IN THE
for us to tell you this after you have seen them; u

— MONARCH

Are among the LEADERS, and well up in front

MONARCH CY

42. 44. 46. 48. 50 AND 52 NORTH

Get Into Line for Territory and T

r Word for It

Dealers, who know a thing or two
they know about

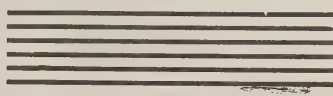
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WOODROUGH, HANCHETT & CO., Chicago
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and large contracts with us for our 1893 Line.

that we make ONE OF THE FINEST LINES OF
WORLD — FOUR STYLES... It will not be necessary
on inspection you will be convinced that

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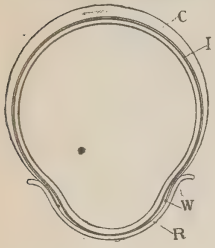
Hunt us up at the PHILADELPHIA SHOW.

LE COMPANY,

HALSTED STREET CHICAGO.

Catalogue Ready January First.

THE IDEAL PNEUMATIC TIRE STILL AHEAD.



C—Cover.
I—Inflation Tube.
W—Wire.
R—Rim.

Notice is hereby given that we have secured all rights, under U. S. Patent, No. 466,577, issued to Frederick Schrader, application for which was filed in the U. S. Patent Office, Dec. 30, 1890, which patent contains the following sweeping claim: "The combination of the U shaped tire, the felly, an inflated tube confined by said tire and an internal clamping device, between which and the felly the U shaped tire is secured."

This is the only patent in the United States covering broadly the use of wires or similar devices for securing the outer cover of a pneumatic tire to the rim.

Legal proceedings will shortly be commenced by us against all persons making or using such tires, except those operating under a license from us.

Order no *wired tires* unless the agent can produce a patent for the same, dating back into 1890.

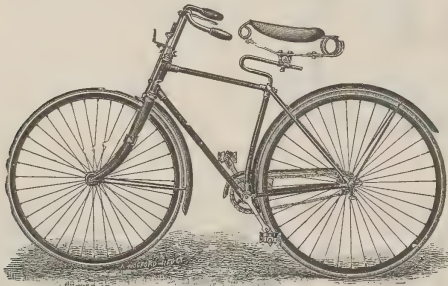
Place your orders early for Ideal Tires, and know for yourself that you are thoroughly protected by patents. Send for circular.

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PASSAIC,

NEW JERSEY.

1892 :- HARTFORDS.

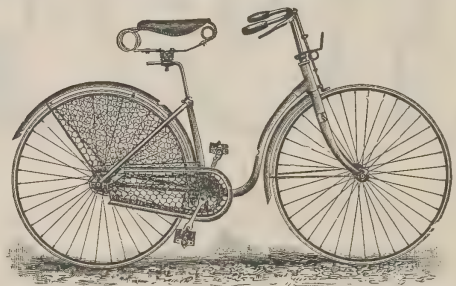


HARTFORD PNEUMATIC.

WITH SOLID TIRES, 7-8 in., \$100.00.

WITH PNEUMATIC TIRES, 1 1/4 in., \$120.00.

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WITH SOLID TIRES, 7-8 in., \$100.00.

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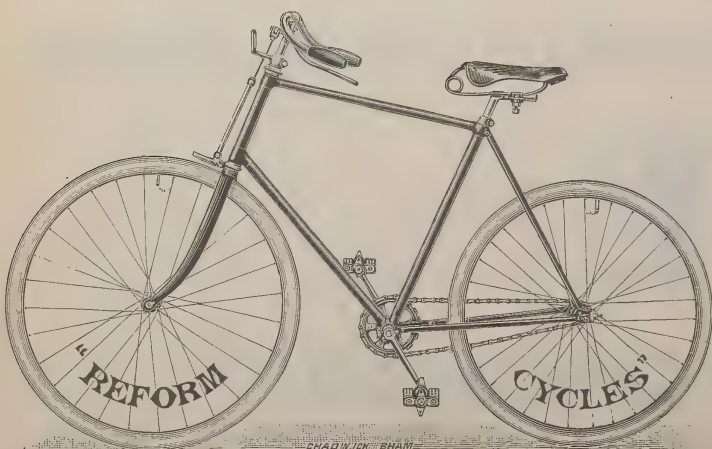
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AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

For Large	D. P. Caywood & Co.	H. C. Martin & Co.,	Chas. F. Stokes & Co.	A. G. Spalding & Co.
Lots Address	Clementon, N. J.	BUFFALO.	CHICAGO.	New York, Chicago, Phila.

And Jobbers Generally Throughout the United States.



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WE WANT

Your address, when

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Will have one by next post.

The T. D. Ganse Cvele Co., 508 State St., Chicago.

THE REFORM CYCLE CO
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No Terror Now! THE SILVERTOWN

“CLOSURE” ..TYRE

.....REPAIRS ITSELF.....

No Solutioning.

No Stitching.

No Trouble.

NO REPAIRING OUTFITS.

No Long Delays.

No Railway Journeys.

No Weary Tramps

SO PERFECT, YET SO SIMPLE!

IMPORTANT! See that every tyre is stamped Silvertown “Closure” with date of patent.

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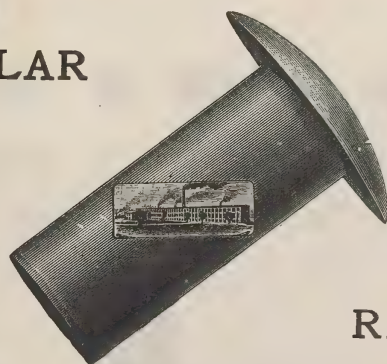
OF

..SADDLES...

AND OTHER BICYCLE

LEATHER WORK.


TUBULAR



RIVETS



THE TUBULAR

RIVET CO.,

BOSTON, MASS.,

MANUFACTURERS

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AND MACHINES FOR APPLYING.

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MANUFACTURERS OF

Cold Drawn Seamless Steel Tubes

For Cycles, Boilers and Other Purposes.



Also Manufacturers of Tubes for Military and Sporting Guns
in Any Pattern, and to Any Size.

ESTABLISHED 1831.

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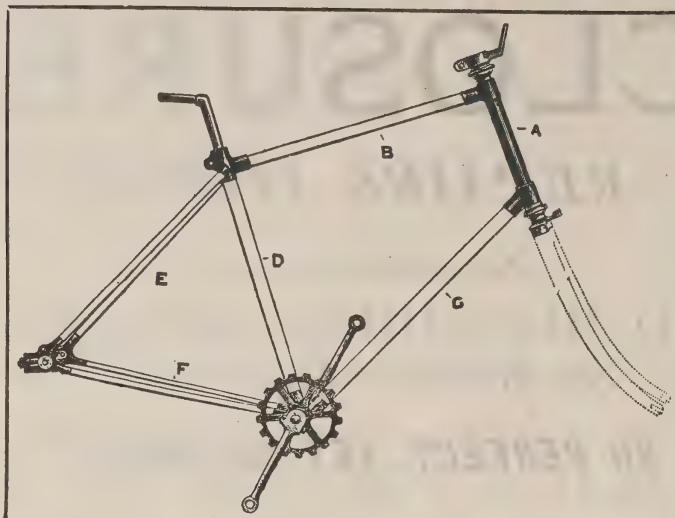
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PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

GUARANTEED
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MECHANICAL
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A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

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A complete assortment of these goods carried in stock by the Anglo-American Iron & Metal Co., 213 Pearl St., New York.

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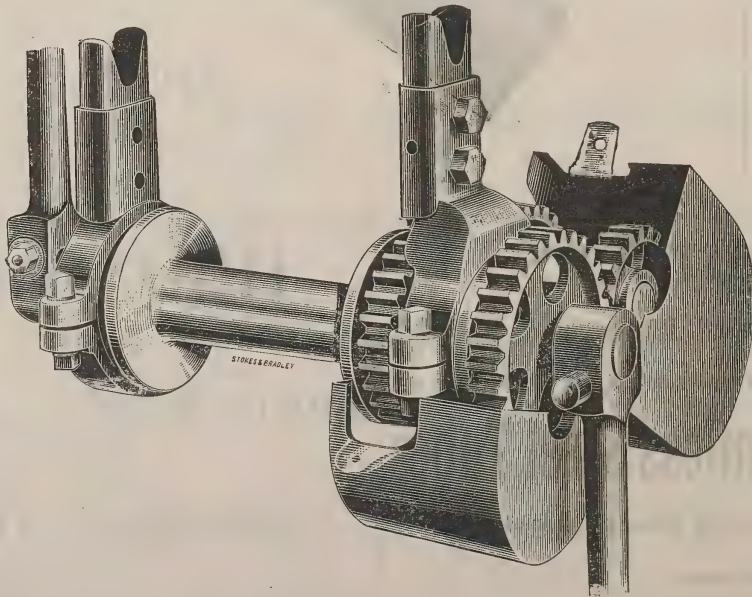
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This Block represents our Patent Gearing for gearing up Safeties and Ordinaries.



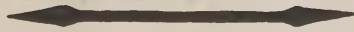
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Cheapest (combined with the very best quality and workmanship) makers in the world.

Don't Forget an Old and Well-Tried Firm.

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It is generally acknowledged that the **TRIUMPH** is the best wheel made in England. It is **Light, Strong and Reliable**, and always **up to date**. Come and see it at the following agencies:

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HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

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The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

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"Finest Quality Produced in the World."

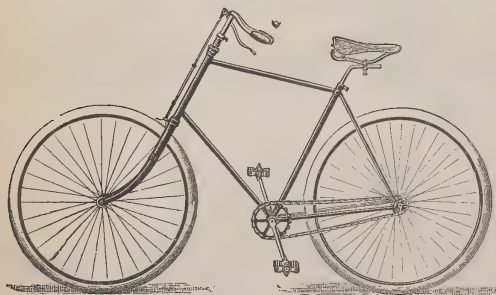
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The CREDENDA Seamless Steel Tube Company, Limited.

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RACER, 20 LBS. SEMI-RACER, 25 LBS. ROADSTER, 28 LBS.

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Apply for Territory to our Representative, ARTHUR FLAVELL, care Referee, Chicago.

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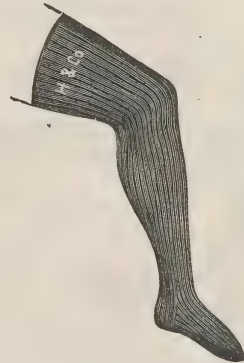
FULL PANTS.
Pat. Dec. 8, 1889.



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BICYCLE,
ATHLETIC AND
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For comfort and service they are the most satisfactory garment made. Manufacturers and dealers are cautioned against making or using our Patent Garments, as we shall hold them responsible.

KNEE PANTS.
Heavy Rib Patent
Improved Double
Seat.



Our 3-3 Stocking Full Fashioned, narrowed at the ankle and foot, will not require an elastic of any kind to hold it up.



This Supporter is used by bathers under the bathing suit. Bicycle riders, base ball players, athletes, gymnasts tell us that it is the best and most satisfactory Supporter made.

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Weldless Tubes, Hubs, Cranks, Ball Heads, Frames,

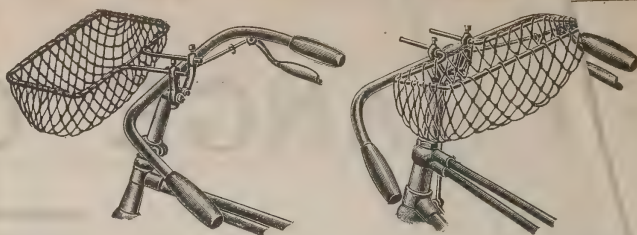
Rims, Saddles, Forksides, Steel Balls 1-8 to 2",

Lamps, Bells, AND ALL Cycle Accessories

The SNELL CYCLE FITTINGS CO., Sole U. S. Agents. TOLEDO, OHIO.



Kalamazoo Child's Seat, Baby Carrier and Parcel Carrier Combination. Price, \$5.00.



Numbers 4, 5 and 6 PARCEL CARRIERS

Do not fold, but will carry either in front or behind the handle bar.

No. 4—6x13 inches,	7-32	Steel Spring Wire,	Price,	\$1.00
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THE BRIGHTEST, THE BEST,

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"BICYCLING NEWS is now about the most readable of all the English cycling papers."—*Irish Cyclist.*

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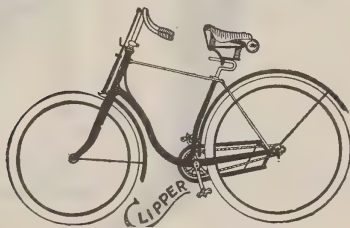
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CLIPPER
SAFETIES

With Thomas Pneu. Tires, \$125

With 1 1-4 in. Cushion, \$100



Equally adapted for ladies or gentlemen.

GRAND RAPIDS CYCLE CO., Mfrs.

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BICYCLE BARGAINS.

Pneumatic Victor Safety, 1892 pattern, \$150.00 grade, in fine shape.....	\$ 90 00
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A. W. GUMP & CO.,

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COLD DRAWN

SEAMLESS STEEL TUBES

For Cycles, Boilers and Engineering purposes generally.

.. CYCLING TUBING A SPECIALTY ..

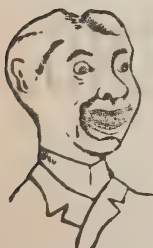
Also Manufacturers of Rolled Brass, Brass and Copper Sheets, Wire and Tubes, Cartridge and other Metals. Brass Solder for Cycle work.

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Established 1851.



H. MATTHEWS'
TYRE CEMENT.

Output one ton per day.

Largest sale in the world.

Best quality, lowest price.

WHOLESALE BUYERS WANTED TO REPRESENT.

SNOW HILL, BIRMINGHAM, ENG.

We offer prompt attention, liberal discounts and the highest quality of tube produced. Special terms to factors and merchants.



Our stocks are large, enabling specifications for current sizes to be filled without delay. For four years past our tube has been regularly used by every leading house in England.

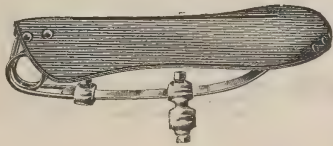


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"THE LAMP OF LAMPS"
 Works: Long Acre, London.
 ESTAB^d 1806
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MARRY YOUR BICYCLE

TO ONE OF OUR NEW '93 SCORCHER

SOLID COMFORT SADDLES



We will perform the Ceremony cheaper than any one.
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YOU WANT A GOOD WHEEL!

THE

Halladay - Temple SCORCHER!

IS BETTER THAN THE BEST.

Our '93 Machine is the Equal of Any Machine Made.

The "Bearings" editor says: "There is nothing of the fake element in it. It is up to date and of beautiful outline."

Agents and Riders, it will pay you to investigate.

MANUFACTURED BY

Marion Cycle Co., Marion, Ind.

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NEVER MIND THIS!

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THE OLDEST AND LARGEST
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 MAKERS OF ALL KINDS OF TUBE WORK.

THE MOST NEWSY CYCLING JOURNAL IN EUROPE.

For really pleasing cycle reading, bright, chatty, and light, commend me to the *Irish Cyclist*. Although it necessarily devotes much of its space to Hibernian affairs, it always contains matter of general interest, while its little stories and anecdotes are well seasoned with Attic salt. Mr. Mecredy would certainly satisfy Carlyle's requirement in "able editing," the whole paper is stamped with his pleasant imprint.—*The People*, London.

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SAFETY BICYCLE WHEELS.

Wheels only. Solid, Cushion and Pneumatic.

Everyone using our wheels can tell you about them.

Send to us for lists with prices and discounts.

To those going to manufacture bicycles later

On, we shall be especially glad to hear from.

Newmatics of any make wanted.

This is an illustration of the

Strongest and Lightest Rim Made.

THEREFORE
 IT IS THE
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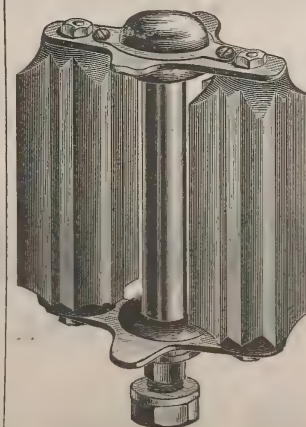
CAN BE
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 ST. GEORGE'S WORKS, COVENTRY, ENG.

We make all kinds of Cycle Rims, and are undoubtedly the largest manufacturers of Mud Guards in the world.

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The **NIAGARA '93**

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BETTER GOODS,
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Send for our New Price List.

Balls, Bearing - Cases, Pedals.

Niagara Machine Co
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OUR GOODS ARE IN USE FROM SAN FRANCISCO TO ST. PETERSBURG.

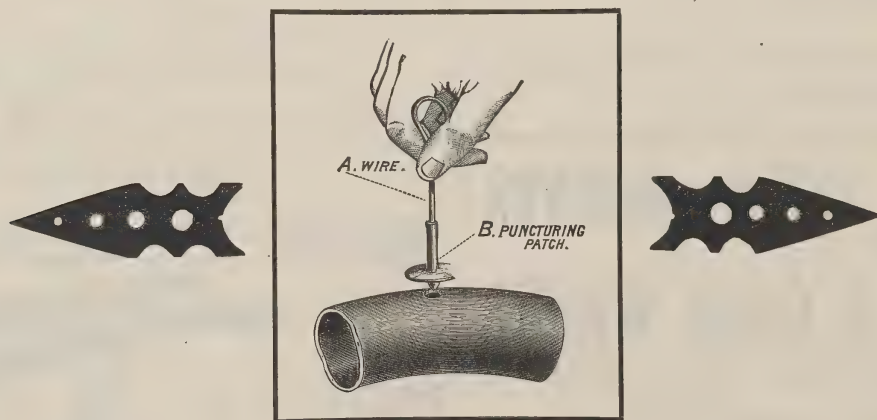
NO MORE WALKING.

Our '93 Protection Strip Tire

When punctured closes itself in most cases ; if not, an ordinary puncture can be repaired on the road in a few minutes, without taking the tire from the rim or removing the protection strip, by means of inserting

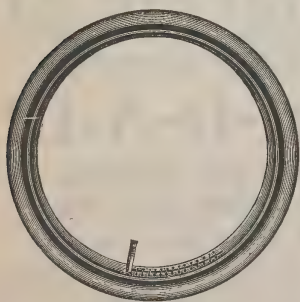
OUR UMBRELLA PATCH.

A large cut can be made absolutely air tight by removing the protection strip and crowding some soft material in the cut moistened with rubber solution. Wrap it with special tire tape around the cut and replace the strip.



Our Improved Valve Is Perfect.

To Riders: Our '93 P. S. tire is as light and lively as any other in the market, and can be repaired by the roadside by any one in a few minutes. Any other tire must be removed from the wheel to be permanently repaired.



This cut represents the well-known inner tube tire laced on the under side, which we have greatly improved.

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Correspondence Solicited.

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Yes, 1893 Is Coming!

And We Are Progressing With the Days.

Was your last year's wheel satisfactory?

No! Then it was not a "QUADRANT."

Is your next wheel going to be satisfactory?

Make Sure, Doubly Sure, by riding a "QUADRANT."

Fitness; yes, ride a wheel that fits you; but this is only one phase of the eternal fitness story.

**Be One of the Modern Braves:
"Man-Not-Afraid-of-His-Mount."**

Ride a wheel that permits you to rest easy upon it and one that rests easy on your mind.

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QUADRANTS are reliable, guaranteed, strong in every part, handsome and finished in every detail. Remember, don't speculate in experiments. QUADRANTS are built to suit all sorts and conditions of men, not forgetting ladies.

Buy of the makers who **have** a **name**, not those who have yet to make one. Buy of manufacturers direct or their responsible representatives.

A broad hint to Agents. Do you want to handle the product of the best makers of the world? Do you want to handle cycles that are not everlastingly on your hands or in your shop for repairs? If so, write to the Wholesale and Retail Depots of the

'QUADRANT' CYCLE CO.,
297 Wabash Ave., Chicago, Ill., or 249 Columbus Ave., Boston, Mass.

Anglo-American Iron & Metal Co.,

CYCLE MATERIAL SPECIALISTS,

213 PEARL ST., NEW YORK,

Headquarters for Everthing ⁱⁿ the Line of Cycle Construction & Repair

Solid Drawn Weld- less Steel Tubing.

Accurate as to gauge, of high tensile strength, guaranteed best on the market.

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Special Saddle Post and Crank Axle Steel,
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Special Analysis Bessemer Screw Rod,
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Steel Wire.

Steel Drop Forgings.

Every part required in the manufacture of a Cycle for Cross Frame,
Semi-Diamond and True Diamond patterns,
'93 Humber, Long Wheel Base patterns in stock; high grade only and of the latest patterns,
Handle Bar T pieces,
Top and Bottom Ball Head Lugs,
Cups and Cones for Heads, Bottom Brackets, etc.,

Steel Drop Forgings.

Fork Crowns,
Hubs (Front and Rear),
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Sprocket Wheels of all styles and sizes,
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Finished Parts.

For Racer, Semi-Racer and Roadster Wheels; Anglo-American Iron and Metal Co.'s, Bown's, Perry's, and other celebrated makes,
Adjustable Ball Bearings,
Hubs for Direct or Tangent Spokes,
Bottom Brackets, Humber pattern, complete with Cranks, Axle and Chain Wheel,
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Chains, all sizes and patterns,
Finished Cranks, all makes,
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Spokes in full variety of styles,
Forksides, Weldless and Brazed,
Mudguards, in all styles,
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Finished Hardened Ball Cups,
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Finished Frames.

Latest Humber pattern, Long Wheel Base, complete with Bottom Bracket,
Handle Bars, Mudguards and Brake-work,
Every Frame Guaranteed,
Racer, Semi-Racer and Roadster Weights.

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Bown's "Æolus" Hubs and Swaged Tangent Spokes suitable for any make of Tire.
Quality and
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Guaranteed.

THE - BISON - FOR - 1893.

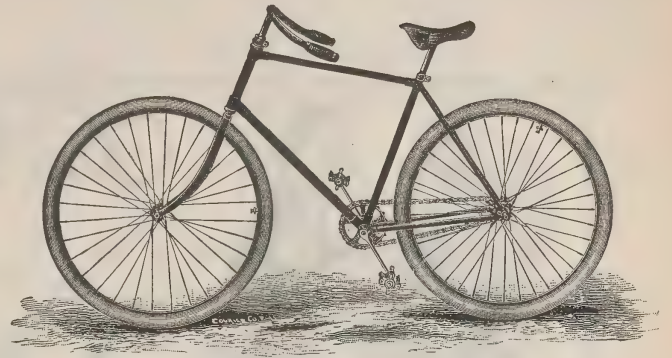
Strictly High-Grade.

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GIBSON & PRENTISS CYCLE CO.,

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RALEIGH CYCLES, ROCHESTER CYCLES CENTRAL CYCLES.

AGENTS AND DEALERS: WE are now allotting Territory on the above machines in Indiana. ★

We are Wholesale Distributors of the Famous Western Wheel Works and Central Cycle Company's goods, and guarantee the Lowest Prices and Best Terms.

Write us for your own good.

H. T. HEARSEY & COMPANY, ★ INDIANAPOLIS, IND.

THE BISON

The Finest, Lightest and Strongest Wheel
MANUFACTURED.

Ridden by C. H. Callahan and Austin Crooks in 1892, with marvelous results, as shown below:

21 Firsts, 12 Seconds, 4 Thirds and 1 Fourth Prizes.

This is surely a fine showing for a new wheel.

The Halladay-Temple Scorchers, a wheel built true and graceful, with a reputation second to none.

BISON CYCLE CO., - - 561 Main St. 561.

General Agents for the only Dust-proof Pedal manufactured, The BALARIA. Agents Wanted.

I AM AGENT FOR Telegram Cycles & Sanger Racers

And Other Well-Known Wheels.

New Wheels Made to Order—Light and Strong.
Bicycles Altered to Cushion and Pneumatic Tire.
Enameled to All Different Colors by My Own Plant.
Most Complete Repair Shop in the West.

Come and see Samples for 1893.

Yours respectfully,

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Rooms 1 to 4, 71-73 E. Randolph St., Chicago





NO, THANK YOU, WE DON'T WANT THE EARTH.

Unlike some people in the Bicycle business (who are not satisfied with less than 100% profit) we always try to make—



CLOSE FIGURES on all of our Wheels, knowing that we are giving full value for the money, and that—



A GOOD JUDGE can readily see we are making—



A BIG OFFER when we sell a High Grade Pneumatic for \$90.00 that would cost you \$135.00 elsewhere.

COLD DRAWN WELDLESS STEELFACTS AND LOW PRICES,

TWO VERY ESSENTIAL POINTS FOR BICYCLE RIDERS TO CONSIDER.

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| No. 123—20 inch Boys' and Girls', Enameled and Nickered, Tangent Spokes | List, \$22.50 | Net, \$12.60 |
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| No. 3—28 inch Ladies', Ball Bearings all around, Yost Saddle, Dress Guard, SPRING FORK, Cushion Tire to rear Wheel | List, \$75.00 | Net, 45.00 |
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| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tire to rear Wheel | List, \$90.00 | Net, 54.00 |
| No. 4—30 inch Gents', Ball Bearings all around, Yost Saddle, SPRING FORK, Cushion Tires to both Wheels | List, \$100.00 | Net, 60.00 |
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—“CAPITAL PAID IN, \$300,000.”—

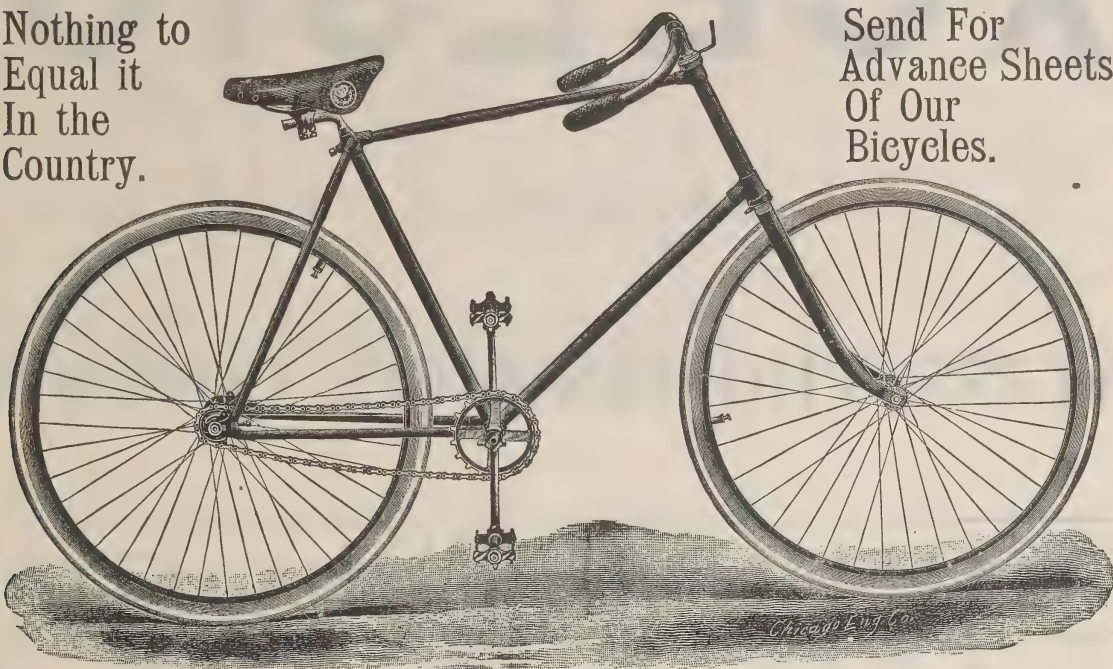
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ST. LOUIS, MO.

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Nothing to
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Of Our
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The "VARSITY," a New American Highest Grade Light Weight Bicycle.

FOR our best high grade Wheel we take pride in presenting the "Varsity." Never before have we been so well able to meet the popular demands in the points of a Bicycle. It is the result of long experience, a careful study of good points in other machines, and the test of severe trial in actual use. No pains have been spared to make this wheel equal to any high grade Bicycle on the market.

"VARSITY,"	Highest Grade, 28-inch Wheels, Diamond Frame, Long Wheel Base, Long Head, Round Cranks, Tangent Spokes, Rat-trap Pedals, 2-in. Pneu. Tires, Weighs 37 lbs.	\$115
"VASSAR,"	Highest Grade Ladies', 28-inch Wheels, New Drop Frame, Round Cranks, 2-inch Pneumatic Tires, Tangent Spokes, the finest Ladies' Bicycle ever offered. . . .	\$115
"COURIER,"	Medium Price, High Grade, 28-inch Wheels, Diamond Frame, Long Wheel Base, Ball Bearings all around, 2-inch Pneumatic Tires, Cork Handles.	\$ 95
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"TORNADO,"	High Grade, Youths', 26-inch Wheels, Diamond Frame, Long Wheel Base, Long Head, Round Cranks, Humber Steel Chain, Ball Bearings, 1 3-4 in. Pneu. Tires. .	\$ 70
"QUEEN MAB,"	High Grade, Young Ladies' Bicycle, 26-inch Wheels, New Braced Frame, Round Cranks, Ball Bearings, 1 3-4 inch Pneumatic Tires.	\$ 70
"BLIZZARD,"	High Grade, Boys', 24-inch Wheels, Diamond Frame, Long Wheel Base, Long Head, Round Cranks, Ball Bearings, 1 1-2 inch Pneumatic Tires.	\$ 50

We have CUSHION TIRES in Proportion.

Moderate Priced Cushioned Tired Wheels For Boys and Girls:		
THE CRICKET,	THE WANDERER,	LITTLE JEWEL,
\$30.00.	\$25.00.	\$20.00.

We Control The Entire Output For All Territory St. Nicholas Mfg. Co.
West of Pittsburg of the

HIBBARD, SPENCER, BARTLETT & CO.,
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EXCELSIOR



MANUFACTURED BY



BAYLISS, THOMAS & CO., COVENTRY.

||| CYCLES! CYCLES! CYCLES! |||



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APPLY AT ONCE.

Howard A. Smith & Co., Sole Imp'rs for the East Newark, N. J.



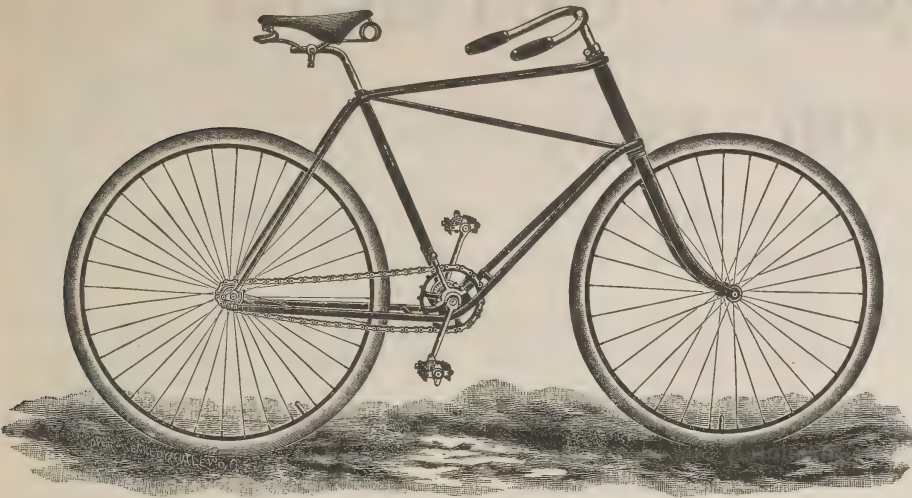
John Hoyle, --5 and 7 East Madison Street,-- Chicago.
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"THE WINTON IS A WINNER."



WINTON LIGHT ROADSTER.

Winton Roadster, with Mud Guards and Brake, weight, 40 Pounds.

Winton Light Roadster, stripped, Rat Trap Pedals, weight, 30 Pounds.

Winton Ladies', with Dress and Mud Guards, weight 38 Pounds.

Winton Racer, weight, 20 Pounds.

Double Diamond Frame, Special Anti-Friction Bearings.

Winton Pneumatic Tire, Garford Saddle, Cork Handles.

We are now booking orders and delivering samples of '93 machines. Agents wanted in unoccupied territory.

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106 PERKINS AVE., CLEVELAND, OHIO.

BUFFALO - CYCLE - WORKS.



MAKERS OF

===== *HIGH GRADE BICYCLES.* =====

THE "BUFFALO"
RACER, SCORCHER and LIGHT ROADSTER.

Removed to our New and Enlarged Factory, Northumberland Ave., and Niagara Falls Branch, "Erie" Railroad, "Kensington Station," Buffalo, N. Y.

H. C. MARTIN & COMPANY,

CONTROLLING ENTIRE OUTPUT FOR 1893.

588 MAIN STREET.

BUFFALO, NEW YORK.

"Imperial" COUPLETS

REGISTERED TRADE MARK

== FOR 1893. ==

"Imperial" REGISTERED TRADE MARK	Wheels. . .	{ They will be the best to ride and the best to sell. They are built in five styles, and for use on either road or track. They are abreast with the times.
"Imperial" REGISTERED TRADE MARK	Material. . .	{ The choicest, of course. Leave cheap unknowns for other chaps to try; they are risky. "Imperials" are safe; everyone knows that. Ask "Imperial" riders.
"Imperial" REGISTERED TRADE MARK	Bearings. .	{ Perfect in design, make and finish; marvelously easy running; simple and lasting adjustments; absolutely dust proof and oil retaining.
"Imperial" REGISTERED TRADE MARK	Steering. . .	{ So easy; "Imperials" are famous for this. A week's acquaintance with one will enable you to ride it anywhere, "hands off." The lines are perfect.
"Imperial" REGISTERED TRADE MARK	Cranks. . .	{ Light, handsome and immensely strong; quite in keeping with "Imperial" construction. They are round and practically unbreakable. We are proud of them.
"Imperial" REGISTERED TRADE MARK	Frame. . . .	{ Widely copied. No other, however, possessing as many virtues. Unequaled in its great strength, its light weight and unusual beauty.
"Imperial" REGISTERED TRADE MARK	Finish. . .	{ With "Imperials" good looks and good qualities go hand in hand. They are stylish, handsome, exquisite. Our 1893 catalogue treats fully on this subject.
"Imperial" REGISTERED TRADE MARK	Fittings. . .	{ Saddles, tool bags and the general equipment will embody many new, novel and catchy ideas. They will be modern and surprise you with their excellence.
"Imperial" REGISTERED TRADE MARK	Value. . .	{ "Imperial" is the name of a line of Standard High Grand bicycles, and can be obtained only through regular channels. You take no chances on an "Imperial."
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"Imperial" 1893 PNEUMATIC.

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== OUR OWN SPECIAL TIRE IS CAPTURING ALL. ==

Simple, Lively, Durable, No Complication, No Clinch, No Rags, Joy,
THE ONLY SAFE, DEPENDABLE PNEUMATIC.

Be Certain----**"Imperial"** Wheels----Will Lead.

REGISTERED TRADE MARK

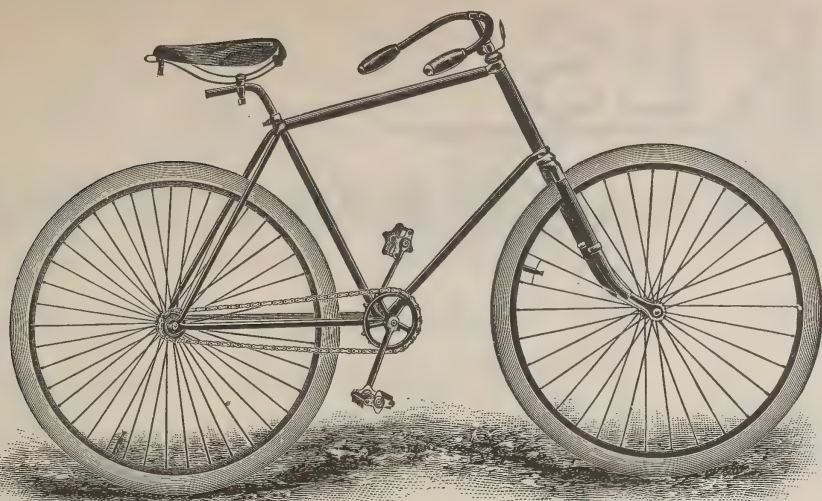
NOTE THIS ESPECIALLY:—Two-thirds of our 1893 output have been contracted for already. Early last March we quit taking large orders. Don't get in late again. Nearly all regular "Imperial" dealers have been heard from. If you have not sold "Imperials" get on our list quickly. Competition has no terror for the "Imperial" agent. Protect yourself—sell "Imperials."

OUR CATALOGUE is well worth having. Send for it. It's yours for the asking.

AMES & FROST COMPANY
302-304 WABASH AVE.
CHICAGO. MAKERS

REPRESENTATIVE Dealers will do wisely to write to us at once about Imperial Wheels

THE TRIANGLE.



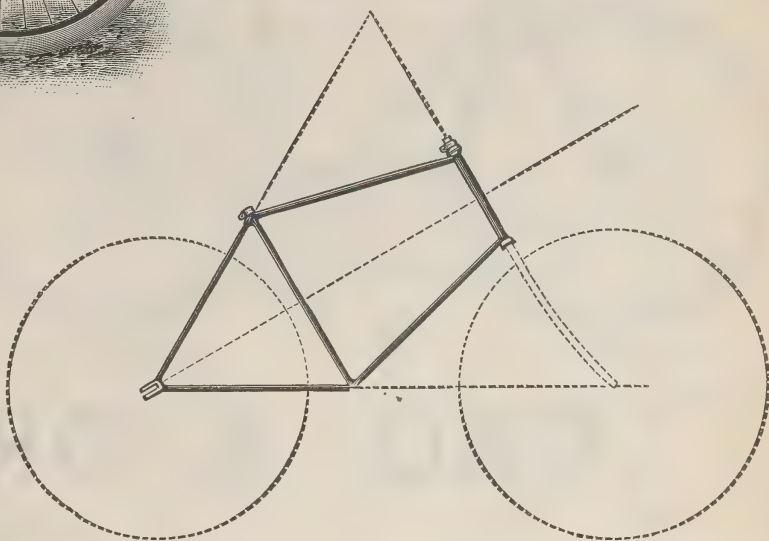
HIGH-GRADE PNEUMATIC. WEIGHT, 36 LBS.

Specifications.

—o—

Deep Frame, Perfect Truss, Drop Forgings, Wheel Base 45 Inches; Ten-inch Head; Cranks 8 Inches from ground; Bearings carefully tempered and ground.

LIST, \$150.



THE PEERLESS MFG. COMPANY, - CLEVELAND, O.

The Diamond Cycle Wrench

Price, each, Blued, .75
" " " Nickeled, 1.00

LIGHTEST, NEATEST, STRONGEST.

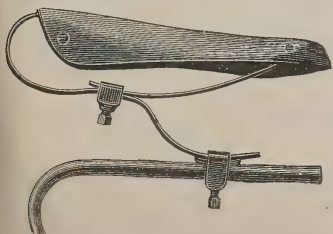
AND COMBINED WITH IT
A Perfect Spoke Grip.

FOR SALE BY ALL DEALERS.
MANUFACTURED BY THE
GENDRON IRON WHEEL CO.,
SALESROOM, FACTORY, SALESROOM,
CHICAGO, TOLEDO, NEW YORK,
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BERGFLE'S SADDLES! NO MORE CHAFING!

—ASK YOUR DEALER FOR THEM.—

The Light Roadster



LIGHTEST, EASIEST,
CHEAPEST BEST.

For Lightness, Ease, Comfort and Strength

They have no equal. They are adjustable to suit taste of rider without altering their relative position to the pedals. Write to us for prices and fuller description.

Our New Scorchers weigh only 21 ozs.

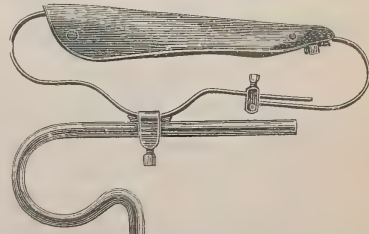
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NEWARK NCIKEL PLATING COMPANY,

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Hinge Saddle.



DO YOU CATCH ON

TO THE HINGE?

The BROOKES

STANDARD GUARANTEED BICYCLE OF THE WORLD



ROAD RACER, NO. 19.

PATH RACER, NO. 17.

Highest Grade Only. Constructed on scientific lines. Distinguished for Perfect Finish. Great Durability, and Freedom From Repairs. Manufactured by J. & H. Brookes, Birmingham, England.

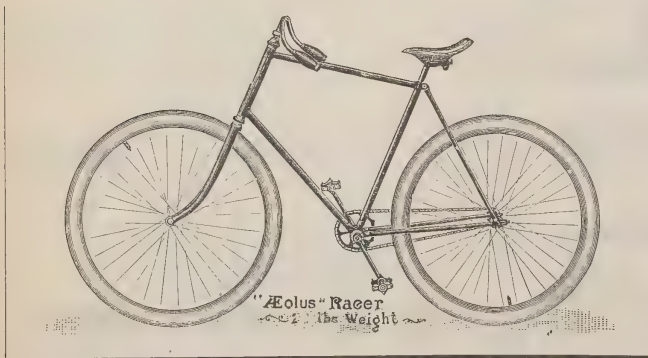
You Have Heard of the Brookes Saddle

Sole Agent for the United States and Canada,

GEO. A. DRYSDALE,

176 and 178 Portland St., Boston, Mass

👉 FIVE AGENTS WANTED EVERYWHERE.



WILLIAM BOWN.

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FOR THE SALE OF

THE "ÆOLUS"

SAFETY BICYCLE FOR 1893.

The Celebrated "ÆOLUS" Adjustable Ball Bearings, Pedals, Brackets, Heads, etc., and all accessories. Enquiries are solicited.

THOMAS SANDERS, Visiting Representative, is now in this country. Imperial Hotel, New York.

WORKS, SUMMER LANE, - BIRMINGHAM, ENG.

A complete assortment of these goods carried in stock by the Anglo-American Iron & Metal Co., 213 Pearl street, New York.

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ANNOUNCE AS FOLLOWS THEIR 1893 LINE OF

QUEEN CITY BICYCLES.

30 inch Diamond, all Balls, all Steel, all Forgings, Pneumatic Tire, -	\$115	26 inch Combination, Ball Bearings and Pneumatic Tire, - - - -	65
Ditto, 1 1-2 inch Cushion Tire, - - - - -	100	Ditto, 1 1-8 inch Cushion Tire, - - - - -	55
Ditto, 1 1-4 inch Cushion Tire, - - - - -	95	24 inch Combination, Ball Bearings and Pneumatic Tire, - - - -	50
28 inch Drop, all Steel, all Forgings, all Balls, Pneumatic Tire, -	115	Ditto, 1 1-8 inch Cushion Tire, - - - - -	40
Ditto, 1 1-4 inch Cushion Tire, - - - - -	95	20 inch Drop Frame, for Boys or Girls, - - - - -	23
26 inch Diamond, all Forging, all Steel, all Balls, Pneumatic Tire, -	70		
Ditto, 1 1-8 inch Cushion Tire, - - - - -	60		

These machines have an established reputation. Dealers who had them in '92 want them in '93. They were good in '92, they will be better in '93. We sell them practically anywhere. Send for catalogue, now in preparation, and write for agency, to

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STANDARD
CAP
COMPANY



56 West
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Originators of the

Long Visor Eton Cap.

Eton and Bicycle Caps

Of all grades.

TRADE ONLY SUPPLIED.

MUNSON'S HANDY STAND
The ONLY Stand made that will support at the center any Safety made. Raise Front or Rear Wheel for Cleaning, Oiling, Adjusting, etc. Instantly adjustable. Always in order. Price \$1. For sale by all Dealers. Send for Catalogue and full description to C. W. MUNSON, TOLEDO, OHIO.

W. WINDOES & CO.,

Manufacturers of

SPORTING GLOVES AND

IN-DOOR BASE BALLS.

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To Athletes, Cyclists, Baseball and Footballists.
Horse-back Riders, Boxers and Oarsmen—
When you want to ride, run, walk, row, skate
swim a long distance, USE

ANTI-STIFF



TO STRENGTHEN THE MUSCLES.

TO STRENGTHEN THE MUSCLES.

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CYCLE Makers, Carriage Builders, etc., supplied with Gold and Colored Transfers. 2,000 Designs to select from. Largest manufacturer in the world. **W. GAY, City Transfer Works,** Washington st., and Gough st., Birmingham, England. Dec. 14-92

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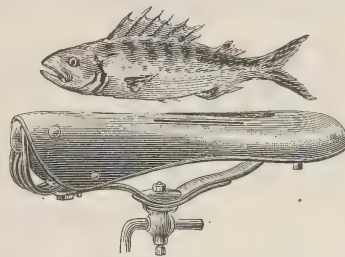
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Weight 28 oz.

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The New Wheels Are Out!

They Sweep the Track!

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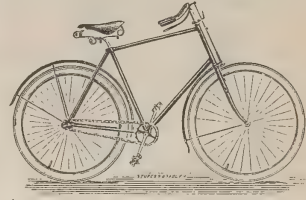
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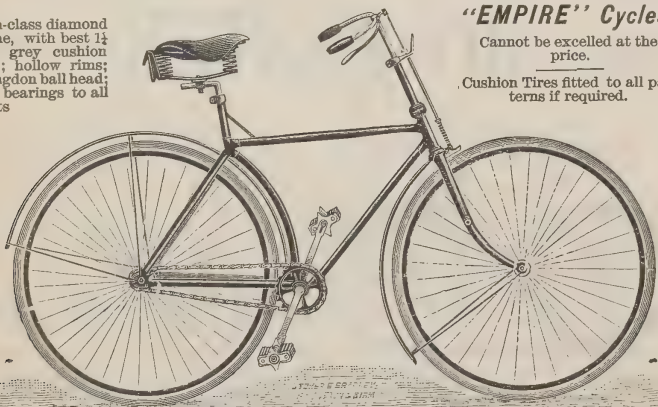
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"EMPIRE" Cycles.

Cannot be excelled at the price.

Cushion Tires fitted to all patterns if required.

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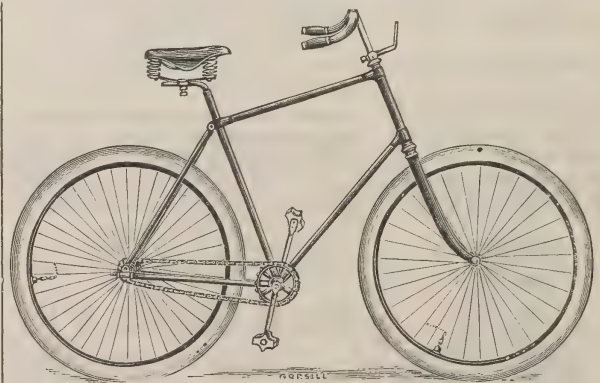
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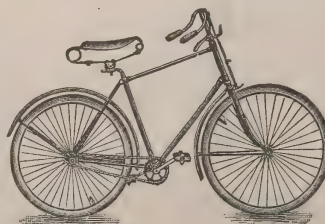


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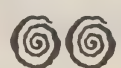
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1893 PLANET



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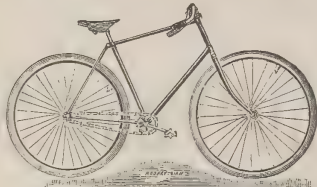
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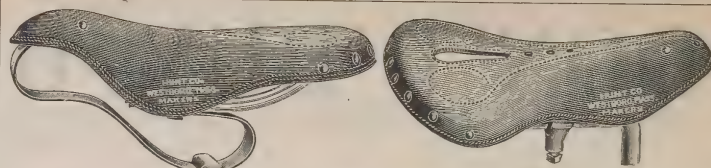
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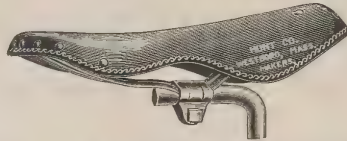
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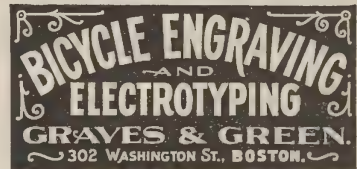
STYLE M, TOP NO. 4.



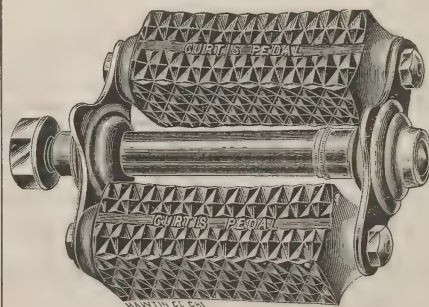
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The Hilliard Cyclometer

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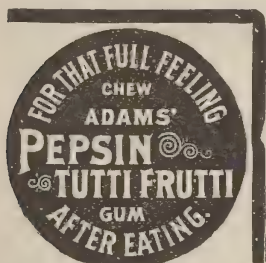
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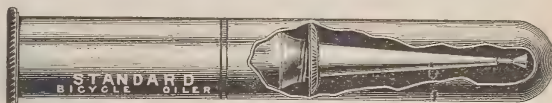
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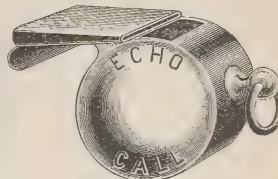


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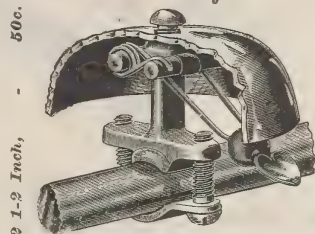
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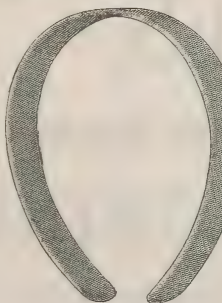
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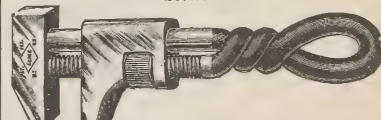
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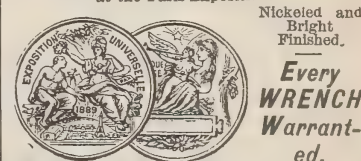
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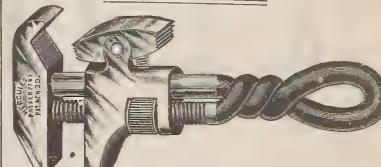
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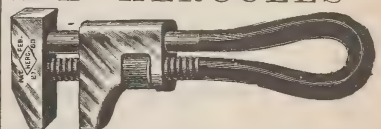


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Manufactured by—

CALCOTT BROTHERS,

COVENTRY, ENGLAND.

Highest Possible Grade. We Challenge the World.

EVERY : MACHINE : GUARANTEED.

This is not a new wheel, but one with a Big Reputation in the Old Country.

No better material can be bought. Best cold-drawn weldless steel Tube, butted Spokes, roller Chain.

For a silvery
 white deposit of
 nickel, use our
 Pure Anodes
 and Salts, ~
 French,
 American,
 Plain Spanish,
 Felt Wheels, or
 in Sheets.
 Muslin Puffs.

NICKEL **ZUCKER & LEVETT**
CHEMICAL CO.
 Works, FLUSHING, L. I.

HERCULES DYNAMOS AND MOTORS
 FOR LIGHT AND POWER.
 AMERICAN GIANT DYNAMO
 FOR ELECTROPLATING
 AND ELECTROTYPING.

PLATING

OFFICES,
 10, 12 & 14 Grand St.
 (Bet. Varick and Sullivan Sts.),
 NEW YORK, U.S.A.

SEND FOR CATALOGUE OF
NICKEL & ELECTROPLATING
SUPPLIES & POLISHING MATERIALS

OUTFITS.

Walrus Leather
 in wheels or
 hides, Oak
 tanned Leather
 covered wheels.
 C. P. Cyanide
 of Potassium.
 Fused Cyanide
 of Pottasium.
 Roughes Com-
 positions
 Tripob Compo-
 sitions
 Buffing Lather

EXCELSIOR!



J. HOYLE,—

5 AND 7 EAST MADISON STREET,

—CHICAGO.

IMPORTER OF THE CELEBRATED EXCELSIOR
FOR THE FOLLOWING STATES:

Illinois, Indiana, Michigan, Iowa, Minnesota, Kentucky,
Tennessee and Missouri.

AGENTS WANTED IN ALL UNOCCUPIED TERRITORY.

"ACCORDING TO HOYLE."

Now is the best time to send in your wheels for repairs, or have your solid tired wheels altered to Cushion or Pneumatic tires of any make you desire. Send for rates of all repairs, etc. Large force of Cycle mechanics, including Hoyle; a host himself. Acknowledged by all the flyers of the path.

Highest testimonials, including following from REFEREE:

"The Elliott Family of champion trick riders had occasion, when last in Chicago, to have two of their trick wheels repaired; and so well did Hoyle, the veteran repair man, do the work, that Mr. John Elliott, the father of the family of performers, wrote his compliments of Hoyle, on receipt of the wheels after repair; he was more than surprised, as he considered the wheels past repair. He considers Hoyle the best repair man in the States.

JNO. B. ELLIOTT,

Father of the Elliott Family.

LARGE STOCK OF NEW AND SECOND-HAND BICYCLES.

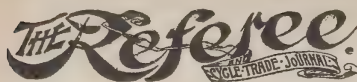
Rims, Forks, Tires, Sundries, Etc., Etc.

J. HOYLE

5 AND 7 EAST MADISON STREET, CHICAGO.

(West of Michigan Avenue.)

Over 20 years experience with English and American manufacturers.



PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

ROOMS 570-580, CLAXTON BUILDING, 323-334 DEARBORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

TO ADVERTISERS:

Copy for advertisements *must reach us not later than Monday* to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - - Editor.
CHAS. P. ROOT, - - - - - Associate Editor.
R. M. JAFFRAY, - - - - - Business Manager.

CHRISTMAS GREETING.

What manner of man is he, pray, who does not on the annual recurrence of Christmas feel some touch of those sentiments which are generally supposed to animate the whole human family at this period? None such, we hope sincerely, and doubtless not vainly, are to be reckoned among those people whose eyes may rest upon this page, for certainly in no business greater good nature and jollity prevails than in cycling. These characteristics are, we are sometimes told, too prominent, but that is a question we can ill afford to deliberate over at Christmas.

Great changes have come upon us since the last glad Christmas time. On that occasion we ventured to hope that none among us might, in the year to come, become poorer in purse or other of those comforts which one needs or desires in this world. The fulfillment of such hope was not, of course, to be looked for to the letter, but we have great satisfaction in the knowledge that in possibly no other trade—certainly few—have the net results attained been more gratifying than in ours.

New faces—scores of them—have come among us since we last greeted each other as we shall do as the bells ring out a welcome to Christmas on Sunday next, and some, too, are no more to be found in their accustomed haunts. To the one class we extend that hearty welcome, those cheering words, which should be the pleasure of every man to offer to another; of the other we can but say, may they be no less successful in whatever walk of life they have adopted.

We find abundant cause for satisfaction in the growth and prosperity of our trade and pastime, and especially in the grand strides it has made in attracting the attention of the great public, and of men high in authority. The president of the United States has participated in the ceremonies of a L. A. W. meet; General Miles has urged the cycle upon military men as a vehicle for the use of soldiers; a committee of wheelmen has been granted an interview with the senate committee, and their request—a matter of interest alike to themselves and the public—received careful consideration. To wheelmen has been accorded, by press and public, the credit of having started the great movement now on foot for the betterment of our highways. These are but a few examples of

the many causes we have to congratulate ourselves on at this moment.

As we look forward to the year we shall so soon enter upon, what do we find? Surely, cause for congratulation. Unless nearly every cycle manufacturer in this country is at fault, we are to have a year which, for gigantic progress, has had no equal even in the cycle trade. In the sport we are to have something which has never before occurred in any branch of sport, viz: a thoroughly authentic series of races for the championship of the world, while so many other good things are held out to us that it were useless and indeed impossible to enumerate them.

Causes for congratulation and good feeling therefore greet us on every hand, and it is with unbounded satisfaction that we extend to every reader our wishes for a Merry Christmas and a happy and prosperous New Year.

THOSE MILWAUKEE EXPENSES.

The REFEREE is in receipt of a communication from Milwaukee in which it is positively denied that the racing board of the Milwaukee Wheelmen, during the recent indoor tournament, "imported a half dozen Chicago racing men and boarded them; that money was loaned them, or that others had their board and expenses paid for advertising purposes." The complaint further says: "There is no doubting the fact that the Chicago visitors were well treated and entertained in a handsome manner, and there is considerable speculation as to whether or not any member of the board, or any one, having a friend connected with the racing team, had not the right to entertain such a friend at his own expense, independent of any organization. The charges made in the editorial referred to are of a very serious character, and if true may be far-reaching in their results. It is directly charged that the racing board has, in open defiance to the L. A. W., ignored its rules and violated its obligations; that Chicago riders, presumably in good standing in the league, have received remuneration for their riding ability and advertising qualification, and that fancy riders have also received prizes."

And again: "If the racing board of the Milwaukee Wheelmen has in any way been guilty of any one of these flagrant charges, the members of the league should be informed regarding them. They claim them to be untrue, and in common justice to the Milwaukee Wheelmen they should be exonerated." The REFEREE has stated only facts, and it has in its possession evidence to bear out its statement regarding expenses being paid. The denials of the Milwaukee racing board have called out a few facts. It was admitted to a REFEREE representative by Davis, Buchanan, Young and others, in the reading room of the Republican house, Milwaukee, that they were there having a good time at no expense to themselves; that if the REFEREE man so desired his hotel expenses could be "fixed" all right—but he preferred to pay his own. At least a half dozen of the men were provided with tickets to Milwaukee and return, and a similar number admitted that they were sent there by the management of the meet. When the men returned from Milwaukee some of them boasted of the good time they had had at the expense of the Milwaukee Wheelmen; how their railroad fare had been given them; how Nicolet was loaded down with prize packages of patent leather shoes, neckties, underclothes, hats, gloves, etc., etc.; how Keator had borrowed \$15; how money was borrowed on which to have a good time; how they hoped another tournament would take place (as long as

several were without employment), and what good fellows the Milwaukeeans were. We grant they are, and they treat visitors more royally than ninety-nine out of every hundred places; but their generosity is too great. Not less than five of the men who went from Chicago to Milwaukee were out of employment, and up to last week at least three of that number were still without work and had been for many weeks. They admitted this, and also the fact that they had no money and had had none for some time—except, perhaps, enough now and then for lunches. Yet these men could go to Milwaukee, live at a first-class hotel for a week or so at their own expense! How silly is even such a suggestion. As before stated, this paper has evidence which will surprise even Mr. Schroeder. We have not made any rash statements; in other words, "we know what we're talking about."

We notice, by the way, that the southern record-breakers (who have broken no records as yet) have been warned by Mr. Watts of the racing board that that body "will inflict punishment for the violation of any of the provisions of that section" [sec. 9, art. III of the constitution]. The board should begin punishing immediately. Gentlemen of the racing board, read the following, which is a copy of a letter recently received by the Sercombe-Bolte Manufacturing Company of Milwaukee, it may be interesting:

SERCOMBE-BOLTE BICYCLE MANUFACTURING COMPANY.—NASHVILLE, TENN., Nov. 7.—How much a week will you give for Johnson, Rhodes and myself, they to become members Milwaukee club, to break all records from one mile to 100. To commence work this week if satisfactory, you to send Sanger to help get records. This is business, answer quick. T. W. Eck.

MAKE HASTE SLOWLY.

In no business, possibly, are so many sanguine persons found engaged as in the cycle trade. This is due to many causes, the primary one probably being that in this branch there is a greater mingling of business with pleasure—often too little of the one and too much of the other to be desirable—than in almost any other. It attracts many persons with small reputation and smaller financial resource, and these, by hook or by crook—often, we fear, by "crook" and an unlimited supply of "nerve"—manage to get credit somewhere and somehow. But it is not altogether of this class that we intend to speak, for there are in the trade many usually good business men whose good judgment is in this case exceeded by their enthusiasm.

In all our experience with these sanguine people—and we have heard many fearful and wonderful predictions in the days that have gone—we have never seen cycle trade men so unanimously certain of an immense season as they are with regard to 1893. Every man who has visited us with '93 designs—we mean designs on business, not designs in wheels—seems to regard it as a foregone conclusion that there will be no trouble whatever in disposing of all the wheels that can be built, and to a man, they answer us that the output of their respective factories will be increased—some largely, some moderately, but all increased. Let us hope that none will be disappointed, and yet, if a prediction were asked for we should hesitate a long time before endorsing the opinions of these enthusiasts. A few houses—a very few—will undoubtedly be able to dispose of, practically, all the wheels they can make. These are houses whose working machinery—by which we mean the staff of agents and other channels of supply—is in prime order. But there are others which should have learned, from ex-

perience, that to make haste slowly is an excellent rule, particularly in a business wherein designs are so changeable and demands so varying as in the cycle trade. For years the question with many has been, not how many can we sell, but how many can we make; the result—that either the factory or jobber or agent is overstocked. This leads to one of the most reprehensible practices of the trade—price cutting.

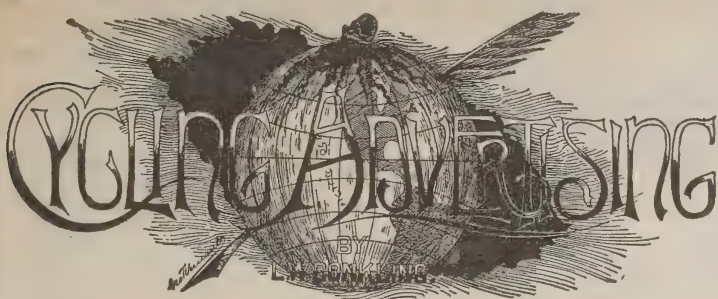
It might be well, in view of these facts for the trade to err on the conservative side rather than expose itself to unnecessary risks. The coming year will no doubt see a natural increase in demand, but that there is reason to anticipate an abnormal one we are by no means assured.

ON THE CHAMPIONSHIP QUESTION.

On more than one occasion we have referred to what we believe to be poor management on the part of the L. A. W. in allowing only members to compete for what are called the championships of America. We have maintained that these events should be open to all American riders, but not to residents of foreign countries. The formation of an international association, now an accomplished fact, seems to us to lend strength to these arguments. The English championships have been referred to as, virtually, championships of the world, for the reason that they were the only ones open to all comers. No matter what merit that argument may have possessed in the past, that merit has been squeezed out of it. In view of the formation of the international union it would seem to be the proper thing for the National Cyclists' Union to close its events and for the L. A. W. to so amend its rules as to admit to competition all American amateurs. This is due to the new association, for should the N. C. U. continue to harbor foreign riders or the L. A. W. invite them, the events thus promoted would be liable at any time to settle, beforehand, the questions which the international union is intended to solve, thus robbing the latter's events of interest, while, at the same time, doing an injustice to the men of their respective countries. We commend these facts to the careful consideration of the gentlemen in whose hands the racing interests of both countries and of the new union have been placed.

A WRITER in a recent number of the *Scientific American* explains that centrifugal force or momentum is not responsible for the bicycle remaining upright while in motion. He insists that but for the guiding wheel being constantly used no rider could maintain an equilibrium, and that the swaying motion so noticeable in unskilled riders is inseparable with the movement of the most skillful rider when upon the wheel, only that it is so slight as to be almost imperceptible. Perhaps the gentleman is capable of explaining how a man rides a unicycle hands off, or rides only the rear wheel of a safety. In the last named case the guiding (or steering) wheel certainly has nothing to do with the case.

A NOTICE appears in the current issue of the *Bulletin* to the effect that a constitutional convention of the L. A. W. will be held at Philadelphia on Feb. 20. This, of course, means that the annual meeting of the national assembly will be held there at the same time. Notices of proposed amendments to the constitution and by-laws must be published in the official organ at least thirty days prior to the date of the meetings. League officers are of the opinion that the convention will be the most important ever held, and in view of the importance of questions to be considered it is the duty of every section to see that a proper representation is in attendance. More on this subject later.



THE purpose of this article is to reduce to concrete shape, for the consideration of all interested, the ideas of one who has derived much pleasure and valuable knowledge, and also some occasional amusement, from a long standing habit of studying the newspaper and trade paper advertising methods of the cycling trade in comparison with the methods employed in other standard lines of business, particularly such as the carriage and hardware trades, etc. In this article the use of what may be properly called trade papers, that is, those publications which are devoted mainly or solely to the interests of the sport, and to the cycle trade, will be considered.

That these papers can and should be most advantageously used goes without saying; also that a special business such as the cycle trade, must, like other specialties, be pushed on special lines and by special methods, will be granted by everyone. Further, that the field for exercise of original taste and good judgment is a wide one even considered in the comparatively narrow confines of trade paper advertising. We all recognize and admire originality whenever and wherever we see it. Its characteristics are plain, and when exercised with good taste and judgment it is always very valuable in advertising; but, who is to say what constitutes good taste or sound judgment? This latter question can only be answered on broad ground and in a general way and can be easiest gotten at by a negative statement.

EXAMPLES OF POOR TASTE AND JUDGMENT.

Briefly, we must all agree that it is not good taste or sound judgment to berate or belittle or even mention one's competitors, either specifically or in a general way.

It is not good taste to use slang in print any more than in conversation.

It is not good judgment to print a lot of meaningless words that have no bearing on the point you wish to make.

It is not at all good judgment to make a lot of wild assertions and claims, the great improbability of which must strike any thinking man at a glance.

It is not good judgment to advertise that you can furnish first class goods at second-class prices; anyone knows it cannot be done.

The above points have for some time seemed to be thoroughly understood by the best houses in the trade, and probably a fair share of their success, and the confidence which the public has in them, should be attributed to the clear comprehension on their part from the very beginning that honest advertising is the only kind which will do.

However, there are still many firms, mostly, although not all of them, new to the trade, which are surely doing themselves harm by their methods of wording their advertisements, which they make take on the style of the cheap jewelry auctioneer and the street corner fakir. They make claims which, if true, would enable them to at once drive all competitors out of the market, or, with a beautiful trust in the credulity of the public,

calmly assert that they have actually accomplished such an end.

One of the very best advertising experts and authorities in giving advice to advertisers in the dry goods and kindred trades, argued with rare good judgment and all the force at his command against the all too common use, repetition and iteration of the word "bargains." He was right. That word had, by reason of endless use, become threadbare and meaningless.

NO ONE MAKER HAS THE BEST.

There is a parallel to this in the cycle trade and the purpose of calling attention to it is to protest against its further use. It has been the key-note of cycle advertisements for years, and is now old and smells to heaven, and should be buried in everlasting oblivion. The word is "best." Taking current issues of the REFEREE, Bearings, Wheel and World this word appears no less than twenty-six times in advertisements. Every maker cannot have the best and it is likely that none of them have, although they each may have that which is thoroughly good. Stick to the truth and claim your article to be as good as any, but do let us have an end to the word best.

Another point to consider is to always make your statements at least sound probable, and so word them as to run no danger of their ever being questioned by the reader, for the moment he finds reason to doubt your absolute candor and fairness, and begins to feel your claims cannot always be taken literally, your case is lost so far as he is concerned. This point may be best

ILLUSTRATED BY A FEW QUOTATIONS.

A firm which is making a fairly good machine, but is young in the business, calmly assert that the "— wheels are the recognized leaders." It is doubtful if this "recognition" is universal.

A prominent tire maker asserts that his valve is "perfect." This, probably, is the first instance of absolute perfection attained in the world.

Another tire maker, whose tire does not hold a single record, advertises "the fastest tire on earth."

Another concern, which is just making its appearance in the trade, advertises "the largest line in the market." It is highly probable that some of the old-line houses could discount this statement.

Still another young manufacturing company claims to have "the only wheel on strictly scientific lines." In view of the fact that the best cycle mechanics have been unable to determine what constitutes strictly scientific lines, for the reason that proper proportions differ, as the work of one mechanic is different from that required of another, this statement looks improbable.

Still another, with only one season's experience, says it is "no wonder we cannot fill orders." If this firm really is in this lucky condition, it should at once stop throwing away money on advertising.

Another small maker, whose trade is mostly confined to his own locality, says of his machine: "In competition it wins everything worth having." If this

is true, some other advertisers are handling the truth very carelessly.

A really large and responsible house falls into a mistake in making the old statement that its wheel is "absolutely the best." Admitting that it is a good one, it is doubtful if this statement, taken literally, will hold water.

NOW A PLEASANT CONTRAST.

Similar illustrations to the above might be added indefinitely, and it is a pleasure to turn from them to the advertisement of one of the very largest and most successful houses in the market, which, in a business-like way, states that it is "prepared to quote prices for first-class goods of all descriptions." Or to the advertisement of one of the very largest makers of parts in the world, who announces himself "manufacturer of high-class cycle materials of every description."

Another sterling maker, having announced certain records recently made on his machine, remarks: "Thus are the links forged in the chain of evidence that places at the head the —."

Another house of only a couple of years' standing, announces, in a business-like way, that it is the maker of "standard high grade wheels."

IN OTHER BRANCHES OF TRADE.

In the *Stoves and Hardware Reporter*, one of the most successful makers of hot water heating apparatus advertises his device as "economical in fuel, automatic, self-feeding. A steel section tubular boiler. Correspondence solicited from architects and those interested in heating large and small buildings." These few words cover the ground broadly, and their business-like tone must make a good impression upon the reader.

One of the very largest stove manufacturing houses in the world announces in the same paper that its stoves, "beside being attractive in appearance, are honest goods in material and construction." It could not say more in praise of its productions.

One of the standard makers of lamps and lanterns emphasizes what is a well-known fact, in advertising: "Our goods have stood the test of time and are safe and reliable; the name of — is plainly stamped on them." Manufacturers in any line who make assertions of this kind, and call attention to their own name as being a guarantee of quality, must perform protect that name by building highest grade goods.

A firm of well-known makers of hoisting apparatus comes straight to the point by advertising themselves as "manufacturers of safe, light-running elevators for hand or power. Send for catalogue." Nothing wild or gassy about this advertisement.

A maker of road carts whose goods are known to be in use everywhere illustrates his vehicle and says: "It is easy to enter, easy riding, finely finished, very durable, and a fast seller." This means a great deal more than if he had in an off-hand manner claimed it to be the best road cart in the universe without calling attention to its specific parts of excellence.

Another thoroughly reliable carriage maker says: "We challenge the world to produce the superior of this carriage." A challenge of that kind, if it means anything, means the maker's confidence in his goods.

A particularly happy thought is a phrase used by a very extensive hardware specialty concern, which says: "A good thing speaks for itself." This is true of specialties generally. A good thing certainly does speak for itself, no matter whether it is the only good thing on earth or not.

Another maker of hoisting apparatus,

in speaking of a special pulley, says: "An examination of these blocks will show that they have more to commend them for general use than any that have heretofore been made." A particularly comprehensive claim put in good language, something which will be remembered favorably.

An extensive maker of high grade varnishes recommends his goods as "economical, durable, brilliant and reliable." This emphasizes just the qualities which buyers are looking for in that line of goods.

In placing a new article on the market the makers show a handsome illustration of it and say: "This is the All Right neck yoke; look at it and see its advantages." Certainly a neat and taking way of getting the trade to examine his device.

A heavy-weight house in the carriage trade takes a whole page to say, "We are now moving into the largest body factory in the country and are prepared to contract for carriage wood work," following this announcement simply with the signature. The effectiveness of an advertisement of this nature lies in the under-current of confidence which the makers thus show in themselves and their reputation.

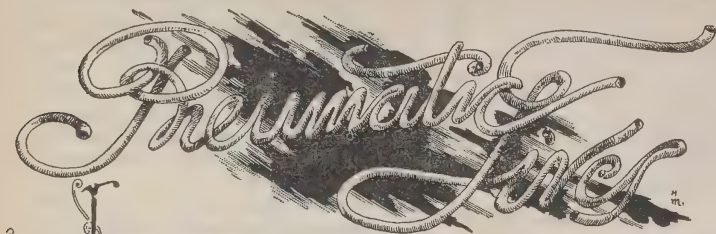
Another well-known carriage maker in speaking of a special pattern of his goods advertises it as "built of one grade, strictly first class, will compete in price with any wagon, quality considered." That is business straight from the shoulder and should bring him many inquiries.

An extensive wheel building concern uses the phrase, "our reputation is our trade mark." It has a good reputation, good trade mark and good advertisement, and is not apt to do anything to make this claim less effective.

There is one thing to be noticed in the above quotations, viz., that those which are criticised are found exclusively in the advertisements of young, inexperienced, or in some instances, old and very moderately successful houses, while those quotations which are to be commended are in every case found in the advertisements of houses whose business methods have made them successful. The deduction to be drawn from this comparison is very plain.

In looking over this advertising matter another question is worthy of brief attention, namely, the use of cuts, or striking designs in type to catch the eye of the reader. All advertisers know that the first thing to accomplish is to "catch the reader's eye. That done, the advertisement must contain something which will hold the eye and appeal to the sense of the reader. The bulk of this article has been written on the latter subject in the belief that it has heretofore received less attention than the mere question of catching the reader's eye, and that in his effort to attract attention the advertiser often neglects to consider the impression he may make, and whether it may be a lasting impression or not.

But to revert to the question of attracting attention. Striking cuts will always do it. Striking typographical arrangements generally do so. Nothing is better in this connection than to adopt something which will become a trademark in a certain sense. Let this be a cut of some kind, or a particular style of type for the firm name or the name of the wheel. Then let this be used invariably in advertisements of every kind, so that the moment it strikes the reader's eye it looks familiar to him and recalls either your goods or yourself to mind at once. If you use a cut it must be a good one and the design must also be good. The better the design and the better it is executed the better will be the impression made. If you choose to use comic cuts or cartoons, have a care to see that they are thoroughly comic and have in them the true spirit of caricature. A good joke always puts the reader in a good humor, while a poor joke is a poor thing in every way.



OF Mr. Robert William Thompson, of Adams street, Adelphi, in the county of Middlesex, England, is living, he will confer a favor by forwarding his daguerreotype to the editor of this paper. Will the gentleman please accept our thanks in advance, and rest easy in our assurance, that if modern art is capable, we will reproduce and publish his likeness, in a manner commensurate with the magnitude of the blessing his genius has conferred upon mankind. If Mr. T. is not now living at above address but has strayed away and lost himself, we stand prepared to pay a reward of one pound sterling for information leading to his discovery. If (and if so we regret it) he has gone on foot to that bourne, whence or where, to the best of our knowledge, locomotion is effected by means of reciprocating diaphragms attached to the shoulders, instead of by rotating life preservers attached to the feet—if as we say he has gone, without immediate and possibly remote intentions of return, then, with suitable apologies to his family, we call upon him, in our dulcet American tongue, to please turn over in his grave and kick himself that he did not reach maturity of intellect in 1891 rather than in 1845.

Not being possessed of proper data, we feel oppressed with a sense of our incompetence when we attempt to lay before our readers the salient details of the life of Robert T., yet we feel that something should be done during the happy holiday time, and especially now that the tariff question has recently been adjusted for the coming four years, to fix upon the public mind a sense of its obligation to this great man. Facts not being at hand, we must write our history as nineteenthents of all history is written, "as best befits the web of our story."

First, then, we assume that Robert was poor. Why? Because all inventors are poor.

Second, that he was a crank. Why? Because that name attaches to every man who is or ever was a day in advance of his time.

Third, that he was a disappointed man. Why? Because the best product of his brain was laughed at, scorned by an always "wiser and better than thou" public.

Fourth, that he is now forgotten, and the general public is prepared to believe that there never was such a man, and if there was, that there are plenty of Robert William Thompsons, and that they are no better than the rest of us.

Well! We are not seeking a fight with public opinion, so let it end here.

Robert William Thompson, then, was A POOR, DISAPPOINTED CRANK, who once lived (perhaps), and if he did, is long since forgotten.

But you ask, why this long preamble? What of Thompson, anyway?

Why, child, he invented the pneumatic tire.

"Oh, pshaw! Other men claim to have done that."

Yes, yes, boy, but Robert William arrived at the patent office first. You see, he realized the situation; his wife got him an early breakfast, Robert all the time scolding because the chimney did not draw that morn'g, and as he chewed

his half-cooked bacon and drank his cold coffee a bright idea came to his mind.

"Julia," says he, "when I get this invention covered by a double-riveted patent I will get up a chimney for that damned stove so that it will pull in one direction and not be backing and filling all the time."

Patient Julia, his good wife, said: "Bob, do hurry and get your papers filed. I want the worry off my mind. You are always thinking of a dozen things at once, and that's why we don't get on in the world."

Robert, under this stimulus, "got a move on him," and was waiting at the door of Her Majesty's patent office when it was opened for business.

So you see the preponderance of evidence shows that Thompson was the inventor of pneumatic tires; in other words "he got there first."

Did Robert realize what he had accomplished? Probably yes, but the general public would have none of it. He was

LIKE THE GREAT COLUMBUS

who discovered a few islands and eventually a continent, but died in the belief that it was the eastern coast of Asia. Now had Columbus known that he had turned up a new thing altogether, our America might have been called Columbus Land or Isabella Land. But supposing he had simply come upon the land he had been sailing for, and knowing all along that the land had a name, his natural modesty prevented him from imposing a new cognomen simply for the fun of the thing, and Isabella, away off there, without telegraphic or postal facilities to amount to much—well, she didn't know any better, and as to Ferdinand, he didn't amount to much anyway. But to resume.

Thompson, in his wildest dreams, never saw two wheels fitted with his life preservers, rolling along with a hump-back biped on top of them, and that's where Robert got left.

Poor Robert! His sand slid slowly but persistently down into the lower compartment of his life's glass, while great schemes of equipping locomotive engines, road vehicles, wheelbarrows, and all other rolling bodies, were chasing each other in his busy brain.

But the bicycle, where was it? Bob didn't find it ready to equip. It wasn't there. It wasn't anywhere, hence Robert William never thought of it. Let us point this moral before it escapes us.

Herein we see the limitations which a slowly-revolving destiny places upon human genius. It doesn't allow one mind to discover too much. Thank God for that! What would you and I be doing, dear friend, if one man could think of everything? I will tell you, if you can't think—we'd be paying rent; that's what we'd be doing.

Like many another great man, Thompson went out before the world had found any use for him. We presume his neighbor looked upon him somewhat as we do upon the inventor of an aluminum air ship.

But Thompson bequeathed to us a great idea. He didn't know that he had given it away, but we got it all the same. By giving a complete illustrated description of his invention to the patent

office he prevented it ever being forgotten, and here comes in the blessing of a patent.

IF THE INVENTOR DON'T USE IT some one else will, and we may add, if the inventor *does* use it, *every* one else will, so the end is about the same anyway.

Well, we have endeavored to impress upon your mind that Robert William Thompson, with the long post office address, invented the pneumatic tire and secured the exclusive right to make and sell the same, to himself, his heirs and assigns, for a term of years, and there R. W. T. stopped short. This event occurred Dec. 10, 1845.

Now let us read modern history. It is not necessary to review the mistakes which have been made, and which are now forgotten, neither can we give special mention to the different kinds of tires which have been successful and which are now knocking for recognition, because each manufacturer knows that his own make of tire is better than any other.

In the true spirit of commercial ethics (Heavens and earth! Commercial ethics! There never was any such thing. But choose your spirit then, anything you like and let us say) with pneumatic tires to-day the problem is,

HOW SHALL THEY BE FASTENED

to the wheel? What fabric shall be used for strength? By what method the fabric be disposed in the structure? What is the best valve? Shall we use one tube or two? Shall they be thick or thin, heavy or light?

Some time ago a pneumatic tire was being advertised under the startling headline, "The Pneumatic Tire Problem Solved." The tire was good, but the advertisement bad. The problem is still unsolved.

The solution of the problem rests with the rider. When (and the time it rapidly approaching) the bicycle rider appreciates the nature of the new tire, knows by experience what strains it will endure, learns to make his own repairs, in fact, becomes a competent road rider, then complaints will grow rapidly less.

Leaving the consideration of mere trade question (how dry such questions are, filled to the brim with brag, blow and bluster, hypocrisy, treachery and lies. It is not at Christmas time that we want dinners in our ears what has been a constant irritation to our nerves for a twelve-month) let us turn to a consideration of the good accomplished by the pneumatic tire.

Now this is a subject that one may grow really enthusiastic over. We believe that bicycle riding would have died out except for the young and athletic who

DELIGHT IN PUNISHING THEMSELVES physically. But with the pneumatic tire we have opened up a vast field, a new means of locomotion, adapted to the needs of all ages and all degrees of physical strength.

Manufacturers no longer need hesitate as to the number of wheels they will build. A standard wheel will be from this on, an always salable machine and can be carried through the winter without fear. Banks and capitalists will advance money liberally when needed on made up wheels, and the time is near at hand when every well-to-do household in the civilized world will have a bicycle.

We are to see a revolution, a revolution in road making, a revolution in locomotion. Those who judge of the bicycle as a toy for a hump-back, anxious looking, devil-may-care young man, or for the young woman made desperate for lack of physical exercise, or who consider

it as meant for racing, and to see how many miles can be covered in a certain time, take but a narrow view of the matter—they are either ignorant or inexperienced.

To ride all day under a hot sun, to ride one hundred miles in a few hours, for a badge, is hard work. To ride five miles, ten miles, or easily within one's strength, over country roads, past green fields, where the lark sings, is glorious recreation, beneficial to the mind and body alike, inducing good appetite, a healthy liver and sound sleep.

MAN WAS MADE TO LABOR PHYSICALLY. Exercise is not a fad. It is a necessity of our existence. Men and women in middle life are prone to grow fat; fat mentally as well as bodily. This tendency to fat has its compensation perhaps in toning down the exuberance of youth. The motion is less rapid, less erratic, but more certain.

The man learns not to mistake activity for work; yet as every man is conscious, to insure mental and bodily health (the terms are co-related) physical activity is a necessity. Some form of exercise must be systematically carried on. Those of us who have run through the list of athletic sports and reached a period in life where the thought of a cold shower bath "makes us to shudder and grow sick at heart," look upon violent physical exertion as being hurtful, and so it really is. We thus lose interest and take no part, except as spectators, in the many forms of out-door sport.

But as out-door exercise is necessary, what are we to do?

Ah, here is the remedy. The bicycle fitted with pneumatic tires. Now, friend, whoever you are, remember this kindly hint from one who knows: Once master the safety bicycle (it is easy to master) and you will bless the day and bless the busy men who furnished you with such an interesting, invigorating means of exercise.

To the brain worker it is a God-send. It is impossible to think connectedly while riding a bicycle. The blood is drawn from the brain, the attention is constantly attracted to the incidents of the road and the result is rest and rest of the best kind. Try it, you who are growing fat; ye who have squirmish nerves; ye who sleep ill at night; ye who have over-burdened livers. To paraphrase Charles Lamb, the man who rides a bicycle "Thinks like a sage and acts like a Samaritan."

F. W. MORGAN.

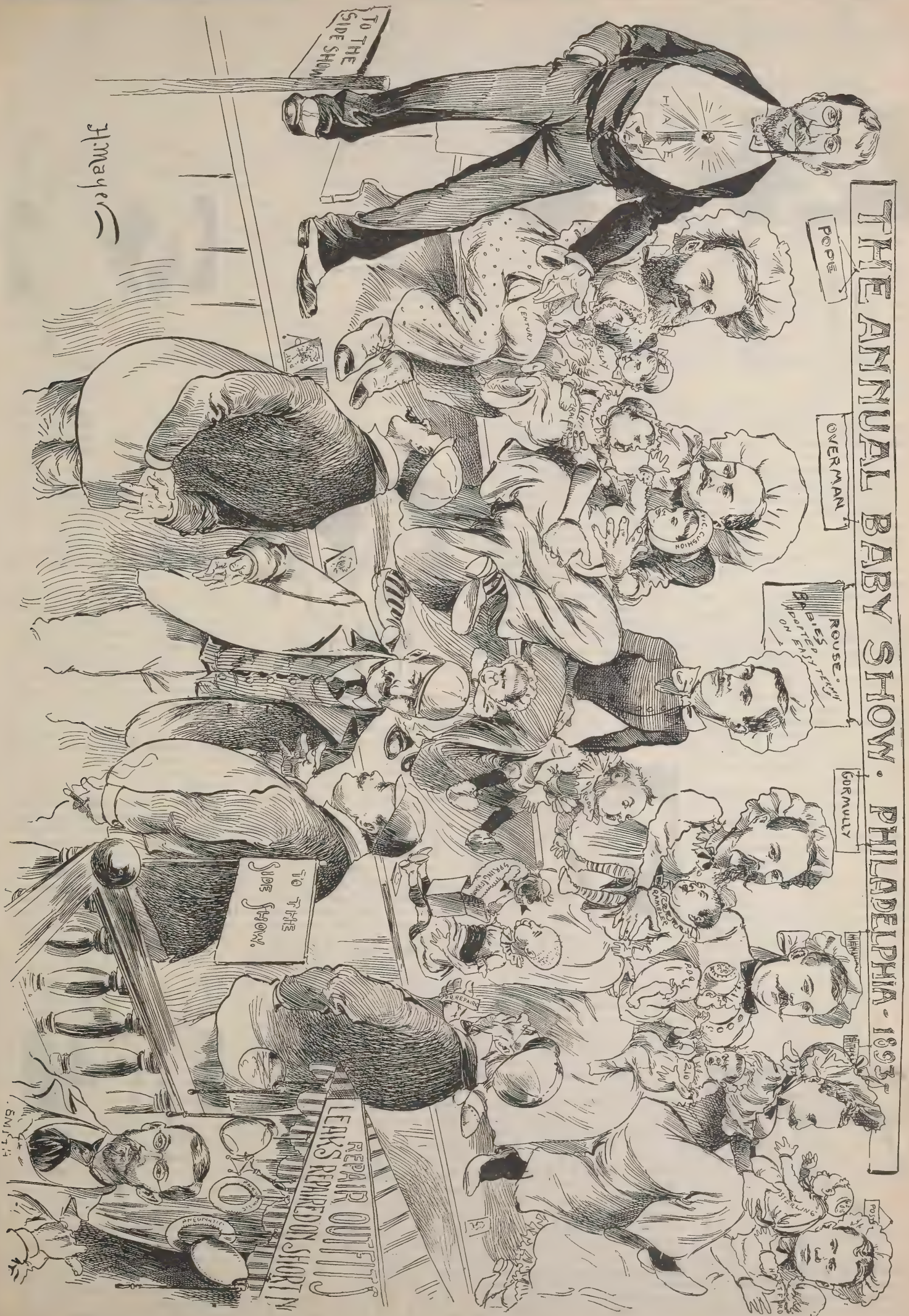
The Novelty Cyclometer.

A cyclometer of unusual merit will be placed on the market at once by the Recording Instrument Company, of Boston, which in itself is a novelty. This, by the way, is the name by which it will be known. It fastens readily to the front fork, runs to a hundred miles and repeats, or can be set at zero upon the commencement of each trip. This is one of its distinguishing features. It has been thoroughly tested the past season and is guaranteed by the manufacturers. It is simple, but all that can be desired, and must be a quick selling and favorite article with the trade. It will be exhibited at the Philadelphia Cycle Show.

Rudolph Manufacturing Company.]

In the line of oil, cement, polish, chain lubricants, etc., probably no concern does a larger business than the Rudolph Manufacturing Company, Chicago. The Rudolph brands of axle oil, lamp oil, graphite, enamel, liquid cement, rust remover, soft metal polish, rust preventer, emery paste, boot oil and grease remover are put up in cans of various sizes, and are handled generally by dealers throughout the United States.

THE ANNUAL BABY SHOW. PHILADELPHIA - 1893



THE FABLE OF BEN HASSAN AND THE CYCLE TRADE



BEING the true history of Ben-Hassan, surnamed Smith the drummer, when he went into the market to cry his goods.

* * *

And on a time during the reign and in the month called January, in the last year of the reign of the mighty caliph, Ben-Harrison (called the cold), there dwelt in the heart of a great city a certain builder of wheeled horses, named Smashem. And he had in his employ many and divers sorts of servants to do his bidding; and he builded many wheeled horses.

Howbeit he was greedy, and to save money he builded them from bad materials, although he sold them when he could at a great price.

Now Smashem was a shrewd man, and mighty in his trade, and he gave unto the dispensers of news and the fast runners before the people many shekels of gold and much treasure that they might cry aloud before the people that his goods were of great price; and many cunning devices did he invent that the people might come to him and buy.

Nevertheless, at the last the people found him out and would not buy, so he tore his garments and cast ashes in his beard, saying: "I am ruined unless I sell mine goods."

Then came to him one of his servants and said: "Behold, O master, a plan have I thought upon that may, peradventure, bring customers once more to you. Howbeit you must open your strong box and bring forth many pieces of gold and of silver that the plan may be well tried."

Then was Smashem filled with joy, and he fell upon his servant's neck and kissed him, saying: "Verily thou hast brought joy to thy master's heart—unfold now thy plan, and if it appear unto

live for ever; thus is my plan: Go thou forth and hire thee a 'drummer,' even a cunning seller of goods, and see that thou procurest one who hath much experience in lying (for verily there be many such) and one that can ride well upon the wheel horse; and if he be of those called 'the push,' hire him not, for there be a *limit* to lying, lest he be found out to soon. But see that he wear Mother Hubbard breeches and that he boasteth much of the many races he hath won and the popularity he hath in the trade. See to it also that he knoweth the difference between a wheel horse and a wheelbarrow, though such knowledge is *rare*, and I doubt not *costly*. When thou hast found this man, give unto him a wheeled horse and send him forth upon the steam chariot, up and down through the land that he may find the foreign customers and sell thy goods, even though as thou and I know they be not of the best."

Smashem harkened to the wisdom of his servant, girded up his loins and went



"He fell upon his servant's neck."

forth onto the street called Wabash—yea, even onto the "row"—and behold he saw many men leaning against the windows of the markets and against the posts that be upon the street. And when he came to them they cried aloud, saying: "Salam, O Smashem, hast thou need of a 'drummer'?"

And he questioned them, saying: "Canst thou lie? Knowest thou a wheeled horse from a wheeled barrow? And hast thou Mother Hubbard breeches?"

And they answered with one accord, "Aye."

Then he said unto them: "What wage dost thou require?"

And one said, "Fifty shekels," and another said, "One hundred shekels the month."

Now Smashem was a greedy man and he thought these sums too large. Therefore he passed on his way till he saw one standing alone. Then he spake unto

him saying: "Art thou a drummer?" And he said "Yea."

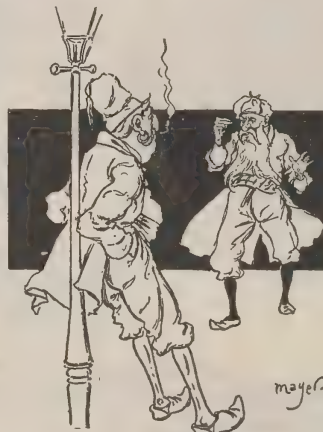
Then he questioned him as he had the others and he answered the same, for behold he was a greater liar than any, for he had never seen a wheeled horse.

Then said Smashem: "What wage dost thou require?" and he said: "Twenty-five shekels the month."

So he hired him and took him to his factory. Howbeit the wise servant knew not whom he had hired, because he had gone on a journey.

Then said Smashem to the drummer: "Get thee a wheeled horse and go forth up and down in the land and sell them to the 'Jays,' even to the 'Hayseeds,' for verily they know not the good from the bad. Behold, here are many pieces of money; get thee hence with great speed"—and he went.

But in this matter was Smashem greatly deceived, for those that he called Hayseeds and Jays had gained much knowledge from just such men as he. So therefore when the drummer, whose name was Ben-Hassan (surnamed the Smith) came into a city, and had come



"Leaning against the posts that be upon the street."

before one that he might sell to him, he found it no easy matter, inasmuch as he asked him many troublesome questions, like unto these:

"Where gettest thou the tubes in thy wheeled horse and what is the thickness thereof?"

"What condition of steel useth thou in thy bearings?"

"What manner of tires dost thou use, and dost thou warrant them unto me?"

Also many more of the like which Hassan found it difficult to answer, because he knew not and feared to lie lest he be caught. And the customer said further: "Verily have I heard of thy master, Ben-Smashem, and no good did I ever hear of him. Now can I buy many wheeled horses that I hear well of, therefore thou hadst best depart lest I have thee cast out," and he departed and went unto another, who likewise refused him.

Now the city was a small one and therefore there were none others that he might see, so he went unto another not far distant, and behold, he could do no better. Therefore he departed and came unto a great city, where there were many that dealt in wheeled horses and he said unto himself: "Now will I do much business," for he had a letter from his master in which were many hard words and no cheer.

And when he had come unto his inn and had rested himself he set out with a light heart and came to the greatest of the dealers. And when the servant had taken his card to his master he returned again to Ben-Hassan, saying: "Thus sayeth the master: 'Get out.'"

Therefore he got, and came unto another, who gave him many fair words

but would not buy. And when the night came he returned to the inn weary in mind, for he had sold no goods and his remittance had not yet come, though he had no money in his purse.

Howbeit on the next day he went forth



"That be called hayseeds and jays."

again, and after many rebuffs he came to a certain dealer, and he walked up and down the street before his door many times before he entered, that he might regain his courage, and when he had done this he sent in his card, and the master welcomed him, saying: "Verily I have been looking for you; therefore bring in your wheeled horse that I may see it."

And Ben-Hassan was joyful and ran and got the wheeled horse and shewed it to him.

And he said: "Verily, such have I never seen before; bring forth your contract—I will take 500 thereof."

After the servants had brought Ben-Hassan out of the swoon he fell into upon hearing this news, the contract was signed and Ben-Hassan sent a message even by lightning to Smashem, saying: "I have secured Busted's order for 500; send money."

And when he had come again to his inn he received from the host thereof this message:

You are a damphool. Busted couldn't pay for a handlebar. SMASHEM.

Now was Hassan greatly cast down, but he found his remittance at the inn and he said unto another who was with him at the time: "Let us go forth and have a 'time.'"

And they went to a certain club in the city, where they found many members of "the push," and these went with them, and they looked upon the beer when it was yellow, and likewise went to certain places where there was much



"They made merry with the maidens."

music and many maidens did dance upon a mighty platform.

And they made merry with the maidens and the beer [This has nothing to do with "Pinafore."—Ed.]. And when morning had come Ben-Hassan departed



"He tore his garments and put ashes in his beard."

me good, I will elevate thee; yea, I will even pay thee three shekels the week more than thou now gettest."

Then spake the servant: "Oh, master,

THE RUDGE, SYLPH AND OVERLAND

Will be on Exhibition in Spaces Number 29, 30 and 32 at the
PHILADELPHIA CYCLE SHOW.

TO BE HELD JANUARY 4th TO 14th, '93.

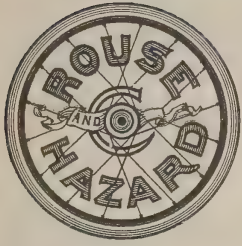
Each of these wheels have special features distinctly their own for '93, and every dealer and wheelman should investigate these points of superiority while attending the show. Mr. Fred Patee and Charles Duryea will be in charge.

THE RUDGE, made in the Rudge American branch factory, under our own supervision, from finished bearings, forgings, etc., is an old time-tried make that has always given satisfaction. Does this not commend it to every dealer and wheelman?

THE SYLPH (our own manufacture), is a three-part spring frame safety, a novelty that sells itself when given a trial. Nothing like it on the market, and the EASIEST RIDER ever produced.

THE OVERLAND (our own manufacture), is a medium-priced, high grade safety that has just passed through a most successful season. A new, light roadster Overland will be the special feature of the '93 line.

WE HAVE ALREADY MADE SOME CONTRACTS WITH LARGE DEALERS for 1893. Would you like to figure with us? Catalogue soon ready.



ROUSE, HAZARD & CO., 89 G St., PEORIA, ILL.

MANUFACTURERS, IMPORTERS AND JOBBERS.



COMPARE THE DIFFERENCE.

Between riding in a Farm Wagon and a Modern Carriage.

With the former the rider is shaken up and tossed about by every irregularity in the road, while the latter rides smoothly over the same course, even at greater speed. A passenger coach also rides easier than a freight car. The springs make the difference of course. In the construction of

Sylph Three-Part Spring Frame Safeties

The Spring is an important factor. It stops the jars and jolts, and gives its rider COMPLETE PLEASURE AND COMFORT. Riders of rigid frame machines and other styles of spring frames readily discover the difference when they give the Sylph a trial. "Sylph Cycles Run Easy," and those who try them always remark about the EASY RIDING QUALITIES. Our catalogue gives all the details, and will be mailed free for the asking.

AGENTS WANTED for 1893 for either a large or small territory.

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.



and took his head with him, though he would fain have left it behind. And when he had come to another city he sold one wheel horse.

Now after a time the wise servant returned to Smashem, and when he had told him what he had done, the servant tore his hair and his garment, saying: "Master, thou hast saved pence and lost pounds. Call in, therefore, this crazy Hassan and get thee a good man." And he called him in, and verily in two months he had sold one wheeled horse and spent many shekels. Howbeit when he had come again to the great city he boasted much in the market, saying: "I have been but few days out and I have sold 17,000 wheeled horses"—and many believed him. Selah!

* See heading.

New Track for Detroit.

For the wheelmen of Detroit next year appears heavily laden with good things. The Michigan Athletic Club has a bicycle track and is making arrangements to bestow a great deal of attention on cycling. This hustling young club has made very rapid strides in its growth and it now ranks almost with its older and more conservative brother, the Detroit Athletic Club, which also expects to equip a first-class track. It has been slow to act in this matter, but if it does conclude to build a track this is assurance sufficient of a first-class job.

Sanger Will Not Ride.

Sanger has decided positively that he will not participate in the races of the Milwaukee Wheelmen at the Exposition building Dec. 26 and Jan. 2. He has so informed the Telegram Cycling Club, of which he is a member. In view of this fact the club has decided not to enter any of the racing team and there is little doubt if any will ride.

BRITAIN'S OLDEST CLUB.

The Pickwick B. C., Organized in '70, Still Thrives.

Nearly a quarter of a century has flown since the formation of the pioneer bicycle club in England, the Pickwick B. C., and some brief remarks concerning this venerable institution may possess interest for the readers of the REFEREE. The first minutes of the club bear the date June 22, 1870. This was when the heavy boneshaker still flourished, with its hickory wheels tired with iron, its comfortless saddle and plain bearings. Upon these ponderous mounts the early Pickwickians took their little jaunts between Hackney and Ware, enjoying the excitement of their trips, but finding themselves in a bruised and aching condition on the subsequent day.

The Pickwick B. C. was founded at a time when the enthusiasm over Dickens' works was at its zenith, and every member was fitted out with a sobriquet taken from the "Pickwick Papers." This practice is observed to the present day and the only one to change his name is the captain, who is elected annually, and during his period of office always bears the title of Samuel Pickwick, Esq. The stock of available names has never been exhausted.

In the early days the Pickwick men held race meetings unapproached in their importance at a time when the Field was the only journal which recognized the existence of the growing sport. At these race meetings the elite of the existing cycling world came to compete or to view the sport. On the road, too, Pickwick men made a name for themselves. Stanley Thorp was the first wheelman to ride between London and York inside twenty-four hours. He succeeded in 1874 after two failures,

his mount being an Ariel with gun-metal bearings and socket steering, scaling over seventy pounds. The late Ion Keith-Falconer accompanied Thorp, but broke down on the way, subsequently making two vain attempts to beat Thorp's record.

At the Hampton Court meets, annual gatherings held each May down to 1882, the Pickwick members used to ride at the head of the long procession by virtue of their seniority, and Shirley Fussell acted for years as chief marshal. In common with many clubs of that period the Pickwickians wore a neat, dark blue serge uniform, and mounted upon tall ordinaries presented an effective appearance when on the road. To-day all this is changed. The club uniform is optional and the tall ordinary has passed away in favor of pneumaticised safeties.

Little is heard nowadays of the Pickwick, but the old club is full of vitality, and besides retaining a goodly proportion of its original members has absorbed many younger men. At its headquarters, the Orion Gymnasium, Corsterton street, Hackney, London, N. E., the members frequently meet, and although no attempt is made by the club to assume a leading part in the racing or legislative branches of the sport, the Pickwickians contrive to enjoy themselves throughout the year.

On the third of this month (December) they held their twenty-third annual dinner at the London Tavern, which proved a most delightful function, nearly eighty members and guests sitting down. The handsome chamber, with its dark oak ceiling and walls, the latter panelled with painted tiles, fairly bristled with original members and others, boasting twelve or fifteen years' connection with the club. Shirley Fussell (Count Smalltalk) presided, and in the four vice chairs sat Mr. Elliott

(Joe the fat boy), the sub-captain; T. J. Boulter (Samuel Pickwick, Esq.), captain; W. E. Blake (Hon. Mr. Crushton), the genial honorary secretary with iron gray hair, and E. Holland (Mr. Blotton), the energetic treasurer. About the tables were Major Benningfield (Grummer), W. E. Mavely (Sam Weller), H. Duesbury (Mr. Jingle), S. C. Rhodes (Lord Mutanhead), J. Atto (Nathaniel Pipkin) and many other well-known members. [There were six toasts, including the "Pickwick Bicycle Club," given by the president in an interesting speech overflowing with reminiscences. There was a distribution of prizes, for the old club still holds both path and road events for its small section of warm blooded speed riders. In recent years the club tours have been well supported, a club trip across the channel to France being a great success. At the Southern Counties Camp, too, the Pickwick has distinguished itself and met with a warm welcome from the many clubs with which it is on terms of friendship.]

They Will—Perhaps.

Julian P. Bliss declares he will not race next season—unless—

H. A. Githens says he will not race, but remarks, rather absent mindedly, "You know how that is."

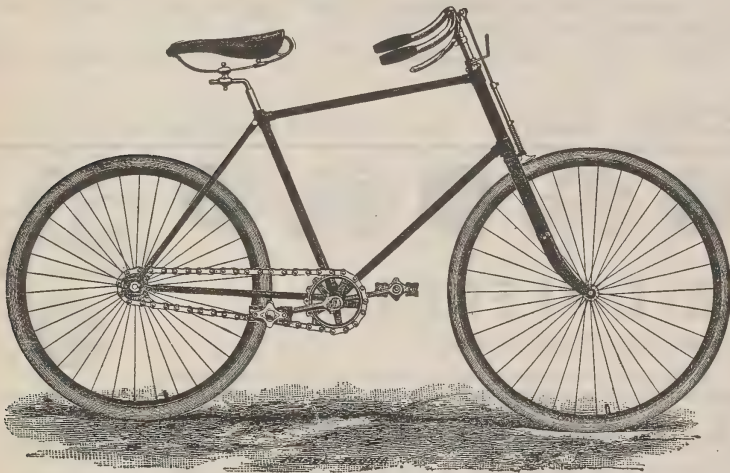
Lumsden says he will ride harder than ever next season. "With a pretty wife to urge him on" he does not add, however.

C. W. Davis will be married in the spring and will not race—could not think of doing so. But then!

The Buffalo B. C.'s new officers are: President, George Dakin; vice-president, E. N. Hodges; secretary, F. C. Wardwell; treasurer, F. B. Gallagher; captain, A. A. Mason.

TELEPHONE CYCLES.

ARE THE BEST
Bicycles on Earth.



LIVE AND LET LIVE

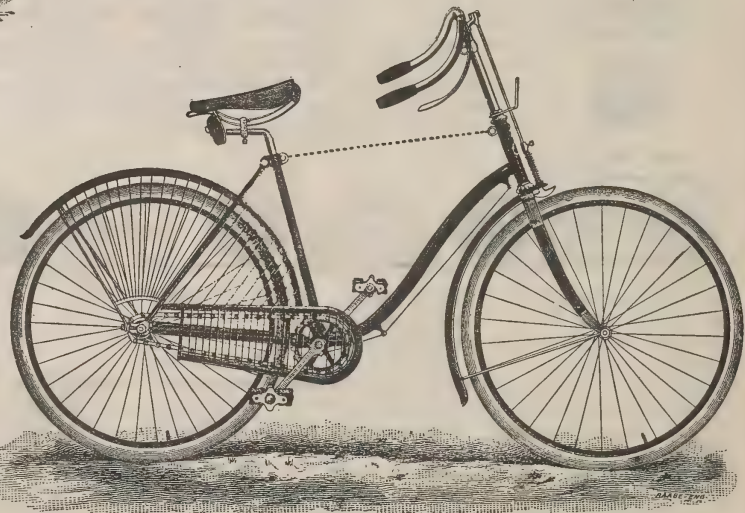
King of Racers, - \$150.
Weight, 32 Pounds.

IS OUR MOTTO.

LIVE AND LET LIVE

Queen of Racers, \$150.
Weight, 35 Pounds.

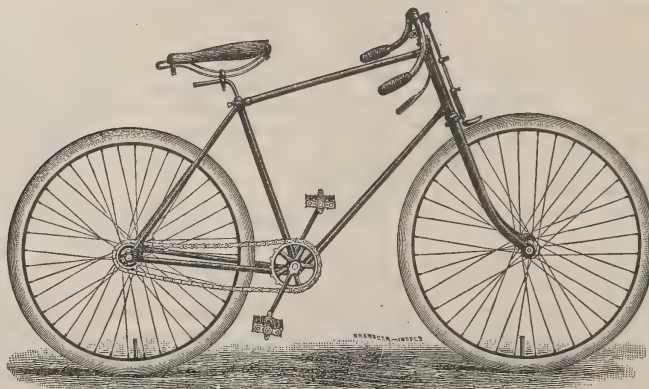
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KIRKWOOD,
WESTERN WHEEL
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This Line Cannot Be
Beaten.

Write for Terms and Catalogue.



KIRKWOOD, \$135.

38 POUNDS.

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We carry a complete
line of Sundries and can
meet any competition.

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write us.

KIRKWOOD CYCLES, A HIGH GRADE . .
WHEEL FOR \$135.00

KIRKWOOD, MILLER & COMPANY, - - - PEORIA, ILL.
16 RIVER STREET.

Our '93 Catalogue is ready. Let us hear from you.

AN INTERNATIONAL MATCH

A CHRISTMAS STORY IN 3 CHAPTERS

-BY CHAS. PEREZ MURPHY-

CHAPTER I.
The Voice
of the People

IT WAS the beginning of the third week in December, and still the mild weather continued,

more like the middle of autumn than winter. The trees were bare, the roads hard and dry, and the public health was excellent; still, the extraordinary behavior of nature did not fail to cause considerable anxiety and discussion. The morning sun shone brightly on the low, gray building which served as a depot, telegraph office and freight house for the good people of Unionville, and two worthy farmers, sitting upon the steps, under the wide, projecting eaves, were exchanging desultory remarks upon topics of general and local interest.

"I's grand weather, anyhow," said Abel Simpkins, breaking a silence of several minutes.

"Too grand, altogether, to suit me," replied Hiram Wilkinson, with a disapproving shake of his gray head; "I says to my wife this mornin', 'Elizy Ann,' says I, 'this here warm weather is on-seasonable, and it's agoin' to make sickness; a green Christmas,' says I, 'makes a full church-yard,' says I; I've lived in the Black North nigh onto seventy years, and I never knowed that sign to fail."

"The young folks don't act as if they calc'lated to die,—not just yet," observed Mr. Simpkins, who was many years younger than his companion; "I counted 'leven bicycles as I came through the village, all acomin' down the street, one after the other."

"The young folks in this place is always plumb crazy of some subject," said Mr. Wilkinson, severely; "if it hain't one thing it's another; a few years ago it was roller-skatin', and they went and built that big rink that's been turned into a bean-house,—then base ball struck 'em, and now it's bicycles; the Lord only knows what the next thing'll be."

"Your boy rides, don't he?" inquired Mr. Simpkins, casually.

"You bet! Whenever he can git a chance; he's been at me for over two months to git him a bicycle, and I suppose I shall have to come to it, sooner or later. I says to him yesterday, says I, 'William Henry, look ahere! In the language of scriptur,' says I, 'there's a time for everything; there's a time to raise the devil and a time not to; there's a time to ride bicycles, an' there's a time to refrain from ridin'; and it's been borne in on me, William Henry, that your time to refrain from ridin' won't be up 'till them there apples in the barn cellar is looked over and sorted and otherwise tended to.' Here Mr. Wilkinson chuckled audibly.

"Did you hear about Mis' Gordon?"

asked Abel Simpkins, changing the subject.

"I heard she was havin' a three-wheeled thing made, to hitch onto the hind end of Harry's bicycle, so he can draw her; she said Harry had good, strong legs, but hers was agivin' out, and she reckoned she'd run after him enough when he was small, so he could afford to wait on her a little, now she's so old; she's goin' on ninety, ain't she?"

"Somewhere nigh; and she was that set agin' bicycles she couldn't bear one in sight till after Harry got hurt: they do say the boy'd 'a' bled to death, only for Jennie: she jumped onto a wheel and rode for the doctor for all she was worth, and he got onto his wheel and came down aflyin'. Mis' Gordon hain't said a word agin' bicycles, not since then. The boys are raisin' money to improve

scar't that they thought he'd go clean out of his min'."

"Humph!" ejaculated Mr. Wilkinson, "I didn't s'pose he had no mind to go out of."

"No more he hain't, strictly speakin'; do you know what he's up to now?"

"The last I heard," said Mr. Wilkinson, "he was tryin' to get the nomination for county clerk, and I says to my wife, 'Elizy Ann,' says I, 'if you'll believe it, Johnny Cooper's atryin' to git appinted county clerk.' 'County dog's foot,' says she; 'why, Hiram, he ain't no more fit for a county clerk than you be for a toad stool.'"

"Well, I guess he's kind o' give up that idee since he found out Farnsworth was goin' to run; Farnsworth's a hard man to buck agin', and it appears now that Cooper's quit politics and gone to

says I, 'you can't have no bicycle till I can raise the wind a little; but when you do git one,' says I, 'It'll be a good one,' says I, 'if I have to sell a cow to help



AS HER WHEEL SWEEPED ACROSS THE TRACK.

pay for it. Ain't that Farnsworth's girl comin' down the road?"

"Yes, that's her," replied Abel Simpkins, "and there's Jennie Gordon and Harry comin' along after her; they're comin' to take the train, I reckon."

Miss Ella Farnsworth, daughter of James Farnsworth, village lawyer and local politician, cast one hurried glance to the eastward as her wheel swept across the track. "Come along, Jennie," she called, turning toward Miss Gordon, who was just behind, "we'll have time for a spin around the park before train time."

"Don't know about that," muttered Abel Simpkins, consulting his watch, "the train's due now," but the three bicycles were already disappearing in the direction of the driving park near by.

"Yes, I can see the smoke," said Mr. Wilkinson, motioning eastward, "and here comes a lot more folks from the village; Farnsworth's expection' his nephew, I understand."

"Didn't know he had a nephew."

"It's his brother's boy; the family moved to Germany, or Europe, or some furran country years ago, and just got back; Farnsworth aint seen this feller since he was a kid. Here's the train, now."

With the usual puffing of smoke, whizzing of steam and clamor of bell, and the customary shouting of train-hands, the engine drew up in front of the depot; several persons got off, several others got on, and then, with a parting shriek of the whistle, the train moved on, westward, and presently disappeared.

"There's Farnsworth's nephew, I'll bet forty red apples," exclaimed Mr. Wilkinson; "that tall feller—the one that's just took the wheel out of the baggage car."

"He is a furran-looking chap, now aint he?" responded Abel Simpkins;



TWO WORTHY FARMERS SITTING UPON THE STEPS.

the roads, and they went to her day before yesterday, and she give 'em a cool five hundred. Now I call that lib'ral."

"Y-e-s," assented Mr. Wilkinson, with evident reluctance, "but Mis' Gordon's an awful rich woman, Abel, awful rich, and five hundred dollars hain't no more to her than five would be to you or me; besides, it hadn't struck me that the roads was in such awful bad shape."

"Our roads," said Abel with the air of a man who understood his subject, "is gettin' wore out; the stones is all comin' to the top, and there's an awful piece just north of here: Bill Jones drove into a kind of pitch-hole night before last and broke his hind ex', and only yesterday Lib. Shattuck was ridin' a wheel just north of the track, and she struck a stone and went, head first, plumb into the ditch. She lit on her head and laid there senseless. They carried her into Johnny Cooper's, and Johnny was that

makin' axe-helves; leastways, that's what the bicycle agent told me."

"Bicycle agent!" exclaimed Mr. Wilkinson, "I s'posed everybody that wanted a bicycle had got one before now."

"So did I," replied Abel Simpkins, "but it appears some of the Presbyterians wanted a few; they didn't want to lay out no money to speak of, and so, when this here agent came along, he sold about six for twenty-three dollars apiece."

"Be they good for anything?" inquired Mr. Wilkinson.

"Gosh, no! I should say they wasn't. Why, there was a man up south got one for his little girl—a beautiful child—and the first time she ever got onto it to ride, the blamed thing just fell all to pieces, and crippled her for life."

"Thunder!" exclaimed Mr. Wilkinson, deeply interested. "Well, I says to my boy the other day, 'William Henry,

"looks like a opera singer, or a 'Piscopalian, or some such critter."

"Looks like a I-talian, to me," said Mr. Wilkinson, decidedly.

Happily unconscious of these critical



"ROCHESTER MORNING SURPRISE,"
SHRIEKED THE BOY.

remarks, the subject of them stood in an attitude of confident expectation, leaning carelessly upon his wheel. Slightly above the medium height, slender, graceful and modishly dressed, he perhaps deserved, in a measure, the encomiums lavished upon him by the two friends. His skin was dark to swarthinness, his features were almost faultlessly regular, and his hair, of that deep shade of brown which usually passes for black, was short and curling; his clothes, though not intentionally conspicuous, betrayed a trans-Atlantic origin, and his face and manner betokened an European training, if not a foreign birth. He was a distinctly handsome fellow.

"Rochester Morning Surprise," shrieked the boy who sold newspapers;



"HAVE YOU A NOTICE TO SPARE?"

"full account of the shootin'; eight men killed and sixteen wounded; five thousand dollars reward for the arrest of the Rooshun prince that made the incendiary speech; escaped on a bicycle through the back winder of the city buildin', and haint been seen nor heard of since, a *Surprise* reporter interviews Mr. Clarence Farnsworth, a partic'lar friend. *Morning Surprise*, only three cents a copy!"

"Hi there, Jimmy!" called the ticket agent, emerging from his office with a mail bag in his hand; "just leave the



APPROACHED THE LITTLE GROUP OF MEN.

mail as you go along, and take one of these notices and tell them to tack it up in the post office."

"What be the notices?" asked Abel Simpkins, rising and approaching the agent.

"Take one, if you like; the conductor handed me a dozen or such a matter;" whereupon Mr. Simpkins took one of the printed slips and read aloud to Mr. Wilkinson:

"\$500 REWARD!

The above reward will be paid by the city of Rochester for the apprehension of Ivan Romanoff, a young Russian nobleman, who, on last (Tuesday) evening, made an incendiary speech before a socialist meeting, which led to the shooting of one man by a stranger in the audience. The missing Russian is twenty-six years of age, six feet in height, and is slender and well-formed; he has curling yellow hair, gray eyes, blonde mustache, and an unusually fair complexion. He escaped through a rear entrance to the building, and not the slightest clue to his whereabouts has as yet been obtained."

"Have you a notice to spare?" asked

shook hands in the most friendly manner.

"Here's them girls now," said Mr. Wilkinson, "and Harry comin' along behind, like the tail to a kite." At this moment Miss Farnsworth alighted from her wheel, and accompanied by Miss Gordon, approached the little group of men.

"I s'pose you're lookin' for your cousin, Ella," proceeded Mr. Wilkinson, with the inoffensive familiarity of an old man and an old friend; "well, this is him; we've been scrapin' acquaintance with him, Abel Simpkins and me. Mr. Farnsworth, this is your cousin Ella, your uncle's oldest girl, and this other young lady is Miss Gordon, a partic'lar friend, and this here little rascal is Harry Gordon, the biggest young scamp in the place;" and Mr. Wilkinson gave the aforesaid young scamp a good-humored thump between his square, boyish shoulders.

"Now, that's what I call manners," remarked Abel Simpkins, in a tone of



MR. FARNSWORTH WAS IN THE HABIT OF READING ALOUD.

someone just behind the agent; the voice was low and incisive, the accent decidedly foreign.

"Certainly," replied the agent politely, "and, excuse me, but I presume you're the Mr. Clarence Farnsworth, mentioned in connection with this shooting affair."

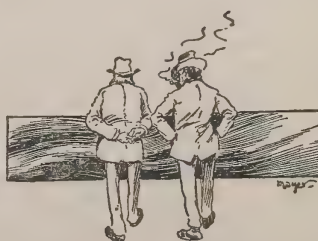
The handsome stranger raised his hat, and bowed a graceful assent; the gesture was so elaborate that it would, in most men, have seemed an affectation; with him, being natural, it was at once courteous and dignified.

"So you're Hank Farnsworth's boy, be you?" said old Mr. Wilkinson, with unwonted animation; "we mistrusted it was you, Abel Simpkins and me. Well, young feller, your father and me was toler'ble good friends thirty odd years ago, and I am glad to shake hands with his son;" here Mr. Wilkinson shook hands with almost effusive cordiality, while the young stranger expressed his delight at meeting any friend of his father.

"I reckon you expect somebody to meet you, like enough?" said Abel Simpkins, not wishing to be left in the background; "well, your cousin Ella was here about three minutes ago, and she'll be back again, right off. My name is Simpkins, and Mr. Wilkinson, her, and me is old friends and near neighbors;" and Mr. Simpkins and the new arrival

emphatic approval as, a few minutes later, he stood with Mr. Wilkinson and watched the four wheels disappear down the road to the village; "the Farnsworth's is an awful fine family and I s'pose old Mis' Gordon could buy and sell the whole of Unionville and never know it, but there ain't nothing proud nor stuck-up about none of 'em."

"Real, high-toned folks aint never stuck-up—they don't hev to be," replied Mr. Wilkinson, sententiously, "but just take one of these mushroom sort of critters, like Johnny Cooper, over here, and he'll put on more airs than a piece of putty. I wisht them girls had kep' away



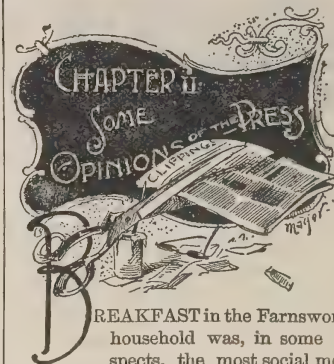
THE TWO FRIENDS AMBLED SLOWLY AWAY.

for another five minutes, so's I could hev asked the feller more about the shootin' affair; it appears he was kind o' mixed up in it.

"O, well," said Abel, "you can read all about it in the mornin' paper, and like enough we'll run across this feller again."

So the two friends ambled slowly away, in the general direction of the post office, and the likelihood of their "running across the feller again," and under peculiar and exciting circumstances, was greater than either of them knew or imagined.

Note: The "Black North," so called from the exceeding richness of its soil, is an extensive region, something over one hundred miles in length, by from three to eight in breadth; it includes all that portion of northwestern New York which lies between the famous Ridge Road and the southern shores of Lake Ontario.



BREAKFAST in the Farnsworth household was, in some respects, the most social meal of the day. Seldom in any particular hurry to reach his law office, Mr. Farnsworth was in the habit of reading aloud to his wife and daughters from the papers of the previous evening, indulging meanwhile in a sort of running commentary upon their contents, his own remarks being liberally interspersed with observations by Mrs. and Miss Farnsworth, and further enlivened by an occasional question from Miss Lettie, aged eleven.

"I told Clarence not to get up to breakfast," observed the lady of the house, taking her place before the coffee urn. "He's tired out with his long journey, and the girls insisted yesterday afternoon upon dragging him to the rink and the driving-park; then, after tea, Jennie Gordon and Dr. Hudson dropped in, and he did not go to bed until after eleven; besides, it's easy to see that he's worried to death about that friend of his, the young Russian."

"And he's a prince, too—only think of it!" observed Lettie, who had a vague idea that her cousin's acquaintance with so important an individual redounded in some way to the credit of the entire family. "How I should like to see a real prince!"

"But a Russian prince, Lettie," said Ella, "isn't always a very exalted personage; not more so than a lord in England."

"Yes," assented her father, who prided himself upon the possession of sound democratic ideas, "I understand that princes in Russia are about as common as—well, as bicycles here in Unionville."

"Comparisons are odious, you know, papa."

"A most original and profound remark, Ella. Just please pass the butter if you don't feel too much exhausted."

"And, James, I wish you'd see what the evening papers have to say about the Russian affair; Ella and I haven't had time to look at them, and Clarence isn't as communicative on that subject as one would think he naturally would be; if there were any sense in such an idea, I should think he rather avoided the subject; and he gave a most indefinite account of his interviews with the reporters. Lettie! have the goodness to swallow part of what you have in your mouth before you try to cram in any

more. Your cousin's table manners are simply perfection, and we don't want him to think that he's fallen among savages here in America.

To this reproof from her mother Let-



LETTIE HAVE THE GOODNESS TO SWALLOW

tie, for obvious reasons, made no audible reply, and her father, having assured himself that she was not in imminent danger of choking, took up the paper which chanced to lie nearest at hand.

"Why, this is yesterday's *Surprise*," he exclaimed. "I must have overlooked it. What's this about five hundred dollar's reward?"

"That's what they've offered for the capture of the prince, Clarence's friend," replied Ella; "and that, I suppose, is what he seems to feel so awfully about. Just read along and see if you ever saw anything so ridiculous."

Mr. Farnsworth therefore read as follows:

"A SIGN OF THE TIMES.

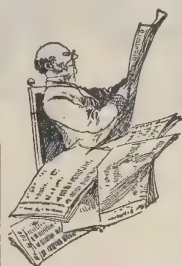
"With a presidential campaign less than a year distant and already absorbing the attention of the leading men of the country, with a great international exhibition looming close behind the presidential campaign, and with the great double problem of capital and labor as far as ever from a final solution, it is, perhaps, not altogether unnatural that matters of seemingly minor importance should be partially overlooked. It is the duty, however, of a great newspaper (and the sworn circulation of the *SURPRISE* is greater than that of any other periodical in the county) to observe all the signs of the times, when those minor and more secret workings of the public mind must, of sheer necessity, escape the notice of papers less argoside than ourselves.

"The people of western New York will not fail to recall the fact that the *SURPRISE* has frequently and on more than one occasion called attention to those secret and mysterious conclaves which are held every week in an obscure, dimly-lighted and difficultly found room in our city building, an edifice erected for more elevated purposes than those to which it has of late been devoted and degenerated. Under the name of 'socialistic meetings' certain dangerous and desperate characters are known to gather weekly, in this retired and secluded spot, and we are creditably informed that their proceedings are invariably most anarchal if not positively nihilistic in their nature. On our first page we give, with our customary and circumstantial lucidity, a strictly impartial and unbiased account of the outrageous affair of last evening, in which a prominent and much-esteemed citizen (whose exact name and address we have as yet been unable to ascertain) was mortally wounded by a madman, reduced temporarily insane by the incendiary language of a young Russian outlaw, who is more than suspected of being a nihilist emissary. Mr. Clarence Farnsworth, a nephew, it is said, of Hon.

James Farnsworth of Unionville, was, we regret to say, instrumental in the escape of the Russian miscreant. Mr. Farnsworth brought a bicycle to the rear door of the city building, and the Russian disappeared as completely as if the earth had swallowed him. His arrest, however, can only be a matter of hours. Mr. Farnsworth, when called upon at a late hour by a *SURPRISE* reporter, was found in a darkened room at the Powers Hotel, suffering from a severe headache, brought on by the exciting events of the evening. It is understood that he carried an uneasy conscience and a constitution vitiated and impaired by a foreign training to Unionville by an early train this morning. The *SURPRISE* is never severe; if there is one thing more than another that it prides itself upon, it is the perfect candor and rigid impartiality with which it invariably treats all matters of either local or general interest—but why will wealthy Americans persist in cursing their sons and daughters with the evils of a foreign education?

"The murderer who fired the shot, and who refuses to give his name, now awaits identification at the jail. It is rumored that he is a prominent Chicago anarchist."

"Well, well!" exclaimed Mr. Farnsworth, "if Clarence isn't accustomed to the peculiarities of American journalism, I don't wonder he feels a little down in the mouth."



MR. FARNSWORTH.

"James," said his wife, impressively, "if you don't stop that miserable *Surprise* I shall burn up every copy of it that comes into the house. Foreign education, indeed!"

"Don't be too hard on the *Surprise*, my dear; the editor is one of the mildest men in the world, and his two daughters are studying at Heidelberg this very minute. Now, let's see what last night's *Astonisher* has to say; that usually goes to the opposite extreme, and, in most matters, I arrive at an approximation of the truth by drawing a line between the two. Ah! here we have it:

"MORE SIGNS OF IDIOCY.

"As a rule, we consider the habitual misstatements of our esteemed contemporary the *Morning Surprise*, quite beneath the dignified criticism of a paper which, like the *ASTONISHER*, has for nearly half a century enjoyed, and we trust merited, the liberal patronage of the people of western New York; we consider, also, that too much has been made of the very insignificant fracas which occurred last evening at the city building. But, since the *Surprise* has, on this occasion, positively surpassed all its former efforts in the line of flagrant misrepresentation—a feat which, but for the evidence of our own eyes, we should have deemed impossible—we owe it to our readers, and to the interests of truth itself to correct a few of its more glaring errors.

"A representative of the *ASTONISHER* called at the Powers Hotel, this morning and was received by Mr. Clarence Farnsworth in his own room. Mr. F. was ill in bed, and made no mention of leaving the city; in fact, he doubted his ability to rise before afternoon. He said that he and his friend, young Romanoff, had been strolling about the city on the previous evening, and had entered, by accident, the room—a prominent one, on the first floor—in which the workingmen's meeting was being held. They sat down for a few minutes, and, during a pause in

the proceedings, young Romanoff arose, for the purpose of correcting an error made by the last speaker in alluding to Russian affairs. The family of the young man are at present under the displeasure of



THE NEWLY-ARRIVED GUEST.

the Russian government, and were allude to by Mr. Keenan in his recent lecture in this city. Prince Romanoff's remarks were brief and of a most pacific character; but, as he sat down, a stranger in the audience rose to his feet, began shouting incoherently, and then, drawing a revolver, he fired, evidently at random. The shot, however, took effect in the arm of Thomas Khatt, a Front street saloon keeper, but, although the wound bled profusely, Mr. Khatt was not seriously injured, and was interviewed to-day at his place of business by a representative of the *ASTONISHER*. The man who fired the shot was immediately arrested, though he resisted furiously, and taken to the jail; it was learned to-day that he was a lunatic, who lately escaped from the State Hospital in Buffalo, and the officers of that institution have been requested to send for him. The *Surprise*, therefore, unintentionally stated a bare fact when it termed this unfortunate person a 'madman.' During the confusion which followed the shooting, the young Russian and his friend, Mr. Clarence Farnsworth, quietly withdrew; no bicycles, so far as we can learn, figured in their departure, both having left their wheels at the Powers Hotel. Neither does it appear that young Romanoff was in any way to blame for the disturbance. But certain well-meaning but misguided



HE LOOKS LIKE A PRINCE.

persons, misled by papers which, like the *Surprise*, are always scenting anarchy and nihilism from afar off, have offered a large reward for the apprehension and arrest of the Russian. These people have long desired to break up the meetings of the workingmen, and so make the most of this seeming opportunity, while young Romanoff, wholly ignorant of American laws and customs, doubtless considers it

prudent to keep out of sight for a few days.

"We advise all persons who desire to ascertain the exact meaning of such rhetorical expressions as 'tautology,' 'hyperbole,' and 'false syntax,' in their most unrestricted sense, to study the editorial columns of the *Surprise*, and we wonder that apostles of the so-called 'spelling reform,' have so long neglected the vast field for missionary labor which is daily opened to them by the same esteemed contemporary. By the way, what is the definition of 'argoside?' The *ASTONISHER* is always desirous of increasing its own stock of useful knowledge, but we have vainly searched Webster and Worcester, not to mention the numerous foreign lexicons in our possession, for the meaning and derivation of this lovely word."

"Well!" observed Mrs. Farnsworth, complacently, "you said that the *Astonisher* would be as far out of the way as the *Surprise*."

"So I did."

"But it seems to me that this article is as unbiased as possible."

"Draw the line between the two statements, my dear, as I believe I also suggested; briefly comparing the articles, I conclude that our Russian friend *did* say some rather severe things, and that there is more to the affair than has yet come out. Hello! anything for an advertisement! Just listen to this, under 'Cycling Notes':

"The bicycle upon which the Russian prince left the city building, last evening, was a this year's Columbia. Nothing but the best and strongest wheel in the market could have escaped, uninjured, the rough usage that it received. Conolly has the best stock in the city; call and see them."

"Why, papa!" exclaimed Ella, who had taken up the *Surprise*, and was glancing casually over it, "hear this; as usual, these two papers entirely disagree:

"The bicycle which figured so prominently in the escape of the Russian prince, last evening, was an improved Victor, the strongest, lightest and best wheel ever made. Conolly has a full line of them."

"What an awful lie!" exclaimed Lettie; "that is, one of them *must* be a lie."

"Both, most likely," replied her father; "my dear, isn't that the *Consternational* that you are looking at? If so, please glance at the bicycling column and see what you find."

"Nothing about the prince, I think; why, yes, here is a short paragraph:

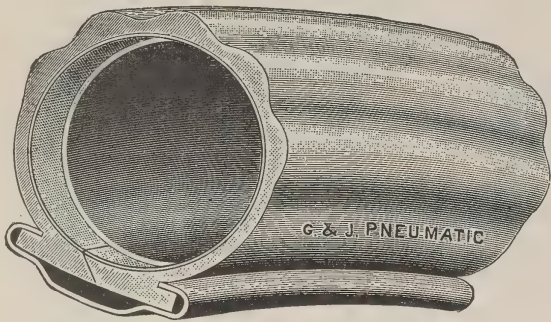
"It has been ascertained that the bicycle upon which the young Russian rode down the back stairs of the city building, last night, was furnished with the *Dunlop* pneumatic tires. Nothing else could have withstood the tremendous rebound which ensued when the wheel struck the pavement. Conolly has a brand-new stock of these famous tires; call and see them, at his old stand on South St. Paul street. The wheel used by the prince was a *Hartford*, of which Conolly always has a full assortment."

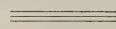
"Papa," inquired Lettie, "do newspaper men ever go to heaven?"

"Sometimes, my daughter, sometimes; why, it is said that even lawyers occasionally argue their way through the pearly gates."

Here the newly-arrived guest entered, with many apologies for his laziness, and the conversation became general.

"How very strange these family resemblances are," remarked Mrs. Farnsworth, after various subjects, including the proposed international bicycle match, had been touched upon; "a stranger,



"WATCH THE THREE PARALLEL LINES."  THEY ENCIRCLE THE

THEY ENCIRCLE THE WHOLE EARTH.

"WATCH THE THREE PARALLEL LINES."

THE GREAT

G. & J. PNEU

ROAD AND

\$25.00 Per Pair, Including Rims.

GORMULLY & JEFFERY

RIDERS:

WHEN you pay \$150.00 for a High Grade Bicycle you are entitled to a High Grade Pneumatic Tire.

"INSIST UPON THE G. & J."

TO IMPORTERS:

YOUR wheels come a long way—have them come right. We have made arrangements whereby you can import your wheels fitted with G. & J. Rims, but without tires, saving freight and duties. We will then sell you the rubber parts of the G. & J. Pneumatic Tire at importers' price, less cost of the rims to the foreign makers. Write for particulars. **"INSIST UPON THE G. & J."**

CHICAGO. BOSTON. WASHINGTON.

"WATCH THE LUCKY THREE PARALLEL LINES."  THEY ENCIRCLE THE

WHOLE EARTH.

"WATCH THE THREE PARALLEL LINES."

TO MANUFACTURERS:

WHAT luck had you with Pneumatic Tires this season? The bicycling hosts are "watching the Three Parallel Lines." Better give them what they want.

How many can you use?

We invite correspondence.

"USE THE G. & J."

AND POPULAR

MATIC TIRES

RACING.

\$25.00 Per Pair, Including Rims.

MANUFACTURING. CO.

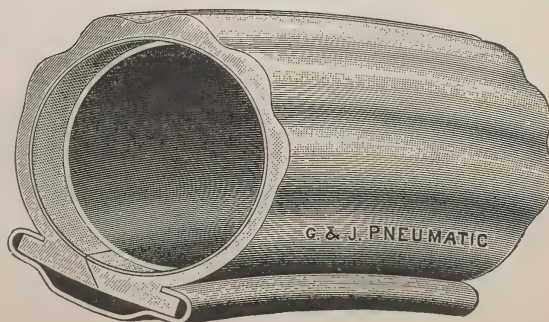
NEW YORK. COVENTRY, ENGLAND.

WHOLE EARTH.

"WATCH THE LUCKY THREE PARALLEL LINES."

"WATCH THE THREE PARALLEL LINES."

THEY ENCIRCLE THE WHOLE EARTH



James, would scarcely detect a likeness between you and Clarence, and yet there certainly is one; it lies in the eyes, I think."

A slightly amused expression flitted over the face of the younger man as he made some inconsequent observation by way of reply; and, indeed, a less acute person than Mrs. Farnsworth would have found difficulty in discovering even one point of resemblance between these two. Mr. James Farnsworth was short, stout and florid, with sandy hair and whiskers, and a general expression of good-natured shrewdness; his features were indeterminate, his eyes gray and bright. The young man, now sitting at the right hand of his hostess, had a head like the Grecian Apollo, and, from the dark, curling hair, brushed away from the wide forehead, to the strong and wonderfully perfect chin, one looked in vain for flaw or blemish; the eyes alone seemed singularly at variance with the jetty brows and lashes and the clear, olive skin. Handsome eyes, no doubt, but they were steel-gray, and their northern beauty seemed out of place amid all this southern richness of coloring.

"Mr. Abel Simpkins is at the door, sir, and wants to speak to you," said the servant, entering the room as the family rose, at length, from the table.

"Very well," said the lawyer, "I'll be right out; I'm going down to the office."

"And—ahem—Uncle James, if you can spare me a few minutes this morning, I think I'll walk along with you; I want to consult you about a business matter."

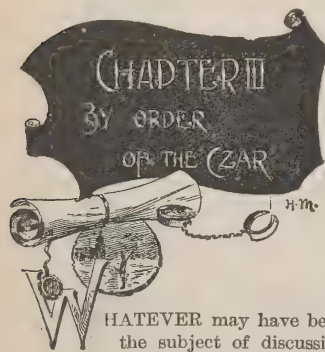
"Certainly, Clarence, certainly. I'm not at all rushed this morning and shall be very glad to talk with you."

"What a splendid-looking fellow Clarence is!" said Mrs. Farnsworth, as she watched the tall, elegant figure disappearing through the front gate; "he looks like a prince himself; I'm really proud of him."

"I wish the prince would get out of this scrape and come and visit us," said Lettie; "I want to see him."

"You're not a bit of a Democrat, Lettie," replied her mother; "you've fallen in love with a title."

And Ella said nothing.



WHATEVER may have been the subject of discussion between Mr. Farnsworth and his guest, the result of their conversation was not immediately made known to the ladies of the family. The two gentlemen returned home to lunch, looking grave and preoccupied, and Mr. Farnsworth announced at the table, that important business would oblige him to go to Rochester, by the evening train, and that he might be absent for a day or two. Mrs. Farnsworth and Ella became vaguely conscious that there was a mystery somewhere, and awaited developments with some anxiety, while the lawyer's errand in the city, though destined to be ultimately successful, did not stay at once, the march of events, which, by the way, is always a most difficult thing either to hasten or to hinder.

It is the nature of truth to make itself known, which is nearly equivalent to saying that a secret is very difficult to keep; indeed, a man whose whole life was, in a manner, overshadowed by secrets, once said, that the surest way of preserving one was to flaunt it so persistently before the public gaze that no one would notice it—on the principle that any object, when held too close to the eyes, is practically indistinguishable and serves also as a blind.

Mr. Thomas Khatt, the front street saloon-keeper, the man injured during the fracas at the city building, was a most disagreeable person, who only awaited a favorable opportunity to become positively obnoxious. Born and reared among Bavarian socialists and Freethinkers, Mr.



MR. THOMAS KHATT.

Khatt had brought with him to the new world many of the most objectionable doctrines, and, outwardly subservient to the letter of the law, in reality, he snapped his fingers at all ordinances whether human or divine. Mr. Thomas Khatt was already, in many respects, a dangerous man, whom a revolution, or any general upheaval of society, would have carried to the surface of events; at present he remained in obscurity, an active element of disintegration, though, as yet, a merely passive enemy of law, order and existing institutions. Fifty year old, short, thick-set, and wearing one of those chronic smiles, which become slightly wearisome after a straight half hour or so, a widower of many years' standing, Mr. Khatt's one affection in life was for his only son, Thomas Khatt, Jr., who by the way, was no kitten, being already in his thirtieth year.

Thomas, Jr., when not behind the bar of the saloon, was usually to be seen hanging about police-headquarters, or the office of the chief of detectives; indeed, Thomas, Jr., had come to be regarded as a sort of "sup" by the regular members of the force, and, if any particularly dirty job was on hand, like the raiding of the dives on Murderer's Row, his willing services were occasionally enlisted. Personally, he was an awkward, heavy-featured young man, addicted to loud jewelry and cheap cigars, to flashy neckties and beer, and to pantaloons of a conspicuous plaid.

Since the affair at the city building, Mr. Thomas Khatt had considered himself a martyr to the cause of liberty, and had burned to avenge his wrongs; that the shot had been fired by a lunatic did not, in his eyes, mitigate, in the very least, the enormity of the offence. Possessed of an inbred hatred of rank and titles, he naturally regarded the young Russian as the most fitting subject for punishment, and being of an avaricious turn of mind, the reward of five hundred dollars greatly stimulated his desire for revenge; therefore, Mr. Khatt took his worthy son into his confidence, and desired him to visit the Powers Hotel and there obtain such information as he could regard the Russian, Romanoff, and his American friend, Mr. Clarence Farnsworth.

Thomas Jr., fell in with his father's views with the utmost alacrity, and donning his largest watch-chain and his most brilliant apparel, set forth at once on his congenial errand; and as, with the largest of walking-sticks in his hand and the vilest of cigars between his teeth, he went swaggering down East Main street, and past the "Four Corners," he gave an observant artist an idea for a brand new picture, to be entitled "The Tough: A study from Life." By

consulting the hotel register and cautiously questioning one or two bellboys, Thomas, Jr., ascertained that Mr. Clarence Farnsworth, or someone bearing that name, was still at the Powers, that



HE WENT SWAGGERING DOWN EAST MAIN STREET.

a slight illness confined him to his room, and that the Hon. James Farnsworth, of Unionville, was at present also a guest of the house. More than this, Thomas, Jr., learned that Mr. Clarence Farnsworth was of medium height, with brown hair and dark eyes—in short, that this description did not tally at all with that of the Russian, as given by his father. Concerning the prince, Thomas, Jr., could learn positively nothing, aside from the fact of his abrupt disappearance; he had vanished, utterly, and no one at the Powers had the faintest idea of his present whereabouts. On the evening of the socialist meeting, he and Mr. Farnsworth had come in together, going directly to their rooms; shortly afterward, Mr. Farnsworth had come down stairs alone, and taking one of the bicycles, which were just alike, had gone out by way of the Fitzhugh street entrance; no one had noticed his return, but when the officers came he was alone in his room. Oh, yes! They knew it was Mr. Farnsworth that went out; he had spoken to one of the boys in passing; besides, the prince was tall and large; but he was gone, and whatever Mr. Farnsworth knew he was sharp enough to keep to himself.

Thomas, Jr., went back to the saloon and reported, and Thomas, Sr., sat down



A SCRAP OF CONVERSATION CLEARLY NOT INTENDED FOR HER EARS.

over a schupper of ale, and meditated in silence for some minutes.

"Tom," he said at length, "it's my belief that this devilish Russian is out in Unionville, and if I can get Schneider's boy to tend the place for a day, you and I'll just drive out there and nab him; a man can afford to take a little trouble for five hundred dollars."

But if Mr. Khatt had looked over his copy of the morning *Surprise*, which

arrived quite early on the day of the projected trip, he might have seen that the reward had been withdrawn; also another statement that would have pleased him quite as little. James Farnsworth had wasted no time since his arrival in the Flower City, and events were evidently drawing to a focus.

Happily unconscious of lurking mischief, the family in Unionville pursued the even tenor of their way. The holidays were approaching, and the public mind was divided between two important events. First, a grand bicycling tournament, followed by a ball, to be held at the mammoth rink, which was already being swept, garnished and hung with evergreens in anticipation of Christmas eve, and, second, a New Year's party, to be given by the aged and wealthy Mrs. Gordon.

"Farnsworth's nephew" had proved already a most delightful acquisition to the village society, and he and Miss Ella were well-nigh inseparable; indeed, their fondness for each other's company was occasioning some good-natured remarks, and on the evening of her father's return from the city, little Lettie in crossing the hall, was favored with a scrap of conversation clearly not intended for her ears.

"Nonsense, my dear!" Mr. Farnsworth was saying; "Ella is little more than a child, and cares no more for him than you do; he's an attractive fellow, and excellent company, and that's all there is to it."

"I have eyes, James," replied Mrs. Farnsworth, sententiously, "and much as I like Clarence, I should never consent that a child of mine should marry her own cousin. Look at case—that we know; look at the royal families of Europe, growing positively imbecile through inter-marriage; look at those wretched Austrians—the House of Hapsburg—a poor, miserable set of epileptics, just cumbering the earth—"

Mrs. Farnsworth was waxing eloquent but Lettie heard no more, being too conscientious to stop and listen; still, what she had heard furnished food for reflection. She was a romantic little thing, with an imagination over-stimulated, first, by fairy tales, then by indiscriminate novel-reading, and last of all, by the misfortunes and adventures of this mysterious prince, who had swam so recently within her ken; when alone with their guest, she never wearied of questioning him regarding the prince and the prince's family, all now in exile by order of the Czar, and over and over again, he told her of the vast ancestral estates on the Volga, of the palace in Petersburg, and of the rows of houses in Moscow, all now confiscated by order of the Czar. For it was charged upon the Romanoffs that they were implicated in a certain political plot, discovered upon the eve of its consummation.

With the luckless Romanoffs as far as possible from her mind, and a wholly new idea in possession of her glowing imagination, Lettie now entered the library, where she was surprised to find the subject of her thoughts fast asleep upon a sofa. The spirit of mischief came over her, and, crossing the room on tiptoe, she crouched behind the head of the sofa, reached stealthily up, and grasped a handful of the soft, dark curls; harder and harder she pulled; how soundly Clarence slept! Surely that last wrench ought to have awakened him; but how heavily he still breathed! Lettie twined her slender fingers still more closely in his hair, and then, giving a pull still harder than any of the others, she sprang upright with a cry of dismay, just as the young man, now thoroughly awake, leaped suddenly to his feet and faced her standing there, white and

scared, and staring, first at the blonde head, now uncovered, and then at the dark curls, still held in her petrified grasp.

With one glance he took in the situation; with one hasty movement he snatched the wig from her unresisting



HE KNELT BEFORE THE STILL MOTIONLESS CHILD.

hand, and, hurriedly crossing the room to the mantel, he rapidly adjusted, before the mirror, the steel springs which secured it at the temples; then returning he knelt before the still motionless child, and gently folded her in his arms.

"My dear," he said, "I am sure you can keep my secret for a few days longer. Lettie, I am Ivan Romanoff, the prince; this is the disguise that I wore when I fled from Russia to avoid being sent to Siberia. I resumed it again after the trouble I had in Rochester, and your cousin, Clarence Farnsworth, who may be here any day, kindly lent me his name."

Lettie's lips, to which the color was slowly returning, twitched convulsively, and a faint smile lightened her face; but when, at length, she recovered the use of her tongue, her words were the very last that Ivan Romanoff expected to hear. With a few moments longer she would have recovered herself, and her reasonable little soul would have risen to the very sensational exigencies of the occasion. As it was, being thoroughly upset and off her guard, she led her two pet trumps—her sister and the prince of her day-dreams—and the idea of a possible recklessness did not occur to her until "hedging" was quite out of the question.

"I won't tell," she said, with a sorry little attempt at composure, "and I'm really very glad of it. You see, mamma wouldn't let Ella marry her cousin, on account of the royal families of Europe, and those poor Austrians, and—something about epileptic fits, though I don't see what they have to do with it; but if you're not our cousin, why, of course, you can marry Ella if you want to—that is, if she'll have you, and I rather think she will."

"Do you?" said the prince, repressing a smile; "I mean to ask her."

"I hope you will," said Lettie gravely, "it would be so very pleasant to have a prince for a brother-in-law!"

As the prince had prophesied, Clarence Farnsworth—the genuine article, this time—appeared in Unionville in the course of a few days, but, though he speedily became a favorite in the Farnsworth circle, the prince, now in his own proper person, was more popular than ever. A foreign prince—an exile—who had come among them in disguise! What a sensation for the good people of Unionville!

In the Christmas festival, at the rink, the fancy bicycle riding of young Romanoff was an important and novel fea-

ture of the evening, and, in the hall which followed, his blonde magnificence, no longer concealed by wig or walnut stain, was more striking than ever as he led Miss Ella Farnsworth to the head of the first quadrille.

Clearly, there was an understanding of some sort between these two, or else the general public was greatly mistaken.

But the crowning event of the season was to be the big party at Mrs. Gordon's, and the immense drawing rooms of her roomy, old-fashioned house had been newly decorated, by way of partial preparation.

"Ivan," said Clarence Farnsworth, as on the afternoon preceding the party the two were alone, after lunch, in the privacy of their own apartment, "by the way, I shall have to call you 'John' if you are going to marry my cousin and settle down into a plain American citizen; but, as I was going to say, suppose we just take a spin up to old Wilkinson's; he's a jolly old crank, and used to know my father, and he's just bought a bang-up wheel for his boy, William Henry. They say it's a dandy machine, and I want to look it over."

"How you do pick up American—what

"I hope you will hear from him, with all my heart; but let us be going."

William Henry Wilkinson, a stout boy of sixteen, was in solitary possession of the premises when the two friends arrived. Immensely flattered by the visit, he not only put his new wheel on exhibition, but took them to see the horses, the cows and even the pigs. After half an hour spent with the boy the young men were just about to go, when a small delivery wagon, drawn by a somewhat decrepit horse, drew up in front of the house, and two men alighted and entered the yard, walking directly up to William Henry and his visitors. The elder, a man of fifty or thereabout, wore a disagreeable smile, while the younger, a flashily-dressed fellow, with the word "loafer" written in every line of his ugly face, seemed making an unsuccessful effort to look dignified.

"Have I the honor of addressing the Prince Romanoff?" inquired the elder man, with an emphasis that was ominous'y sarcastic. Romanoff bowed a somewhat haughty assent, and the flashily-dressed individual, stepping quickly forward, laid a heavy hand upon the prince's arm.



"WHAT IN THUNDER DOES THIS MEAN?"

is the name of it? Argot? No, slang," said the prince; but as he gave the Italian accent to the *a*, and so pronounced the word "slong," Clarence could not help laughing.

"Laugh, if you wish," said the prince, good-naturedly; "you poor, cliff-dwelling, mound-building aboriginal! I have not forgotten your late attempts at speaking Russian. However, I'm ready for a call on Mr. Wilkinson. I met him, I remember, the day I came here. By the way, old fellow, do you believe in presentiments?"

"Not a bit; why? Who's been having any?"

"Your humble servant," replied the prince, with an obsequious flourish of the hair brush; his bright yellow hair, soft and lightly curling, was growing rapidly, and he took an almost childish pleasure in training it the way it should go. "I have been thinking all day of my friend Poloffski, of the secretary's office, and fancy I am going to hear from him; he was told to address me here."

"Then, Ivan Romanoff," said he, "I arrest you in the name of the law."

And now, I regret to say, Ivan committed the most undignified action of his whole life. Unfamiliar with American laws and institutions, an exile from his own land, and under the displeasure of his own government; for months a hunted refugee, flying, in disguise, out of Russia, across Europe and, eventually, over the Atlantic; born, moreover, a subject of the most despotic of the northern monarchs, Ivan Romanoff had come to fear the very name of "the law." The terror of the pursued fell suddenly upon him, and, without stopping to think whether the law represented by these two men was Russian or American, the prince's first impulse was toward instant flight. So, remembering that his muscular legs had served him well upon more than one previous occasion, he drew back his athletic right arm, clenched his fist, and planted a mighty blow exactly between the eyes of his would-be captor, then, turning upon his heel, he made for the highway with the

speed of a professional runner. Clarence Farnsworth followed him.

Thomas Khatt, Jr., had a skull like a Guinea negro, but even he was bewildered, for an instant, by the terrific force of the prince's blow. Recovering himself presently, he seized the wheel nearest at hand, which chanced to be that of William Henry, and, springing into the saddle, started in rapid pursuit.

The Wilkinson homestead stood upon a hill, and, reaching the foot of this declivity, the prince nearly ran into the arms of Mr. Wilkinson himself, who, accompanied by Abel Simpkins, was returning from his diurnal pilgrimage to the post-office.

"What in thunder does this mean?" demanded the old man, as he seized Ivan by both arms, just in time to prevent a violent collision; "what's a chasin' you—a bear?"

"No," answered the prince, who was beginning to recover his courage, "but I was up at your house, with Farnsworth [here Clarence arrived upon the scene] and two officers came to arrest me, what for I don't know."

"Arrest my bay mare!" exclaimed Mr. Wilkinson scornfully; "you couldn't be arrested on only one charge, and your uncle—Lawyer Farnsworth, I mean—has been and squashed the indictment; don't seem as ef 'squashed' was precisely the word, but its nigh enough I reckon; I've jest been appointed justice in place of the late Johnny Cooper, deceased."

"What!" cried Clarence, addressing Mr. Simpkins; "is Mr. Cooper dead?"

"Speakin' in a figgerative manner, he is," replied Abel; "so far as politics and public offices is concerned, he's dead and buried and forever passed away. He's been declared incompetent to fill any position of trust, and they say he's a-goin to leave town."

"Here comes that fellow now," said Clarence.

"An' I swan!" added Mr. Wilkinson indignantly, "if he hain't on William Henry's new bicycle! Here, you!" cried the newly-appointed justice, "git off of that 'ere bicycle, and give an account of yourself; what's your name?"

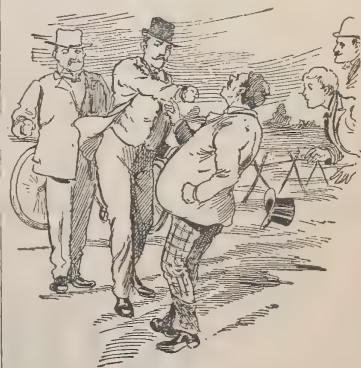
"Khatt," replied Thomas Junior, briefly.

"Well, you're the gol-durndest lookin' cat I ever came across; a sort of a wild-cat. hain't you?"

"I've come to arrest that man," said Thomas Junior, indicating the prince; "there's a reward of five hundred dollars, and"—

"No sech thing!" interrupted the justice; "Abel, find that there piece you was just a-readin';" whereupon Mr. Simpkins drew a newspaper from his pocket, and, under the head of "Court Notes," read as follows:

"Hon. James Farnsworth, having sat-



PLANTED A MIGHTY BLOW.

isfactorily proven that there were no sufficient grounds for action in the case of the people against Ivan Romanoff, the indictment was declared quashed.

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The reward offered for the arrest of the Russian has also been withdrawn."

"Quashed," repeated Mr. Wilkinson, *sotto voce*, "I must remember that. Now, young feller, you'd better be a-makin' tracks. Where did you raise that there bicycle?"

"I borrowed it."

"Who of?"

"Nobody; I took it to chase the prisoner with."

"I don't see no prisoners, but I'm a justice of the peace myself, and I've got a devilish good notion to arrest you for stealin' my son's wheel; be them your best breeches?"

"No, they ain't," growled Thomas Junior, whose native impudence seemed to have been knocked out of him.

"My boy's been wantin' a checker-board, and I was a-thinkin' of makin' you an offer fur 'em; but, come to look 'em over, I guess the squares is about seven times too big. Now, git a gait on you, and light right out o' here." And Thomas Junior, a great bully, but a coward to the tips of his stumpy fingers, turned, without another word, and walked rapidly up the hill.

* * *

It was New Year's eve, and Mrs. Gordon's spacious house was overflowing with guests. In a dress of black satin, cut with a court train, the venerable lady had herself received her friends; she wore no jewels, but some rare point lace, yellow and old, encircled her throat and wrists, while a cap of the same costly material adorned her still abundant, though snow-white hair. "No jewels, my dear," she had said to her grand-niece, Jennie, when the latter had pleaded in favor of certain amethysts; "at my time of life, a woman had better be thinking of a monument than of jewelry." Miss Jennie, very lovely in pale blue silk and pearls, had assisted her aunt in receiving, and, since then, had been among the merriest of the dancers.

"I had ventured to suppose," remarked Mrs. Gordon, as she sat, *tete-a-tete*, with her friend and favorite, young Dr. Hudson, "that some of the older people would want to go home soon after supper, and let the younger ones have the floor; but, as they didn't seem to start, I had the chairs arranged along the walls, instead of having part of them carried out as I had intended. Heigho! I wonder if I shall ever give another party?"

"Many others, I trust," replied Tom Hudson, as he regarded affectionately the withered, but still handsome face of his oldest friend; "your health, my dear madam, has seldom been better than now."

"Very true, Tom, very true; but a woman of my age—nearly ninety—is like one of the old oaks in front of this house; it has been dying for years, and the trunk is so hollow that there seems little left, excepting the bark; still, at this season it *looks* as strong as any tree, though the first hard storm will probably blow it over. But let us change the subject: How charmingly Ella Farnsworth is looking to-night! White silk tissue and cardinal ribbons; I never saw her more becomingly dressed."

"An! young Romanoff seems to grow handsomer as that sun gold that he imagines is hair, grows longer; he and Miss Ella set each other off admirably, he so blonde and she such a decided brunette. Some of the fellows wanted Romanoff to appear in court dress and wear his Russian orders, but he said no, he wasn't going on exhibition, and such a rig was too *bizarre* for anything but a masquerade."

"And showed excellent sense in saying so," replied Mrs. Gordon approvingly; "no real gentleman enjoys making a

spectacle of himself; oh, Tom! birth, blood and breeding—the three B's, I call them—never fail to show themselves. How that little witch, Lettie, is enjoying herself! She's going to dance with Harry, I see. This is her first large party; her mother hesitated about letting her come, but Jennie quite insisted. What time is it, Tom?"

"Ten minutes to twelve, and they are getting ready to dance the old year out and the New Year in; see! they are forming on for *Les Lanciers*."

"Tom Hudson, you're an American—at least, your parents and grandparents were all Americans; so please to have the grace to say 'the Lanciers.' I speak French myself, but I detest French phrases in English conversation."

"I stand corrected, my dear madam, and I suppose there would be no use in inviting you to dance?"

"Yes, there would," replied this aged and eccentric lady, as she rose, and gathering her long train with a practiced movement of the right hand, she laid her left upon Dr. Hudson's proffered arm; "it's a long time, Tom, since I danced the old year out, and I should like to do it once more."

Dr. Hudson, accordingly, led his hostess to the head of the first set; opposite were the prince and Ella Farnsworth; on



DR. HUDSON, ACCORDINGLY, LED HIS HOSTESS.

their right, Clarence, with Miss Jennie Gordon, and on the left the boy, Harry, and Lettie; the orchestra was tuning up preparatory to playing the "Boston Fifth."

"We're among friends, at any rate," said the doctor gaily, "but we haven't much time to lose; here comes Mr. Farnsworth with a big letter! I wonder what's up?" for the lawyer, entering from the hall, and looking a trifle anxious, made his way hurriedly to where the prince was standing, and handed him the letter.

"The office boy brought up the mail," he said, "and, as this is evidently from Russia, I fancied it might be of importance."

The prince had turned a trifle pale at sight of the letter, and the hand which held it trembled visibly as he glanced hurriedly at the superscription. "It bears the seal of the secretary's office," he said, "and is probably of very great importance, at least to me; so, with your kind permission, Mrs. Gordon," he continued, with his never-failing courtesy, "I will relieve myself of suspense."

"By all means," replied the ancient lady with an unwonted earnestness of manner, "and if your letter contains good news, as I trust it may, pray let us have the pleasure of sharing it."

The prince, accordingly, broke the great, oval seal and drew forth the letter, which seemed written upon parchment. "It is from Poloffski," he said, turning to Clarence; I did have a presentiment, after all." He glanced rapidly through

the few lines which the letter contained, and then, translating as he went along, read aloud as follows:

"TO HIS EXCELLENCY PRINCE IVAN ROMANOFF:—His Imperial Highness has been graciously pleased to command that your excellency be instructed to return to Russia at such a time as shall seem most fitting to your excellency. A special courier has been dispatched with an imperial order commanding the return to court of their excellencies your father and your mother."

It has been clearly proven, and to the satisfaction of His Imperial Highness, that the family of your excellency was in no way concerned in the political conspiracy of which they stood accused. The real conspirators are now in custody, and await such punishment as it may please the inexhaustible clemency of His Imperial Highness to command.

I have the honor to be your excellency's most humble and obedient servant.

SERGIIUS POLOFFSKI.

BY ORDER OF THE CZAR."

As the prince finished reading, the first violin sounded a warning note.

"Wish you all a happy New Year! All ready! Start with the music!" shouted the leader. "First four forward; forward again and swing opposite lady!"

"My dear prince, I congratulate you with all my heart," said Mrs. Gordon, as in the second change the two clasped hands and swung slowly around. "I have been in Russia, and so understand, perhaps better than your other friends, all that this letter must mean to you."

"Thank you, my dear madam," replied the prince, with a grateful pressure of the hand. And the clock struck twelve.

The Lanciers came to an end; Dr. Hudson led Mrs. Gordon back to her sofa, and Ella Farnsworth, still leaning on the prince's arm, strolled slowly across the dining-room and into the conservatory.

"I'm glad you're so pleased, Ivan," Ella was saying. "Of course it's most unpleasant to be suspected, especially of political plots. Hark! who is that the other side of the palms?"

"Your hopeful sister and young Harry Gordon, pretending to flirt," replied the prince, who, from his superior height could look down upon them over an intervening screen of dwarf palms. "Just listen and be edified."

"Now, Harry," Lettie was saying, "what's the use of coming to a grown-up party unless we act like grown people? Let's be like Miss Edgeworth and Mr. Sedgwick; you call me Miss Farnsworth and I'll call you Mr. Gordon, just for to-night, you know."

"All right, Lettie. But, no—I'll call you 'Miss Letitia'; you know you won't be Miss Farnsworth until Ella is married."

"Oh, Mr. Gordon!" exclaimed Lettie, instantly assuming her role and adopting a tone and manner which Ella recognized as Miss Edgeworth's very own, "you mean kindly, I'm sure, but the merest mention of my sister's marriage touches a very tender spot in my heart." Here Lettie sighed deeply. "My own and only sister!" she added, sentimentally; "if the wide ocean is destined to divide us, how shall I ever endure it?" This last outburst was a quotation from Beula N. Bray's last novel, but Harry did not know it.

"My dear Miss Letitia!" he cried, with the air of a Chesterfield in miniature, "what a thoughtless wretch I am, and how can I ever apologize for so wounding your feelings? And yet, Romanoff is a splendid fellow; everybody likes him."

"Yes," Lettie assented, in a plaintive tone, "dear Ivan"—he has requested me to call him by that name, and I could not well refuse—dear Ivan is unusually well spoken of; I myself entertain the deepest respect for him. Did I ever tell you, Mr. Gordon, that I was the first

person except papa that he took into his confidence and trusted with the secret of who he really was?"

"You never did, Miss Letitia. Pray favor me with an account of the interview."

"At another time, Mr. Gordon, I will do so with pleasure," with some reticence of manner, for Lettie suddenly recalled that the part played by her in the affair of the wig was scarcely in keeping with a "grown-up" character; "dear Ivan was very kind," she continued, "very considerate in every way; still, the sudden revelation was rather harrowing to my—my nerves. By the way, Mr. Gordon, do you understand that the great International Match has been given up?" Here Lettie made a graceful gesture with her morsel of a fan and looked up at him, with Miss Edgeworth's favorite expression, that of polite though languid interest.

"Not given up, Miss Letitia, only postponed indefinitely. Shall we return to the drawing-room? they must be about ready to dance again."

"What an enthusiastic dancer you are!" cried Lettie, with an artificial little laugh that would have startled Miss Edgeworth, it was so like her own. But Lettie preferred dancing to eating at any time, so she took Harry's proffered arm, and the two children left the conservatory.

"Oh, the little goose!" exclaimed Ella. "Did you ever hear such idiocy?"

"The child is a born little actress," replied the prince. "I only wish Miss Edgeworth could have heard her."

"But we were talking of your letter, Ivan; I'm not sure that I understand the full purport of it."

"It means a great deal, my dear, to me, and to you also; it means that my father and mother may return from Tomsk, in Siberia, and spend their declining years in their own land; it means that the great Romanoff estates on the Volga are all restored to us, or soon will be, by order of the Czar, who, as you know, is an absolute monarch; it means that I am no longer a fugitive and an exile, but a Russian nobleman, an heir to great wealth, and first representative, after his excellency my father, of our branch of the great Romanoff family, than which there is none more noble in all the holy Russian Empire; it means that even the shadow of dishonor has been removed from our ancient name; that I am no longer a friendless wanderer, and that you, my darling, may become a princess of the house of Romanoff whenever you will."

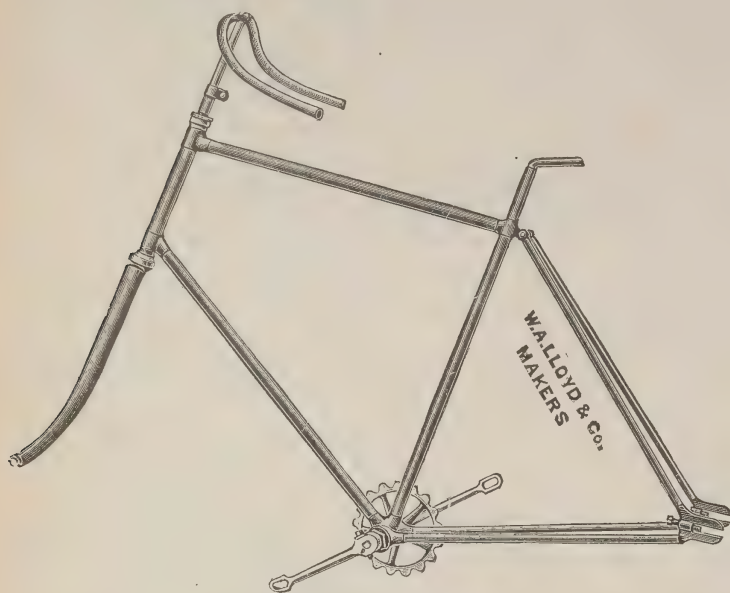
Two white, strong hands clasped both of hers; the golden head, so perfect in the gleaming splendor of its beauty, bent close above her, and the gray, northern eyes meeting the dusky brown ones, shone with a prouder, fonder, happier light than ever before.

"Oh, Ivan," she said earnestly, "it is like a dream. To think that I, little Ella Farnsworth, an American girl, born and reared in an obscure village, should owe so much of my New Year's pleasure—of my whole life's happiness—to the Czar of all the Russians!"

"Yes," he cried gaily, "we are forced to be happy, you and I, 'by order of the Czar'—it is a phrase to conjure with." So saying he raised both hands to his throat, and presently drew from below the collar something that flashed and sparkled as only diamonds can.

"It is the Romanoff necklace," he said, as he held it at full length before her wondering eyes—a double row of brilliants of the purest water, graduated in size and culminating in a very monarch of diamonds. "The Romanoff necklace," he continued, "is famous, even in Russia, a country abounding in

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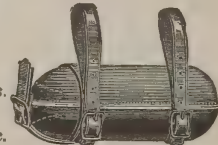
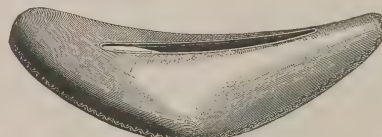
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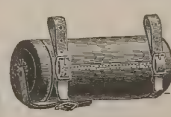
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jewels; from mother to son, from son to mother it has been handed down for centuries. Twice the stones have been re-set, twice the necklace has been stolen, once lost, but always it has come back to us. It is said that the fortunes of the Romanoff's depend upon its safety, and in all my wanderings it has never left my person, day or night. Will you wear it, Ella?"

He clasped it about her slender neck just as the orchestra within struck up a waltz.

"The Thousand and First Night," she said, as the first bars reached her ears; "how odd that they should happen to play that piece! For this is an Arabian night, Ivan, and I half expect to wake up presently."

"But, dreaming or not," he replied, as he led her back to the drawing-room, our marriage need not be 'indefinitely postponed,' like that other affair, and, Harry and Lettie to the contrary notwithstanding, there will be an international match, after all."



THE WHEELMEN'S PARADISE.

Rochester has 4,500 Cyclists, Including Some 300 of the Fair Sex.

Famous for its flour mills some years ago, Rochester was appropriately called the Flour City, but this industry becoming larger in Minneapolis and other western cities, and the fact that the extended propagation and culture of flowers was earning Rochester a national reputation, she discarded the appellation of Flour City and was in turn christened Flower City. Time has now arrived for the adoption of another suitable name, and because of the revolution in bicycling many of our citizens suggest calling this city the wheelmen's paradise.

Seriously, this would be a fitting name for this municipality of 150,000 inhabitants. The wheelmen do not yet quite own the town, but they are fast coming to it. Aldermen, supervisors and other city officials, besides clergymen, lawyers, physicians, merchants, commercial men, etc., are now classed as "bicycle fiends," and Mayor Curran will be with us after the next yule tide.

"In union there is strength" is a trite saying, therefore, being backed up by the city legislators, the wheelmen are anticipating the time when an overhead bridge will be erected for pedestrians, so that exclusive use of the sidewalks will be accorded the riders. There are about 4,500 riders, including between 200 and 300 of the fairer sex, in Rochester. Lacking a few, there are 4,000 wheels registered in the city clerk's office, and inasmuch as the ordinance is not enforced there are at least 500 which are not registered. All of these riders thoroughly appreciate the many advantages for wheelmen in Rochester, which no other city in the union gives its bicyclists. First and above all other concessions is the privilege of riding upon the sidewalks, except upon a few prescribed streets in close proximity to Power's building, situated at the Four Corners. Second, the wheelmen are not forced to

carry a bell, for it has proved to be a nuisance. Third, the wheelmen are not obliged to carry lanterns at night. All these and many other reasons combine to infuse life in the trade and make this the greatest wheeling center in the United States. The many summer resorts in and around Rochester, and the approaches to them, tend materially to increase the number of riders.

Socially, Rochester is pre-eminent in the cycling arena. Harmony and good fellowship characterize the small army of cyclist owners, and between the members of the thirteen different clubs, and the unattached wheelmen as well, the best of friendliness prevails. Receptions, dancing parties, banquets, smokers, etc., help to pleasantly while away the winter period, while during the balmy days of summer the wheelmen find supreme enjoyment in road excursions, century riding and racing.

Of the latter invigorating pastime the local boys have witnessed considerable during the past season. On June 15 was held the spring circuit races here; June 25 the Rochester Athletic Club races; Sept. 12 the Ramblers' open tournament; in July and August a series of six road races under the auspices of the Ramblers club; in August and September a series of six road races by the Genesee, and in the latter month a series of three road races by the Crescents.

Devoid of facilities for training, and being obliged to pay their own expenses, the Rochester racing men, in the face of such adverse circumstances, participated at different meetings with most creditable results. The winnings of our eight best men place them in rank as follows: William Le Messurier, William M. Conolly, C. J. Iven, F. T. Servis, Fred H. Smith, C. H. Conolly, George M. Taggart, Frank F. Kammer.

Turkish Baths and Training.

Gradually racing men, as well as other mortals who have to take a bath occasionally to keep in practice, are beginning to acknowledge that a Turkish bath is material, or rather a part of the bill of fare, in training. A few years ago the racers held aloof from them as they would from an infernal machine; but time brings many changes, and here is an applaudable transformation for the better. The bath purifies the blood and promotes the nutrition of the ill-nourished, increasing the appetite in proportion as it increases the power of appropriation. Many ailments are cured by the Turkish bath, and the massage effect upon the muscles is wonderful. Prof. James Bar: calls the muscles "the great furnace of the body; in them oxygenation largely takes place, and the effete materials are burned off." If the muscles are run down and there is no spare nerve energy to make them work, then one must supply the place of the nerve current by massage and electricity. Massage is a most powerful agent in effecting nutritional changes, and with the increased combustion and greater supply of food, not merely the muscles, but also the heart and every organ of the body are nourished, and nerve energy is stored up for future use. The writer of this article was himself run down last season. His muscles lacked the strength and elasticity, and his stomach troubled him considerably. Going to the bath he was "doctored" up. Since then this feature consists of part of his training for races.

The Flying Virginians are no longer a club. Trouble arose over a club house which led to disbandment. Some of the members joined the Richmond C. C., a flourishing organization of about 100 members, with headquarters at 806 East Grace street.



The field of racing, from the standpoint of the ambitious novice, is a haze of glory, thickly interspersed with diamonds, watches, bicycles, pianos, etc., but to the racing man of two or three years' experience, it assumes a different aspect. The latter finds that there is more to be done than merely, in the words of a cycle scribe, "getting on his wheel and wiggling his legs for a certain number of minutes and seconds." There must be a preface of work, and conscientious work, too; not a ride now and then when one feels so disposed, but a routine to be followed systematically. This does not mean exhaustive riding, for I believe in too little training rather than too much.

When the spring comes there is danger of over-work, for a man can not then gauge his power. I remember that last spring I took long rides at the beginning, over-taxing my powers, and soon found that I must cease or my system would become weakened; for three or four weeks afterward I did about one-fourth of my previous work. In athletic circles there is not sufficient attention paid to the subject of over-training, and as a consequence there are several deaths recorded among prominent athletes.

When cycling was in its infancy it was comparatively a matter of ease for a man to win races if he trained conscientiously and devoted himself to the sport, but in these days when novices win in time better than 2:35, and hardly a race meet is held without some record being broken, it is vastly more difficult for a first-class man to win even occasionally;



and as for winning race after race under every condition of track and weather and the pick of the country arrayed against him, but one man has shown himself able to do this—he who is justly named the premier.

I consider success to be rather the result of training than natural ability; occasionally, however, some phenomenon appears upon the athletic horizon who sets all rules of training at defiance and astonishes the world, but these are exceptions, and it is not exceptions but the average man with whom we are dealing, and such must prepare themselves by careful, judicious training.

To attain any prominence among racing men it is necessary that a certain amount of hard work should be done, besides that one must favor himself in regard to sleep and diet, and this entails much self-abnegation. While he is engaged in it he must give it his whole at-

tention. One cannot think of business and racing at the same time; they are incompatible and do not harmonize well.

Racing is very alluring, it is highly fascinating to an able-bodied, healthy man. It is said that a love of strife lies in the breast of every man. A spirited contest affords the keenest enjoyment in my experience. Besides, if one is fortunate enough to win, there are the prizes. I have never been able to understand why solid silver is stamped "triple plate" and "Britannia;" why solid gold (?) watches tarnish after a few months wear. This is no reflection upon the very few who do give bona fide prizes.

A great source of discomfort to the racing man lies in traveling about to the various race meets. If one is in the pink of condition, six or eight hours on the train will often "throw him off" for two or three days. However, such discomforts are usually compensated for by the cordial welcome which most wheelmen extend to visitors.

Centuria.

This season has seen the greatest number of wheelmen afflicted with centuria, and at one time it became quite epidemic, so that the name centuritus, might very aptly be applied to the then existing state. This malady made its appearance on New Year's day, 1892. It attacked very many wheelmen and threatened to be quite severe, but owing to certain circumstances, such as mild weather and the sudden softening of the roads, the paroxysm was very light and produced no untoward results. But as soon as the fine weather sets in, everywhere one reads accounts of attacks more or less severe. This trouble has a strong liking for all wheelmen, and especially for those who are well nourished and are rather fast. It attacks them without regard to age or condition of life. In fact, we have seen some very severe cases developed in many gray haired individuals, but happily these cases were of short duration. Many ladies have at times been afflicted with light and short paroxysms without producing unpleasant results. Often the trouble would attack quite a number of wheelmen at the same time, and at such times the results were quite appalling. We are confident that Buffalo and Chicago carry the banners for the severity of these attacks of centuria. Two young men in Buffalo, Klipfel and Foell, have made no less than twenty-nine and thirty-two centuries, respectively, while they have to their credit four and five double centuries, respectively. There were more centurians in Chicago but they have no such score as the Buffalo men. Newman, Spooner, Porter and others have in the neighborhood of thirty apiece.

Harber Bros. Company are continuing to import the Raglan, and expect from present indications to place a large number of this make during the coming season. Several traveling salesmen are already out with samples. The wheel comes to them this year built to their own specifications, and without tires.



THE Canadian cycling season of 1892, ushered in under most favorable auspices, has followed out in the wake of the seasons that preceded it in an emblazonment of glory. Early in the previous winter it was conceded that the year, now almost at an end, would be an eventful one in cycling annals the world over, but the impetus given the sport in the Dominion during this period has surpassed even the enthusiastic predictions of those people whom ordinary mortals are pleased to class "bicycle cranks." From its opening, with the formation of the Century Road Club of Canada, to its closing, with the remarkable hundred-mile performance of David Nasmith, of Toronto, the past season has been productive of numerous successful race meets, cycling surprises on road and track, and astonishing record-breaking feats. The year has given us an increase in open tournaments in the province of Ontario alone of from three to sixteen, not to mention the thirty odd bicycle races held in connection with the county fairs and society demonstrations. Outside of Ontario the increase in race meets has not been great, though cycling is making wonderful strides in popularity throughout the length and breadth of the land.

* * *

A tremendous impetus was given long-distance road riding at the very commencement of the season, by the agitation for the formation of the Century Road Club of Canada, an organization comprising within its ranks the hardest and swiftest road scorers in the Dominion. This club was formed in Toronto on February 5, with the laudable object of encouraging road riding, recognizing and establishing road records, relay rides and road riding, and agitating road improvement. The timely formation of this organization was accentuated at once by the claim of Nasmith, made the following day, for the first century bar of the club, he having started out and completed his first century within thirteen hours of the organization of the club. Nasmith maintained his proud record of king centurion by keeping well in the van of the century makers. He now leads, with seventeen bars to his credit, and declares that before the year is rung out twenty gold bars will adorn his person. The century record on the road has been made and held alternately since the inception of the club by D. Nasmith, W. Thomas and G. F. Stephenson, all of Toronto. The record at present is 6 hours 39 1-2 minutes, over a selected road, by George F. Stephenson, a member of the Toronto Bicycle Club, and a very clever road rider, indeed. The chief centurion of the Century club is Fred J. Bruner, a veteran road champion, and at one time a track-flyer of no mean ability. The wide popularity of the club is evidenced by the fact that many century bars have been earned by riders as far east as Quebec and the maritime provinces, and as far west as British Columbia. This in the face of the fact that the year has been unfavorable for century making, owing to the amount of rain in the fall

and spring months and the consequent wretched condition of the roads.

* * *

Road racing always has been a popular pastime of Canadian cycling clubs, but beyond local handicap events no attempt has been made, previous to this year, toward organizing a big open road race similar to those held annually over the Pullman, Irvington-Milburn and other courses to the south of us.

A leading Toronto newspaper, that for the past two years has made cycling a special feature of its sporting column, noting the large number of Canadians entered for the road race at Buffalo, and being aware that others were spoiling for a race but were unable to go far distant to participate in one, went quickly to work, and on May 9 announced that arrangements had been completed for a grand national road handicap to take place June 11. The announcement was received with enthusiasm all over the country, and when the lists closed three weeks later over sixty entries had been received from all parts of the Dominion. Despite the fact that for the fortnight preceding the race it rained almost incessantly, and that a strong unsportsman-like and ungentelemanly opposition was brought to bear upon the event, the race resulted in all the eclat and success imaginable. There were forty-four starters, thirty-seven finishers, and the course throughout was lined with thousands of wheelmen and citizens. This set the ball-a-rolling, and smaller road races were gotten up all over the country. The Toronto Wanderers and Athenæum bicycle clubs of Toronto each held a series of road contests; the Hamilton club did likewise, and several well-conducted road races were held by the clubs in northern, eastern and western Ontario, those between Newmarket, Barrie and Orillia, and between London, Sarnia and Stratford perhaps attracting the more attention next to the "Queen City handicap." The good result followed of bringing to the front many first-class road riders who otherwise might be under the proverbial bushel. Some of these debutants afterward developed into good track men, and next season I confidently expect to see one or two of them in championship events.

* * *

The great track events of the year were the tenth annual meet of the Canadian Wheelmen's Association in Kingston on July 1; the annual tournaments of the Hamilton B. C. on August 8; of the Toronto B. C. on August 13 and 15; of the Sarnia B. C. on August 17 and 18; of the Montreal B. C. on August 29, and of the Wanderers B. C. in Toronto on Sept. 24. These, together with the first Seaforth meet on Aug. 5, Newmarket on Aug. 24, Kingston on the 29th, Stratford on the 31st, St. Catharines on Sept. 9, the second Seaforth meet on Sept. 16, the meet in Morrisburg, the London Wheelmen's tourney on Oct. 15, and the Thanksgiving day meet of the Sarnia B. C. on Nov. 10, made a circuit of provincial race meets that kept our racing men in constant training and practice. The

prizes given at these tournaments were much costlier and more attractive than any heretofore offered in the Dominion, and naturally they wooed into the field many incipient champions who previously had been content to be numbered with the spectators at a race meet. Whereas in former years two or three racing men enjoyed a monopoly of the best things at the two or three open race meets, this year new stars were encountered in every contest, and no race was won until it was done. The average number of starters in a race jumped in one year from five to nine at the big meets, and from about three to about six or seven at the smaller tourneys. This, together with the increased speed, improvement in tracks and equality of wheels, has made the racing generally keen, and as a result bicycle races are fast becoming exceedingly popular in Canada. Several of the season's meets had each an attendance of three thousand or more, and on the second day of the Toronto's tournament nearly five thousand people were present.

* * *

An encouraging feature of the big meet this year has been the ability of Canadian racing men to win prizes from some of the fastest of the American cracks. The time is not long past when a flyer or two from Buffalo or Rochester would run across to a Canadian meet and carry off nearly every first prize on the board. The recent work of our best racing men demonstrates that a new era is at hand, and that United States cracks must come prepared to do severe battle when they make invasions on our bicycle tracks. As elsewhere, all the principal racing men in Ontario—and there are exceedingly few racing men in Canada outside of Ontario—are connected with the bicycle trade. So it is that many of our races are really contests between makers and between wheels, but the general public being in blissful ignorance, this state of affairs detracts nothing from the interest taken in the sport.

* * *

Of our racing men none has done better work nor performed greater deeds than G. M. Wells, the present holder of the one and five-mile Canadian championships, the three-mile Provincial championship, the records for quarter, four, five, six and nine miles. His other notable achievements were his victory over Palmer and Carman in the ten-mile invitation race at Hamilton, his winning seven of nine open races at the Toronto Bicycle Club's tournament, beating out Zimmerman from short handicap allowance, and his defeat of H. C. Tyler from scratch in the quarter-mile race with flying start, at the Wanderers' tournament. His best time for one mile on a Canadian track is 2:25, made in practice and without pace-makers; but in a private trial at Springfield, Mass., in September, he is credited with making a mile in 2:14. In this he was paced by Zimmerman. As this was the second year only of Wells' racing career, his friends confidently look forward to a glorious record of triumphs for their favorite champion in 1893.

* * *

Another Canadian champion from whom great things are predicted to follow next year is Will Hyslop, of Toronto, holder of the half-mile championship, and a young rider who has pushed the very best American riders to the tape in every race in which he has encountered them, in not a few of which he has led them over the line. A list of his victories in the past season would entail too much space. He has competed in every Canadian meet of importance, and that he has been eminently

successful a large store window full of magnificent and costly prizes—first prizes greatly predominating—bears abundant evidence. He will start next season with an excellent trainer and every possible advantage, and it is safe to assume that if nothing unforeseen happens he will close the season as one of the recognized cracks of the continent.

W. M. Carman, holder of the three-mile Dominion championship and winner of the C. W. A. twenty-five mile road championship, was looked upon at the commencement of the season equally with A. W. Palmer, of Hamilton, as the most formidable Canadian on the track. His records and work of the previous year fully warranted this belief, but after the association meet, on July 1, he seemed unable to get into shape, and though at times he acquitted himself brilliantly, his later work has not come up to the early expectations of his friends. Still, outside of Wells and Hyslop, no other Canadian has been able to successfully cope with him, and not a few United States riders would now be possessed of coveted trophies had not Carman been the "snag" in their path.

E. J. P. Smith, sometimes called "Alphabetical" Smith, started the season an unknown quantity, and virtually ended it the same way. This is due to the fact that he showed remarkable speed in his training in the spring, that he was unfortunate in the few subsequent races in which he started, that by the advice of his physician, he was off the track during the heart of the racing season, and that when he resumed the path late in the year he was most successful, but unfortunately met few of the recognized champions. He is a remarkably strong rider on both road and track, and with a cultivation of the much-desired "sprint" he should be "in it" with almost any of them next year.

A. W. Palmer, the safety champion of 1891, Canada's premier long-distance road rider and the pride of Hamilton, traveled in exceedingly hard luck during the year. Commencing by attempting to defend the championship when in a comparatively untrained condition, and following this up by competing in his own city when he was plainly a sick man, he was discomfited and disappointed at the start, and so retired from the track for the season. One noticeable achievement he performed, however, when he won the first time prize of the "Queen City handicap" road race over a half-hundred of the strongest road riders in the country. Next year he will be out again, and it is the hope of all that he may be enabled to resume his place in the van of Canadian champions.

Of other racing men, those most prominent in the big meets are D. Nasmith, the champion long distance rider on road and track; E. O. Sliter, of Kingston, who made a sensational debut, the promise of which he was unable to maintain; F. H. Skerrett, of Hamilton, one of the fastest men in the country for a half-mile; C. Bews, J. G. Gould, A. Wise, R. B. Griffith and W. Nichol, promising young Hamiltonians; C. Schultz, Essex; J. McKay and A. McMahon, Kingston; G. S. Lowe, J. W. Tatley and D. S. Lonson, Montreal; Dr. Robertson, R. R. McFarland and I. B. McCarthy, Stratford; S. Hitchcock, H. Watson and E. R. Everett, Sarnia; C. Manville and J. and C. H. White, London; R. Jaffray, H. Lowe, J. Miln, J. F. Decks, C. McGuillan, F. Gillott, L. D. Robertson, S. H. Gibbs, D. F. McGuire, F. Beudelan, W. G. McClelland and W. C. Power, Toronto; H. Daville and W. Lloyd, Aurora. These men will almost

55	..D. Nasmith.....	2 49 40 2-5	Toronto
60	..D. Nasmith.....	3 04 58	do
65	..D. Nasmith.....	3 20 55	do
70	..D. Nasmith.....	3 37 10	do
75	..D. Nasmith.....	3 53 20	do
80	..D. Nasmith.....	4 09 55 1-5	do
85	..D. Nasmith.....	4 33 51 2-5	do
90	..D. Nasmith.....	4 53 44 1-5	do
95	..D. Nasmith.....	5 12 53 3-5	do
100	..D. Nasmith.....	5 32 09 1-5	do

* With flying start.

and clubs now in existence are hinting at "dark horses" to be brought forth next year. Several big road races are promised, track races are sure to multiply, and the general public is catching the enthusiasm from the columns of the daily press. Keep your eye on Canada in 1893.

JAN GERL

Interesting Items.

A. A. Billingsley, of Springfield, vice consul of the Illinois division, read a very interesting paper on good roads before the Sangamon County Farmers' Institute on Thursday last. The paper showed that Mr. Billingsley had thoroughly studied the question. The paper provoked a lively discussion. B. V. McVeigh, John W. Dalby and O. F. Stafford talking in favor of the ideas advanced by Mr. Billingsley, while the tenor of Dr. A. L. Converse's remarks was less favorable.

The Columbus (Ohio) C. C. has nomi-

1893 will be a great year with us. Manufacturers and dealers are enlarging premises and securing new agencies. It is reported that at least three new machines will be handled in Toronto next year. The flyers already are giving orders for new racing machines and otherwise preparing for great contests that they know are surely coming. New bicycle clubs are forming all over the land,



all be out next year with new racing wheels, and with proper training, so the outlook certainly is promising.

Probably the greatest individual performance of the year was the one hundred-mile record ride of D. Nasmith on the Rosedale track, Toronto, on Sept. 29 last. Assisted by pacemakers he rode the entire distance with a single dismount and gave us a table of Canadian records for all distances from ten to 100 miles inclusive. So far as I have been able to ascertain, his time for the distances over fifty miles are also American records. Mr. Nasmith has proved himself one of the fastest of long distance riders on the continent, and it is not unlikely that next year he will enter the principal road races to the south of us. Nasmith's records will be seen in the table of Canadian records given below.

* * *

Following are the classes to which some of our principal racing men are entitled to belong:

2:25 class: G. M. Wells, W. Hyslop, Toronto.

2:30 class: W. M. Carman, Toronto.

2:35 class: E. J. P. Smith, Toronto; F. H. Skerrett and C. Bews, Hamilton.

2:40 class: D. Nasmith, J. Miln and H. Love, Toronto; A. W. Palmer and R. B. Griffith, Hamilton; E. O. Sliter, Kingston; R. R. MacFarlane, Stratford; C. Schultz, Essex.

2:45 class: L. C. Robertson, S. H. Gibbons, F. W. Gullett, C. McQuillan, F. Bendelari, Toronto; W. Nichol, Hamilton; A. MacMahon, Kingston.

2:50 class: D. F. McGuire, F. W. Doll and W. C. Power, Toronto; G. S. Lowe, D. S. Lonson and J. W. Toley, Montreal; T. McCarthy, Stratford; J. McKay and L. Hughes, Kingston,

The Canadian records, all made during the past season, are as follows:

Mls.	Rider.	Time.	Track.
1-4*	W. C. Sanger.....	0 00 32	Sarnia
1-4	G. M. Wells.....	0 00 35	Kingston
1-2*	A. A. Zimmerman.....	0 01 05 3-5	Toronto
1-2	A. A. Zimmerman.....	0 01 07 4-5	Sarnia
1	A. A. Zimmerman.....	0 02 26	do
2	A. A. Zimmerman.....	0 05 03 2-5	do
3	W. M. Carman.....	0 06 08 3-5	Kingston
4	G. M. Wells.....	0 11 15	do
5	G. M. Wells.....	0 13 58 2-5	do
6	G. M. Wells.....	0 17 55 4-5	Hamilton
7	A. W. Palmer.....	0 21 07	do
8	A. W. Palmer.....	0 23 37 4-5	do
9	G. M. Wells.....	0 27 17 4-5	do
10	D. Nasmith.....	0 29 12 2-5	Toronto
15	D. Nasmith.....	0 44 01 3-5	do
20	D. Nasmith.....	0 58 00 3-5	do
25	D. Nasmith.....	1 13 06 3-5	do
30	D. Nasmith.....	1 28 50 2-5	do
35	D. Nasmith.....	1 46 02 3-5	do
40	D. Nasmith.....	2 03 16 1-5	do
45	D. Nasmith.....	2 18 57 3-5	do
50	D. Nasmith.....	2 34 11 3-5	do

nated the following officers, to be voted for Jan. 3: For president, L. H. Spear and J. D. Streep; for first vice president; W. W. Bowman and C. S. Erb; for second vice president (captain), T. S. Casner and W. S. Dent; for secretary, E. D. Potnam and Ellis P. Moore; for treasurer, D. Wickliffe and W. F. Garrett; for directors (three to be elected), E. K. Morris, F. A. Heekler, Herbert Backus, S. H. Kennedy, H. E. Fisher, E. A. Sweeley.

The Bloomfield (N. J.) wheelmen have organized a cycle corps.



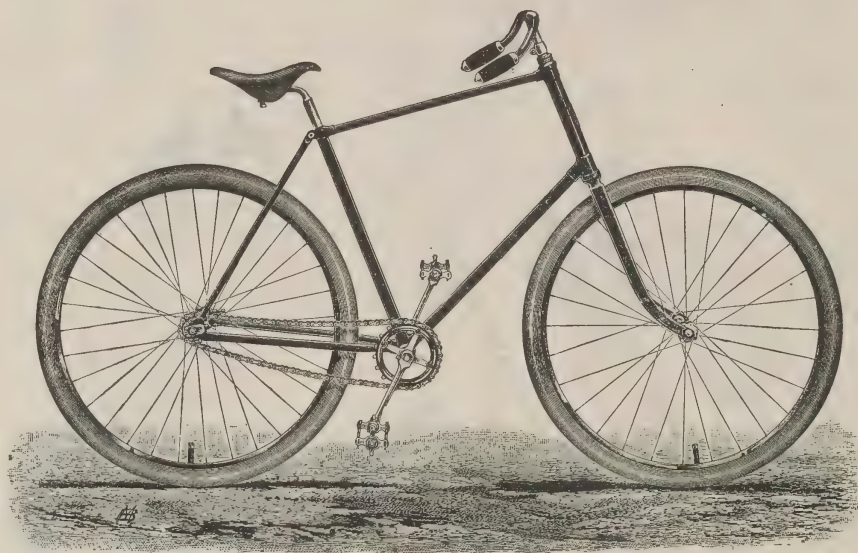
SHE CAN STEP ABOUT A BIT



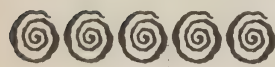
STERLING SPECIAL, 27 Lbs.



Patent
Corrugated Hub.
Direct Tangent
Piano Wire
Spokes.



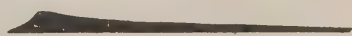
Wheel Base, $43\frac{1}{2}$.
Tread, - - $6\frac{5}{8}$.
Steering Head, $10\frac{1}{2}$
Double Geared
Sprocket.



That is the way a gentleman from the Blue Grass region of Kentucky expressed his opinion of the running qualities of our New Model which we introduce above.

At first glance you will say: "Oh, these new wheels are all alike!" but **DETAIL** is where **WE** catch you, and after a personal inspection you will admit that the **Sterling Special** is without doubt the Finest machine on the market.

For further particulars, a postal card request is all that is necessary.



STERLING CYCLE WORKS,

236-240 CARROLL AVE., CHICAGO.

OR

STOKES MANUFACTURING CO.,

243 WABASH AVE., CHICAGO.



THAT is what I always call her—my Christmas wife. Please do not imagine that I hail from Salt Lake City, and have a wife for every season of the year, and two

in the summer, because you would run away with a wrong impression. And please don't anticipate that midnight maraudings, and ghosts, and spectres, and hobgoblins, and all that kind of uncanny creatures, are going to chase wildly over this paper, because they aren't, and you don't want any erroneous notions in your head. Erroneous notions are the stock in trade of politicians, and we are not politicians; we are cyclists and superior creatures.

It was only last night that I was looking at a photograph on our mantel, and that photograph tells, as well as any mere picture can, the way that led to matrimony being committed between the wife and myself. And yet you would never guess the story by looking at the picture. All that is shown is a tandem tricycle—one of the early sort, with solid tires—and on board it are two young men, to whom I must beg to introduce you. The first is myself, and I place myself first because I am on the second seat, so the only chance of getting ahead is by going there of my own accord, having first obtained my own permission to go. The other is my old friend Tom Horton, whom I always call T because he drinks nothing but coffee. Still, you would hardly recognize him by his description, so I will beg to introduce you.

The Reader—Mr. Tom Horton. Mr. Tom Horton—the Reader.

There! now you know one another, and the introduction is over. I hate introducing people. Something always seems so stiff and formal over the introduction business. It is like the average preface to the average book, and very much below the average, accordingly. Still, we are great sticklers for formality, we English, and that is why there is such a big sale for red tape. We always fight very shy of people to whom we have not been properly and formally introduced.

I knew a nice little girl once. She went down to the seaside one summer, and a combination of circumstances prevented any of her folks going along. She was lonely, but by chance she met a nice young man, who made himself most agreeable during the whole of her stay. The acquaintance continued, and after a while the couple became engaged. Time went by and the wedding day was fixed; but on the very evening before the celebration of the nuptials an intimate friend of the young man chanced to call at the girl's house and interrupt a most interesting *tete-a-tete*. Seeing that the caller was an old friend of the young man, the lady took the opportunity of going into another room with her fiancé's chum, and there was a long confab between the two.

The soon-to-be-married young man kicked his heels together with much impatience, and after a while he was astonished to see his affianced bride come

into the room upon the arm of his friend. Before he could say anything the pair walked across the room and the caller, with considerable formality, introduced the lady to her husband that was to be. When the visitor had departed the young man inquired diligently into the reason of the whole affair, and the young lady replied:

"You know, my dear, we only met at the sea-side, and it was really too much to think that I could ever marry a man to whom I had not even been introduced!"

But I am not telling you about that tandem. In the first place, it wasn't my machine. It belonged to an old friend of mine who hadn't found much use for it since he had started a perambulator in the establishment, though it had done excellent service in his courting days. In order to use that tandem whenever I might choose, I had been provided with an open permission and a key to the stable where it was kept. Now I don't want anybody to think that the path



I WAS LOOKING AT A PHOTOGRAPH.

between my house and the stable of that tandem was any way near worn out, but at the same time it was pretty frequently trodden, just enough to prevent it from being moss grown; and the stable door was opened just frequently enough to prevent the hinges getting rusty.

It was a very modern machine when it was first constructed, for, unlike most of the tandems of two or three years back, the rear rider controlled the steering.

One evening in the summer, two years ago, T and myself were out at a jolly party given by the owner of that tandem. The prettiest girl in the room was Dora Hughes, and it was not long before we were both presented to her. There was no mistake about it, we both considered her simply charming, but I must not enlarge too freely on her merits in case she sees this, for then there might be slight ructions. She would want to know why I don't tell her to her face what I think about her, instead of taking the trouble to write it all down for the benefit of people thousands of miles away. Then of course I should have to say that I have said it all dozens of times, and fear its constant repetition

might become more than a trifle monotonous; so I am giving those people thousands of miles away some little insight into the benefit to be derived from personal acquaintance. Then all will be peace again.

Before we had known the fair Dora—by the way, she was dark—half an hour we were both in love with her. "Who ever loved that loved not at first sight?" says old Christopher Marlowe, and he cannot be very far out. Shakespeare—let's see, he's an American writer, I fancy—quoted this truth, so there must be something in it, as the fellow said when he smelt the egg.

Well, there is no denying the fact that we were both deeply wounded by the darts of mischief-making cupid. Love is a curious disease. It baffles the will of the cleverest physician, and marriage is the only known specific. We paid all manner of little subtle attentions to her, as is the custom of those stricken with love sickness; and though neither of us ever mentioned her name, yet the endeavor of each was plain to the other, and there was a sort of unspoken but tacit understanding between us on the point.

The days passed and the December nights lengthened out until the arrival of Christmas eve. In the afternoon of that day I called on friend Tom, suggested that we should go for a ride on the morrow, get some holly and good appetites, and be back in time to partake of a hearty dinner. To this programme he eagerly consented, for we were not of the sort to be either weary or wan because crossed in love. After leaving Tom I went for the machine. My own had broken down only the day before, and when this sort of mischance happens the next best thing to having one's own wheel is to borrow that of some one else. The easiest wheel to borrow was the tandem, and so I was saved the necessity of making any request. Having got it out and duly oiled up, I went for a little ride alone, because T was busy fixing up Christmas presents and the like, and could not come.

My ride was not of very lengthy duration. About eight miles from home was sufficient for a double machine with only one aboard. There was a cosy little inn that distance away, and of course I stopped there for some tea. Afterwards, with lamps duly lighted, I set out homewards. When about a mile had been covered I overtook a pedestrian, who was ambling along and whistling as if his life depended on it. As I got level with him he stepped on one side and then said: "What yer, my noble." It was a vulgar and peculiar greeting, not the sort of greeting you would extend to a lady, for instance, but I passed that over and wished him good evening and a merry Christmas. "Thank yer cocky," he replied, adding: "Tell us how far I am from Farningham."

"About six miles," I said. Then he said: "Oh, that's all right. Give us a lift, will yer? I see as how you ain't got nobody on the front seat."

I intimated my willingness to do as he suggested, and said I didn't see any just cause or impediment why he shouldn't have a lift if he so desired it. The tandem was stopped, but before mounting he said: "Look here, I'd rather steer, if you don't mind."

That was a slice of impudence, and I plainly intimated that the guidance of the machine would remain in my hands.

"Oh, all right, it don't matter a ha'porth," said my new friend, off-handedly; and then he continued in confidential style, "Yer know, I used to be one of the cracks time back, afore you was a rider, I reckon; and I used to scoop all the pots and things that was

going. This sort of work's a fool to it." I concluded the gentleman had been offering libations to Bacchus, and participating in them himself, not wisely, but too well.

We had covered about three miles, and I am bound to confess that he was back-peddalling nearly the whole way, certainly not riding as though he had ever been on a cycle before. Presently he said, "Quite a distance to Farningham, aint it?"

"Yes, it's a good way," I admitted.

Another mile was covered in silence and then the stranger remarked, "Looker 'ere, what's the game?"

I said I didn't know of any. Then he queried, "Now you jest tell me how far away Farningham is."

We were at that moment passing a milestone on which the light of our lamps shone slightly. I noted the figures and said, "You seem very anxious to find out about Farningham."

He said, "I am; you've hit it. I want to get there."

I said, "Well, if you go perfectly straight ahead for about twenty-five thousand miles you'll reach it all right."

"Who are yer gitting at? Aint we goin' right there?"

"Certainly not, we're nearing London. You only asked about Farningham, I didn't know you—"

Without waiting for me to conclude the sentence, which was very bad behaviour on his part, he jumped from the machine with one yell and tore down the road we had come as hard as ever his legs would carry him.

On the morrow, as duly arranged, Tom and myself set out for our ride in search



"WHAT YER, MY NOBLE."

of holly and appetite. We knew where there was plenty of holly to be obtained from a wood about a dozen miles away, and thitherward we turned our wheels. The air was clear, crisp and cold, and we sped along quite gayly. Then for the first time we spoke of Dora.

"Do you know that Dora is a cyclist?" queried my friend.

"Is that so, really! Well, T, old fellow, we shall be able to have some rides in company. What's her machine?"

"A Humber tri., a regular little beauty. But I guess we'll bar the rides."

"Whatever for, you Juggins? Your name ought to be Dennis, as they say in the States."

"Well, Harold, old fellow, I like you awfully much, but really, I must say that I have a considerable regard for Miss Hughes."

"A nod is as good as a wink, T," I remarked, adding, "and I greatly admire your sentiments, for they are my own exactly."

He affected surprise. He said, "What, you don't mean to tell me that you have any regard for her yourself, surely!"

"Again my boy you express my sentiments to a T."

"Don't joke. It is a serious matter."
"Come to think of it, so it is. Seems as though we were both after the same quarry."

"And I trust that she has not a heart of s'one."

"Now you're joking yourself. Don't do it; the matter is quite as serious as ever it was."

"Come to think of it, so it is."

"Now see here" I interposed a trifle warmly, I must admit, "we shan't do much good by repeating each other's words. Repeating of words is barred out."

"Good. No tautology is the word."

Where we could have got to, had the amicable discussion continued in this



"FASTER! FASTER!" HE FAIRLY SCREAMED.

vein, I am not prepared to say. The point that afterwards struck me in this connection was that neither of us seemed angry with the other. As a rule, the moment a fellow falls in love with a girl, he considers that nobody else has any right to look at her, and the mere mentioning of her name is next door to a felony. But our case was a clear exception to the general rule.

The discussion indicated above came to a very sudden full stop. We were within a mile of the wood where the holly grew and as we swung round a bend in the road, there was the very young lady that we had been talking about. She was apparently returning homeward, and her mission could be guessed by the bunch of holly upon her handle-bar. Of course we slowed up; bade her good morning and wished her all the compliments of the season with a lot more besides. In reply to a question we said we were bound on the very same errand as herself and asked her, forgetting our recent remarks, to accompany us back.

She smiled and said, "Well, I'd rather like to, but you see, I've got to dress for dinner and dressing takes a long while—when you happen to be a woman."

We admitted that as yet we were not inclined to be classed in that category, and so could form but little opinion that should be reliable.

"I'll tell you what," she remarked with sudden inspiration, "you shall go and get your holly and then you shall try to catch me up."

"Oh, we'll do that easily," I said.

"Not so fast, young man," replied Dora roguishly, "I mean to hurry like—like—well, like anything."

Then T mocked her. He said, "And we shall ride like—like—well, like anything else; so we shall be certain to overtake you, because it is manifest that anything cannot go faster than anything else."

"Bet you you don't!"

"We will."

"Oh, but you won't. I bet you you won't."

"What are the stakes to be?" said I.

Women are all gamblers at heart, and they are as ready to stake their all upon

the turn of cards or the throw of dice as they are to play with a man's affections. They can't help it; it is their nature. And this womanish trait in Dora's character was roused. She said, "I'll bet what you like."

"Right," said I, "That's a forfeit, and being Christmas time, we'll take that forfeit out in kisses."

"You're very brave," she said, with just the least touch of irony in her tone. "It isn't often a gentleman speaks of kissing a lady when there's another gentleman present."

"That's true," said T, "but you must allow that as we occupy the same machine we two are one. The links of matrimony don't bind us, but those of the chains do."

"And how if you lose?" queried Dora. "Oh, that's all right. Then we'll pay kisses instead of receiving them."

"Very well," she said gaily, "I'm in a regular holiday mood to-day, and I accept your forfeit. You will meet me at Mr. Russell's to-night to pay. Mind you get the holly."

Mr. Russell, be it noted, was the owner of the tandem.

"Are you really?" said T, in an official voice. He was used to acting as starter. "Then go!" he shouted, and we parted from the fair tricyclist, every turn of the pedals taking us farther apart.

"Wonder if we shall ever catch her?" said T. "It will be like giving her a mile and a half start in about eleven. That's big odds."

"Of course we shall," I replied.

"Not so sure about that."

"Why, can't you see that she is certain to let us? If she wins she'll have to pay in kisses, and that's not modest; but a lady may receive kisses from a gentleman without impropriety."

"In this case it's gentlemen."

"Well, that's only duplicating the single."

"Single for how long? Remember that kisses are dangerous."

"Then we are in great danger," I remarked. "Wonder which of us will come safely through the ordeal," I added, under my breath.

By this time we had arrived at the wood which skirts the roadway, and I never saw holly gathered with more eager celerity. We had brought some string with which to tie up the bundles, but we did not even stop to use it; we simply utilized our handkerchiefs as being handiest.

As we were fixing the holly up ready to start back, I suddenly said, "It's no use keeping up this farce any longer."

"What farce?"

"Pretending not to know the state of each other's feelings toward Miss Hughes. That we are both in love with her is clear."

"You are quite right, old fellow."

"I thought so—indeed, I was sure of it. Now, the question is this, 'What's to be done?'"

"Wait the turn of even's, I suppose."

"See here," I said, with a momentary inspiration, "we'll race for her."

"Don't be a fool! How can we race for her if we're on a machine together?"

"Easy enough."

By this time we had mounted and were speeding merrily on the homeward track.

"Please explain," said T; "short as you can."

"Right. Both pedal our hardest; first to give in loses."

"Good. Off we go."

And off we went. There was no bandying of words or phrases between us now. About each half-mile one of us would muster up sufficient breath to say "Faster," but that was only to make the

other lose heart. Mile on mile went by, and a rider we passed told us afterwards that he thought something strange was in the wind, our faces were both so grave and determined. At last we entered upon the last stage of the journey, but the fair tricyclist was not within sight.

"The last mile," said Tom, "now sprint."

"It was clear to my mind that he was more than my match, but it also occurred to me that he might be thinking the very same thing on his part. We were tearing along across the heath towards our homes, and when barely half a mile remained to be covered we sighted our quarry."

"Sprint, you madman!" shouted Tom, "sprint or we shall lose her."

I did not reply, because I couldn't. The pace had told its tale.

"Faster! Faster!" he cried, and faster still he went. How he felt just then I know not, but I was "all out," and could only wish the machine would break down. How I regretted the mad idea that made me think I could wear him out, and though there had been no code of conditions, yet there was an unspoken agreement that he should forfeit all hope to the girl and leave the coast clear for the other.

"Faster! Faster!" he fairly screamed, but I could make no further effort. I could feel that my senses were ebbing away, and I knew that serious harm would overtake us should the steering pass out of my control. For myself, I would not have cared, but I could not be selfish enough to cause hurt to my old friend through being too cowardly to admit myself beaten.

"No more," I said "I'm done." And with that I lifted my feet from the pedals. But the machine still kept its way, the speed not perceptibly diminishing, and we had the satisfaction of overtaking the young lady scarcely more than a hundred yards from her own door.

At least, Tom had the satisfaction.

"Good boys!" said Miss Hughes, "you have ridden well."

Tom spoke: "We have had the hard-



THERE STOOD DORA.

est race of our lives," he said, and there was the elation of victory in his voice.

We had overlooked one thing. How would Dora regard our race?

"Meet you to-night at Mr. Russell's," said the young lady; "forfeits then."

I don't know where that appetite of mine went to; that it had gone there could be no question. Never do I remember a Christmas dinner in which I took less interest.

Toward evening I got ready to go round to Mr. Russell's. I was putting on my hat preparatory to setting out, and just then a most unlooked-for incident happened.

There came a gentle knock at our front door.

I opened it on the instant and there stood Dora, looking simply charming in her brown furs, and with a bit of bright-berried holly roguishly fastened in her bosom.

"I came for you," she said simply. "As we are both going to Mr. Russell's, I thought you would not mind accompanying me there."

"Nothing would give me greater pleasure."

"Thank you. Very prettily said. And besides, I want to ask you something."

"What about?" I said at once.

"Don't be in a hurry," she replied. "You will gain nothing by overmuch haste."

I wondered whether this was a chance remark or one with a purpose. But I said nothing.

When we reached the street she said: "I am going to ask why you were both so anxious to overtake me, and why, when you did so, Mr. Horton looked overjoyed while you appeared considerably the reverse?"

"You are very quick," I said.

"Perhaps, but that is not the answer to my question. I have a presentiment that there was something mysterious about it, and I ask you, as I have known you the longer."

"We were both introduced to you the same evening."

"I know, but you were introduced first. Please don't prevaricate. The more you do so, the more serious must the matter be."

There was no escape, and I told her the whole story, asking her in conclusion to be as well disposed towards Tom as possible.

"That's honorable of you," she said. "And would it make any difference if I said that I don't care for Mr. Horton at all, while?"

"You do care for me? Can it be true?" I cried eagerly.

"Now you are breaking your agreement with Mr. Horton. He won, you will remember."

I did remember, and my spirits fell with sufficient force to knock a hole in the sidewalk. But the stones were strong and withstood the force of the impact.

We walked along for some time without saying a word. Presently Dora broke the silence with the remark, "The race is not a ways to the swift, nor the battle to the strong."

"That's a quotation, I suppose."

"It is."

"Thank you. That quotation has put my shivers above par."

"Then you consider the quotation is that of something that is in the market."

"I can't go as far as that, you know."

"You had better not, if you value your peace of mind. Remember, I am not to be bought by the highest bidder."

That made two things I had to remember.

Later in the evening Dora, Tom and myself met in the conservatory to pay and receive forfeits. Afterwards Tom came to me looking rather gruesome.

"I've won the race, but lost the girl," he said.

"I'm sorry for your sake, old fellow; but it must be one of nature's compensations."

"That's about it," he said. "But on that theory the winner of a race should be the only one not gaining a prize."

"Which would be very fair. The man who won would have the proud consciousness of winning, while the losers would have prizes to compensate them for defeat."

"A beautiful theory," said Tom. "You lost the race, now go in and take your prize."

* * * * *

"There are three things you have to remember," said Dora, "which may be aptly put into syllogistic form. Firstly, Mr. Horton won the race. Secondly Dora Hughes is not for the highest bidder. These are the two premises, and now comes the conclusion: You have your Christmas wife."

She was always "My Christmas Wife" after that.

CHAT AT LONG RANGE.

ITEMS CONCERNING THE TRADE AND
TRADESMEN FROM ALL QUARTERS.

Information Gleaned From Stray Remarks and Trade Directory Reports Compiled for the Rapid Reader.

The Broncho is now known as Kane's chainless safety.

American-made Swifts should be ready inside of three months.

Rouse, Hazard & Co. expect to introduce a Duryea tire, shortly.

Sulky rigs are made a specialty by Campbell & Co., Providence.

The Chicago Screw Company makes numerous small parts for cycles.

The Connecticut Manufacturing Company will make sundries to order.

Ames & Frost's brief report: "Patterns same, prices same, discounts same."

Hubs and cranks for the trade are among the Sercombe-Bolte supplies.

F. Geisler & Co. are among the new people in the trade at Muscatine, Ia.

The St. Louis Refrigerator and Wooden Gutter Co. makes a cheap boys' wheel.

The Zucker & Levett Company ships goods to all parts of the civilized world.

John S. Leng's Son & Co. have recently added spokes and chains to their line.

Fine moulded rubber work is the specialty of Spinney, Virtue & Co., Lynn, Mass.

Supplies of ball pedals, wheels and rims may be obtained of Wilson, Myers & Co.

The Shaw Cycle Company, of Baltimore, contemplate the manufacture of a wheel.

R. L. Thompson, Muscatine, has the state agency for Rudge and Sylph wheels.

The Grand Rapids Cycle Company is busily engaged on its fourth year's product.

The firm of Townsend Brothers, of Coventry, was established over twenty years ago.

Light safeties are made to order by V. Dugmore & Co. of Boston, dealers in parts, etc.

It is not generally known that McKee & Harrington use wooden rims in the Lyndhurst.

The Lemont lock locks chain and sprocket wheel and does away with the usual chain.

Whitman & Barnes Co., of Canton, O., will figure on drop forgings for high grade wheels.

A. W. Gump & Co. carry over 2,000 wheels in stock and retail in all parts of the United States.

Edwin Mohrig, of 'Frisco, will be in Chicago about Jan. 1, en route to the Philadelphia show.

A concern which professes to make a high-grade bicycle is supplied with cones at two cents apiece!

"Our ladies' machine is the lightest made in America." So says the Monarch Cycle Company.

Houghton & Dutton are handling the Nomad, made by the Beacon Cycle Company, in New England.

The Elwood-Ivins Tube Works people believe they are the only makers of seamless hollow steel wire in the United States. They have offices at Philadelphia, New York and Boston. This con-

cern was formerly the Spring Garden Metal Works.

Lee Bannister, a dealer and repairer at Youngstown, O., has been an active rider for thirteen years.

Immense quantities of the product of the Standard Varnish Works are now used in the cycle business.

W. G. Rankin & Co., of Providence, are making a specialty of fitting cushions or pneumatics to sulkies.

The Stover company says its wheels will be catalogued at a little over rather than under their true weights.

The Bloomington Manufacturing Company has an unnamed youngster to introduce to the market shortly.

The Clinton Cycle Works, Buffalo, make the Globe safety in three weights, said to be 22, 28 and 32 pounds.

Lanz, Owen & Co. furnish saddle seats, tool bags, etc., in large quantities, to jobbers and manufacturers only.

Among the now numerous makers of tires, the Jersey Car Spring & Rubber Company, of Jersey City figures.

I. A. Weston & Co. make nothing but wheels, and these are supplied in any finish and stage of completion to suit.

We are notified that the Cleveland Rubber Company can supply any rubber articles used in the make-up of cycles.

The Kenyon Bicycle Company, of Des Moines, with increased space and abundant capital, looks for big business in '93.

The Decker safety, the production of a Chicago man, is being manufactured by the Berlin Machine Works, of Beloit, Wis.

The Shelby Steel Tube Company wrote us recently that the works would soon be ready to make tapered tubes of any size.

The specialties offered by the Premier Cycle Company are the Premier patent spiral tubing and an aluminum gear case.

The Wilcox & Howe Company, of Birmingham, Conn., makes forgings from samples or drawings, but carries no stock.

The business of the S. F. Heath Cycle Company of Minneapolis and St. Paul, has grown wonderfully within the past year.

By adding 161 to 167 South Canal street to its factory the Derby Cycle Company recently attained largely increased space.

Except that weights have been reduced no great change has been found necessary in the Royal Cycle Company's wheel.

The Buffalo wheels for '93 are: Scorch, thirty pounds, light roadster, thirty-six pounds, and full roadster, forty pounds.

Jordan & Sanders write that they "think a boycott should be placed on any dealer who cuts prices on standard makes of wheels."

J. A. Hunt & Co. make sundries to order, besides carrying on their regular business in leather goods, pedals, ball cases, etc.

"The only reliable light wheel made" is the somewhat expansive claim made by the Keating Wheel Company for its machine.

The Rockford Tool and Sundry Company tells us that it will make almost any tool used in cycle work, "for a consideration."

The forgings made by the Simonds Rolling Machine Company are made by the Simonds patent process. It does not upset the work, but by using a bar of steel the size of the largest diameter and reducing to the smallest by spreading

the metal makes a forging of uniform strength and size.

The material used in G. & J. tires is of the same quality no matter where made. Depots will be established in large European cities.

A specimen of the work of the Speirs Manufacturing Company is the Majestic. The drop forgings are made by J. C. Speirs & Co.

Harry Hearsey, of Indianapolis, has been in business there since '86, and has been connected with the trade nearly fifteen years.

The Revere Rubber Company, with offices in all the principal cities, will be pleased to supply estimates for tires and rubber articles.

The Demorest Manufacturing Company of Williamsport, Pa., claims to make the whole of its cycle except the rubber portions.

Four Planets are produced by the Standard Manufacturing Company, viz.: the light and regular roadster, the racer and ladies wheel.

The Combination Roll and Rubber Tire Company, factory, Bloomfield, N. J., will make to order tires and rubber articles generally.

The parts supplied by the Western Automatic Machine Screw Company, of Elyria, O., are highly spoken of by people who use them.

The Yost Manufacturing Company makes everything in its machines, except the tires, handles and pedal rubbers, from raw material.

Schack, of Buffalo, in addition to handling an immense line of wheels imports Harrison bells, Warwick rims and sundries of all sorts.

The ladies' Clipper, the first strictly ladies' wheel made by the Grand Rapids Company, weighs twenty-eight pounds, according to our advices.

The McIntosh-Huntington Company is importing cranks and Lucas' specialties extensively. A specialty is also made of all sorts of parts.

Poorman, the well-known promoter of the road race which carries his name, is well able to supply wheels of any grade, as well as sundries galore.

The Buffalo Weaving Company makes flat and tube webbings in cotton, linen, or a combination of both, and has a capacity of 10,000 yards daily.

W. T. Robertson & Co. believe the change of administration will have a bad effect on business in Washington, owing to change of office-holders.

The Gibson & Prentiss output is handled largely by the Bison Cycle Company, of 561 Main street, Buffalo. Cheap wheels are carried also.

The Ben Hur output, from the Central Cycle Company's place at Indianapolis, will be largely increased. A ladies' wheel will also be forthcoming.

The Henry Sears Company, of Chicago, importers of the Phantom, express the opinion that the tendency of demand is for high grade wheels.

E. N. Bowen, of Buffalo, the well-known maker of home trainers, etc., makes a light safety, to order only. He conducts an extensive repair shop.

Asked for some details a few days ago, the Revere Rubber Company replied that it had ready two new tires, of which it was not quite ready to explain details.

According to the National Chain-Gear Company that concern makes "a new chain connection which we call a chain-gear, inasmuch as it is practically a flexible internal gear. It does away with all back-lash, weighs no more than any other chain connection, is a self-lubricator, and will outwear any chain

on the market and does not stretch." These are big chains, surely.

Four car loads of wheels made by the Hart Cycle Company, Wolverhampton, have been received by the Svendsgaard Bicycle Company of Fergus Falls, Minn.

E. A. Kinsey & Co. of Cincinnati, in addition to making tools and various parts, are jobbers of the N. Y. B. & P. Co. tires for Ohio, Indiana and the south.

Cycle machinery is built to order by the Toledo Machine & Tool Company, of which G. F. Danielson is manager. Nickel plating is also made a specialty by this concern.

The Nebraska Cycle Company, of Lincoln, has named its wheel after the city in which it is manufactured. The popular Fred Pate is one of the stockholders of the concern.

Wilson, Myers & Company's line for '93 is composed of the Liberty full and light roadsters, the Goddess for ladies, the Bogie Man for road racing, and the Bogie Man racer.

The Hackney Bicycle Company controls the entire output of the Yost Manufacturing Company, consisting of the Falcon, Falconess, Falcon, Jr., and Falcon Jr. Combination.

The Barnes Tool Company, of New Haven, says it is prepared to demonstrate to any one interested that its wrenches possess points of special superiority over all others.

Mr. Perkins, who is still at the head of the Rockaway Manufacturing Company, expresses his willingness to match the Liberty against any other wheel as a high grade production.

The Acme Bicycle Company, of Newark, N. J., claims that its stand is the only one mounted on castors, for convenience in moving machines without removal from the stand.

The Buckeye Cycle Company of Cincinnati has made a few bicycles but does not intend to manufacture largely. It has a line of saddles and lamps of home manufacture for the '93 market.

The New Buckingham & Adams Company expects a big season with its 20-pound racer. The James Cycle Company, Chicago, handles this company's wheels, and can supply catalogues.

The Svendsgaard Bicycle Company of Fergus Falls, Minn., writes: "We have a complete repair shop fitted with nickel and copper plating outfit, enameling oven and a four-horse-power engine."

The Elastic Tip Company of 380 Atlantic avenue, Boston, is a well-known supply house for various articles in the cycle line. It has branches in Chicago, 'Frisco, London, Hamburg and Bombay.

The Columbian Novelty Company, of Newark, N. J., controls the Lenox saddle, made by the Nesler Manufacturing Company, for the whole country. This saddle is a modified form of elliptic spring.

The output of the Buffalo Tricycle Company will be improved as well as increased, all parts being improved and strengthened. The house has a great variety of styles, and offers a wide range in prices.

No matter in what part of the United States, Canada or Mexico a prospective maker may live, the Anglo-American Iron & Metal Company can supply him with a great variety of parts, rough or finished.

Parkhurst & Wilkinson control the output of the Indiana Chain & Stamping Company, C. J. Smith & Sons Company and the Union Drop Forge Company for the United States, the Garford Manufacturing Company west of Elyria, O.,

and the Hartford Rubber Works Company west of New York.

W. S. Bull and B. D. Harris, proprietors of the Buffalo Cycle Works, are in easy street. Having sold their entire output to H. C. Martin & Co., their only anxiety is to make that firm sell as many as possible.

Belcher & Loomis of Providence, lay claim to the largest hardware store in New England and believe themselves to be the most extensive importers of tools and steel goods in that part of the country.

Samuel Fisher & Co., of Birmingham have made plants for the Mannesman company, the Projectile company and the Perfecta Tube Company, all of which concerns have supplied tubing to American makers.

The Chapman Hardware Company of Toledo, aim to cover Ohio, Indiana and Michigan thoroughly. They supply either Columbias, Victors, Lovells, Tourists or the Western W. W. and Feathers' one lines in this territory.

The Weston fork cyclometer, made by Frank C. Weston, Bangor, Me., will be very much improved over the '92 model. It will be improved in appearance, accuracy and durability, and will register 10,000 miles instead of one, as formerly.

Thomas Smith & Sons, the famous "Smiths O' Saltley," furnish in addition to their long line of parts, a geared ordinary, a front driver safety, a Humber pattern and ladies' safety. An application addressed to Birmingham, England, will bring a catalogue.

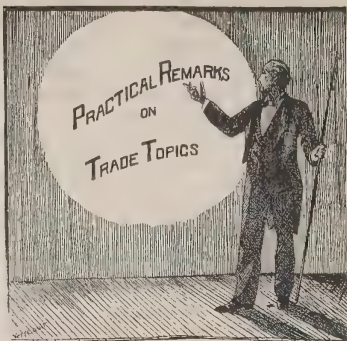
The Chapman Hardware Company of Toledo has the following wheels and territory: Columbia for Lucas, Foulton, Wood, Ottawa and Henry counties; Hartford for Lucas, Ottawa and Henry counties; Lovell for Lucas, Paulding, Williams, Hancock, Foulton, Putnam, Erie, Huron, Defiance, Henry, Ottawa, Seneca and Wood counties; Tourist and Psycho for northwestern Ohio, western Indiana and southern Michigan; Western Wheel Works line, general.



The fate of a New Britain, Conn., cyclist, who went riding on the ice.

George R. Bidwell Cycle Company.

A line from this house runs thus: "The Tourist roadster has been reduced to forty pounds weight, and the light roadster to a fraction under thirty-five pounds. The Tourist road racer will follow the same lines as the others, long head and wheel base, Humber frame, etc., but weighs only thirty-one pounds. The two latter have 28-inch wheels, one three-quarter Bidwell pneumatic tires; the former 30-inch wheels, 1 3/4 and 2-inch tires to front and rear wheels respectively. The ladies' Tourist is also new, of beautiful appearance and moderate weight."



I THINK the making and selling of bicycles during 1893 will be a greater business than it has been in any preceding year.

One reason for this is the movement for good roads which is becoming so general throughout the entire country. With better highways we all know more bicycles will be used. Then again, there will be a new class of dealers selling bicycles. I refer to the carriage trade, which is plunging head forward into the business. Some of our carriage friends at the end of '93 will have considerable bicycle experience and, I fear, less money than they have now. But that they will sell some wheels to a new class of trade there isn't any doubt.

Traveling men for cycling houses are meeting with some rare experience in dealing with our carriage friends. One of them recently exhibited a machine to a carriage and farm wagon concern in a southern city, and the sample wheel was greatly admired, but the house had tied itself down for a certain period and could make no new deals until the old one was off. The wheel really did not compete with the machines already in stock. It was a case in which a bicycle contract was in reality being lived up to by the party which generally does not do so.

It is well for bicycle manufacturers not to be too sure that they have exactly what everybody is and has been for years looking for. Even some of the biggest men in the trade are mistaken. About a year ago I asked the president of one of our largest bicycle manufacturing concerns why he did not adopt the popular diamond style frame machine, and he replied that his company would not do so for two reasons. One was that such a change would take from his machine its peculiarly distinctive feature, (which I thought the people had tired of) and the other reason was that they, the company, could sell all the machines with that particularly distinctive feature that they could make. It was not, however, many months before the popular diamond style frame was adopted by this company and now it is being whooped up almost as vigorously as could be imagined.

The best bicycle dealers will not buy new bicycles unless they possess merit sufficient to compete with the machines made by old and well established houses. A case to prove this is that in which a popular style bicycle was made, or advertised as being made, by a house in another business, possessing not only a national reputation, but a line of customers in every city of any size in every state in the Union. The house imagined its reputation would sell the new machine. True, it did sell samples to its immense array of customers, but many of these samples are to-day tied up to ceilings, covered with dust, to either remain there or be sold at a loss.

A well posted eastern dealer remarked several days ago that he feared in the east a repetition of the cutting of prices so prevalent at some places in the west. The writer suggested in reply that if it did come it would principally apply

to the cheaper wheels and on the stock of makers' not firmly established. That prices will gradually drop is a probability, but I see no reason why makers of first class wheels should at this stage of the game, either drop their list or allow cutting of prices by giving fabulous discounts. Weak-kneed dealers and slimly financed makers, will through competition be compelled possibly to suffer an adjustment of their affairs, but this will not injure legitimate trade any more than a boil injures the health of the boiler—I mean the person who suffers the pain of the boil. In fact it will prove beneficial to him. I am speaking from experience in this boil business.

I am glad to notice that the coming change in the political complexion of the administration is having no adverse effect upon business. It should not. I have great confidence in the American people, and believe them capable of taking care of themselves under any circumstances. Postmaster-General Wanamaker will go out of office, but I hope his plan of using bicycles for country mail delivery will strike his successor favorably, and that the national agitation of the good roads subject will become greater than ever. RALPHANES.

Buffalo Cycle Works.

"Honest wheels, the best that brains can devise or money can buy." Such is the broad claim made by the Buffalo Cycle Works. This concern has aimed to produce a graceful, staunch, light machine that would stand up under all kinds of work. The '91 and '92 Buffalos were given thorough tests and stood them triumphantly. In the 1893 machine the house has utilized all the good points of the '91 and '92 Buffalos, and has introduced others. It invites a critical examination. Attention is called to the fact that all cones and bearing cases of the improved Buffalo dust proof ball bearings are of the best quality tool steel, machined from solid bar.

Specifications—The Buffalo lightweight roadster has improved diamond frame of Humber type, 44-inch wheel base, of best cold-drawn weldless steel tubing and steel forgings. Each forging is finished on a taper, leaving no sharp edge for the tube to break over. The tubes overlap the forgings instead of vice versa. The wheels are twenty-eight inches in diameter, tangent spokes enlarged at the hub end by the swaging process; rolled threads, brass nipples, thirty-two spokes in the front and thirty-six spokes in the rear wheel, tied and soldered where crossed; pneumatic tires. Buffalo improved ball bearings all around. Handle bars, tapered weldless tubing, gracefully curved and dropped, with cork or hard rubber handles. Ball bearing head, ten inches between ball centers. Front forks, flattened weldless tubing. Front wheel plunger brake. Forged steel sprocket wheels. Hardened chain, Abington-Humber pattern, five-sixteenths of an inch wide and one inch pitch. Detachable cranks, 6 1/2-inch throw. Mud guards, cold rolled steel, ample size. Standard gear, sixty inches. Finish.—Frame and front fork enamelled (not painted) black, the usual parts nickel plated on copper.

Weight.—All on, from thirty-four to thirty-six pounds.

The Buffalo Scorchers are similar in design and specifications, except that it is of lighter gauge tubing, etc., and is without brake or mud guards. Weight, from twenty-eight to thirty pounds. Standard gear, sixty-three inches.

Commencing on October 1 last, Capt. Frank E. Klipfel, the celebrated century rider of the Buffalo Ramblers, severely tested the 30-pound Buffalo Scorchers, '93 pattern, having ridden it over 1,000

miles, including eight centuries, over ordinary country roads, one of them a double century, from Buffalo to Erie, Pa. and return. Most of the latter was ridden at night, as he left Buffalo at 1 p. m. and finished at 7 a. m. the next morning. The wheel came through this severe practical test unscathed.

A Stolen Imperial.

The Ames & Frost Company reports the theft on Dec. 10, from the Y. M. C. A. building at Columbus, O., of Imperial Scorchers No. 4,343 and offers a reward for its return.

Trade Jottings.

A circular recently issued in Paris places the number of English makers at 550, French 190, American 185, German 120, other countries 50.

Bettys & Smith, Rochester, N. Y., make a light-weight machine for track use. It has 28-inch wheels and its weight is given as twenty and a half pounds.

The Lozier catalogue will be ready before January 1. Meanwhile a pamphlet, descriptive of the thread tire and the Cleavelands for '93, has been issued.

The Bison Cycle Company is officered as follows: John F. Henzel, president; Henry Janke, treasurer; William F. Tepe, secretary; Victor E. Ripper, manager.

Frank White—everybody in the trade knows him and that he hustles night and day in the interests of the Bidwell tire—is in Chicago and will remain there a few days, doing business in '93 pneumatics.

Among the recent additions to the list of makers the National Cycle Manufacturing Company, of Bay City, Mich., is prominent. It is promised that its wheel, the Goodwin, will be entitled to a place in the front rank.

Louis Jordan, of 71 Randolph street, Chicago, makes a special wheel to order. It is high grade, and weighs from twenty-five to thirty-three pounds. Jordan has a large enameling oven and is well equipped to do repairing of all kinds.

H. A. Lozier & Co., will be pleased to meet their agents at the Philadelphia show and renew contracts for the coming year. They desire them to write and make engagements if possible, and would be glad to have other dealers make themselves known.

Bloomington, Ill., is one of the nicest cycle cities in the state. During the past few weeks there has been scarcely a day when there was not a traveling representative of some wheel in the place. Some of the smaller houses are closing for their '93 trade. The damage suit of Harber Bros. Company vs. Moffat Cycle Company has created some interest lately.

The new factory of the Buffalo Cycle Works recently occupied, is on the Niagara Falls branch of the Erie Railroad at Kensington Station, Buffalo, about one-half mile south of the factory of the Niagara Machine Company. The buildings are heated by steam and the managers are now putting in an electric lighting plant, as well as a Springfield gas machine to make gas for brazing, etc. They are also putting in a complete nickelling plant and extra machinery so that within the next two or three weeks they will be situated in a very complete bicycle plant with abundance of room. "I am sorry," writes Mr. Bull, "that I have no photo of the building to send you. This property is my own. As we shall be in our own buildings and as we have our '93 output sold we are feeling comparatively comfortable. We shall commence to deliver machines next week."

We Sell
The Leaders
And Lead
The Sellers.

COLUMBIA,
 TOURIST,
 PSYCHO,
 LOVELL,
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Write Us.

THE CHAPMAN
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515-517 ADAMS ST.
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See The

“COLUMBUS”

Before you conclude arrangements for '93.

It is perfect **IN EVERY LINE**, and if found not equal in Material, Workmanship and Finish to the highest-priced wheel in the market, they can be returned at our expense and money refunded. We give the Best Guarantee with the Columbia.

Send for cuts and prices.

COLUMBUS MFG. COMPANY,
 WILLIAMSPORT, PA.

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334 DEARBORN ST.
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CATALOGUES
 OFFICE STATIONERY.....
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TELEPHONE
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FOR almost two years I had been suffering with rheumatism, so early in December, 1890, I secured a leave of absence, and left my command in Washington for a month's stay in sunny Florida, where I knew I should find a warm welcome from an aunt and uncle, who lived in an old-fashioned southern home on the Atlantic coast. The old house was surrounded by an orange grove, from which the two good people derived income enough to keep them comfortably, and also entertain an occasional guest from the north.

For a month I wandered about the pleasant groves, and through the swamp lands further away, finding both health and pleasure in the shooting and fishing; also forgetting that the world was larger than just what I could travel over in my short expeditions.

In all that time probably not more than half a dozen newspapers had reached me; even those that did succeed in successfully passing the many hands necessary, before I could get them, were only local sheets, with little, or no news from the outside world in them.

Things ran along this way for nearly a month, when I found, by consulting a calendar, that but five days remained before my leave of absence expired, at which time I must be back at my post in Washington.

The next morning I said good-by to my relatives, and, accompanied by the old negro servant for a driver, started

in a luxurious Pullman, as fast as a powerful iron horse could carry me.

As the train came to a stop at one of the pleasant winter resorts, I noticed a young couple enter the car, and at once imagined they were away on a wedding

Young Officer's Bravery," and remembering that I had heard nothing from the frontier for nearly a month, asked for the news contained under so startling a heading.

"Yes, do let us show Tom the account

back of such a heading, I declined to read any more of the article and requested that he tell me of his exploit and how he came to be in Florida while his company was battling with redskins in the Dakota hills.

"The story is a long one and may not prove as interesting as you would think, especially the first of it, which is more of a romance than an adventure," said the lieutenant.

I assured him that I knew it would all be interesting, and of my anxiety for him to tell it.

"Last spring I, like yourself, was suffering with rheumatism, caused by almost constant exposure during campaigning in Dakota and the northwest, in the winter season. The disease had become aggravated to such an extent that the regimental surgeon advised complete rest for at least six months as the only way to rid myself of it, and suggested that I get a leave of absence for that length of time. At least two months—March and April—were to be spent in the south, the balance of the time to go where I pleased, so long as I stayed away from my post and work.

"Armed with the surgeon's certificate, it was no trouble to get the desired leave, and soon I was speeding away southward, where I spent two pleasant months and then returned to my home in Omaha, for a short visit with my folks, before leaving for California to spend the rest of my vacation.

"At home I have a younger brother, nineteen years old, who takes a great interest in bicycling, and who owns one of the best wheels in Omaha. Nothing



I PUSHED AHEAD AND PASSED THEM.

trip. Something in the man's face looked familiar, but it was several minutes before I could place him. After I had recognized in him an old West Point comrade, both of us having graduated five years before, he entering the cavalry service and being sent west, while I, not passing so good an examination, got only an infantry officer's commission and an order to join my command in Washington, it did not take long to make myself known, when, to my delight, I found that he also was going to Washington before returning to his command in Dakota.

For some time everything else was forgotten in our enjoyment in recalling old college experiences and telling of our lives since parting at the doorway of our military careers five years before. Even that all-absorbing topic, with military men especially, the Indian outbreak, was forgotten until I noticed in Mrs. Jefferson's (my friend's wife) hand a newspaper having a large "scare" head: "A

of my wonderful bravery," said my friend, laughingly, as he reached over to get the paper from his wife's hands.

"Giles ridicules the idea of its being brave," returned the wife, "but I think he is a real hero, and must say it even if he is my husband."

"More like selfishness than bravery," said he; but, call it whatever you like, I would not care to go through the same experience again, at least not since I have secured the desired prize," and he looked lovingly at the beautiful woman beside him.

By this time I had read the next two headings, which were as follows:

LIEUT. JEFFERSON OF THE — CAVALRY RUNS A MAD RACE WITH SAVAGES TO BRING RELIEF TO SUFFERING COMRADES.

MOUNTED ON A BICYCLE, HE BOTH DISTANCES AND MYSTIFIES THE BLOOD-THIRSTY INDIANS.

Knowing that a good story must lie



I IMPROVED THE INVITATION TO USE HIS WHEEL.

for the station, some seven miles away, and ere long was traveling northward



I FOUND A YOUNG LADY WITH A BROKEN CHAIN.

would satisfy him but that I should learn to ride, and having nothing else to

do for a few days I improved the invention to use his wheel.

"An account of the many hard falls I



I ATTEMPTED TO EXPLAIN ITS MYSTERIES.

got learning is unnecessary; sufficient it is to say I got there, but being naturally of a stubborn disposition, I would rather have died in the attempt to ride, after I had once commenced, than to give up, so finally succeeded and was able to take short rides about the city.

"These short rides kept increasing to longer ones; my few days had grown to many, and still I was loath to leave, for I was really enjoying the new sensation of wheeling. To be independent of an animal that must be curried and fed every day, and have a servant that was always ready, without a moment's notice, would certainly be new and interesting to any cavalryman; anyway, it was to me. Besides this, the bicycle was at that time just beginning to attract the attention of military people as a possible mount for soldiers, and I found a pleasure in experimenting by riding over all kinds of conceivable roads. Any place where I imagined a horse could not go I would venture, until finally I was an expert at such work, if not at fast riding.

"It was during one of these expeditions over a country timber road that I found a young lady, several miles from her city home, and with a broken chain. Our combined efforts failed to mend the break, so there was nothing to do but walk, at least to the nearest country house, where some conveyance could probably be secured to take us back to the city. The only thing we could get was a lumber wagon, and to that same wagon I am indebted for my wife, for such the young lady was, or rather is now, that I accompanied in that memorable ride, over roads that had not seemed so bad when riding on a wheel, when we could pick our way, but which, when riding in a springless wagon, seemed worse than any I had ever encountered in the Dakota hills. Riding over such roads in a lumber wagon is enough to make any woman love the man who would endure such agony for the sake of keeping her company; don't you think so, Madge?"

His wife did think so, I suppose, but didn't think it necessary to say so, and he continued:

"Of course after such a ride I had to call, and after one call I had to make another, until it became a regular thing of one or two a week. My new acquaintance, and our wheeling expeditions, occupied so much of my time and thoughts that I forgot all about California for several weeks. When I finally thought of my intended western trip I concluded that they had plenty of soldiers without me, and so remained in Omaha.

"The calls continued and the rides continued, until—you know how they

all end—one day, when we had wandered onto the same road where the breakdown had occurred some two months before, I mustered up courage enough to ask the important question, to which she made a satisfactory answer, and then we fixed the wedding day for Christmas eve.

"But two weeks remained before time for me to return to Dakota. As there would be at least two months more of pleasant weather, I determined to take a wheel back to Pine Ridge with me, that I might enjoy as long as possible such a pleasant recreation. Accordingly I bought one, and when I left for Dakota took it with me.

"One that was not there can hardly imagine the awe with which the Indians received my two-wheeled mount. With many of them around the post I was quite familiar, and attempted to explain the machine's mysteries, little dreaming that the day would ever come when my life would depend on their knowing nothing about such things. My brother officers made many uncomplimentary remarks about my bicycle, they thinking such things only fit for city dudes and

and without replying to my salute he said abruptly:

"Say, lieutenant, I was just speaking to the colonel about that little matter you were speaking of this morning, the riding of that pair of wheels you own tomorrow, you know, and he thinks it would be a good idea; Miles has something of that kind in his head, and a report of your experiment in that line might please him, as well as show him what d—d nonsense it all is. That last for myself, for the colonel didn't say it."

"As he passed on I immediately caught the idea of his allowing me to ride the wheel. He intended to cover that more than forty miles to White River camp in a day, and by so doing expected to tire me out in the first two or three hours, so I would have to abandon my bicycle and take to the horse. It is unnecessary to say that I then and there determined to ride the wheel and arrive at the camp as soon as the major should. Going on up to the colonel's quarters I made formal application for a leave of absence during the holidays, giving as a reason for such my intention of being married at that time; then went to



BIDDING GOOD-BYE.

their close relations, but still I stuck to my wheel, and enjoyed it.

"It was along early in November when the Indians first began to get troublesome, and a few days after the first disturbance a messenger came in from the camp over on White River, bringing news of an uprising, and a dispatch asking for re-enforcements for the one troop already there.

"My own troop, D, and troop B were ordered to be ready to leave the next morning under command of Major Hillock. Recognizing in the trip an opportunity to further prove the truth of my assertions in regard to the bicycle as a mount for soldiers, I asked the major to allow me to take my wheel along; I to ride it while some of my company would lead my horse. At first he refused, for he was one of those hardened old western cavalry officers who obstinately refused to see good of any kind in anything new.

"Nothing more was said of it then, but that evening I passed him as he was returning from the colonel's quarters,

my quarters and was soon dreaming of contests on a wheel.

"Shortly after reveille the next morning both troops started out for a hard day's march, myself bringing up the rear, as I had secured permission to ride wherever it suited my fancy, so long as I did not drop back clear out of sight. The major had no idea of my staying anywhere but behind; he never dreamed of my setting the pace for all of them, himself included. Before long I pushed ahead and passed them, noticing as I did so the scowl on the major's face, but he said nothing, for he didn't expect it to last long. That trip was a hard one for me, harder than the next one; many a hill I walked up, for they were too steep to climb on the wheel; then the troops would pass me, but I would catch them at the bottom of the other side, for Dakota hills always have two sides; life there is not all up grade. All day long things went along in this way, the old major's face getting darker and darker as we neared White River camp, and as the sun kept getting nearer and nearer

the western horizon. He had prophesied failure, and was one of those men who glory in repeating 'I told you so' to those who would not profit by his advice.

"You can imagine what a pleasant sight White River camp was to me that evening. We first saw it from the top of a hill some two miles away, and I set out to beat the command into camp, which I did by about a quarter of a mile. When my company arrived I was greeted with three rousing cheers which only added to the major's wrath, so much so that instead of allowing me to get the sleep I needed that night, he relieved the acting officer of the guard and put me on duty in his place.

"The presence of a larger force seemed to quiet the Indians around White River, for they gave us but little trouble. Save the occasional stopping of a dance we had nothing to do, hardly as much as when at the agency, and would have enjoyed ourselves immensely had the weather been pleasant. The day of our trip out was one of the finest we had had all fall, but that night it first began to rain, then changed to sleet, then to snow, then back to sleet and rain again, and so kept it up for almost the entire four weeks we were there. The third week a messenger from the agency came out, bringing, among other things, the papers for my leave of absence, which was to commence December 18.

"Two days later a wagon of rations arrived, and with it a dispatch ordering two of our three companies to leave at once for the Bad Lands, where we were to round up two or three roving bands of Brules and return to the reservation. We started next morning, leaving at White River the company we had found there. Again I insisted on taking my wheel with me, and this time the major strongly objected to it.

"This d—d kid's play has gone far enough now," said he, "we are out for a hard campaign, and not on a holiday excursion, and will go prepared for such."

"But the wheel went with us, I using a little persuasion, and promising to abandon it whenever necessity demanded the sacrifice. It was too expensive a luxury to throw away as long as there was a chance of having it. The riding this time was far from pleasant; the sleet and snow had made it slippery and, while the ground was frozen, it was very rough; still I believe my ride was as pleasant as that of the others, many of them freezing feet, ears, nose or fingers, while I had enough work to do to keep me warm, even without my overcoat.

"After two days of such work my company was left to guard a pass leading into the Bad Lands, while the other

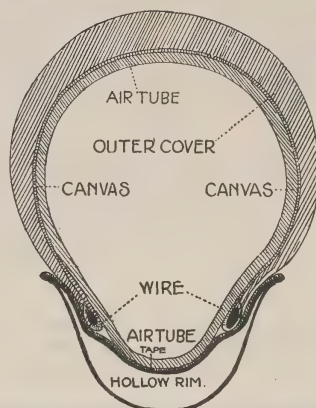


"WHAT ARE YOU GOING TO RIDE?"

one, accompanied by the major, took a circuitous route to head off the Indians that were making their way through

1893 DUNLOP

Detachable Tire.



Detachable Tire.

The American Dunlop Pneumatic Tire Co.

*Has secured control of all
patents which will in any
way interfere with its . .*

1893 TIRE.

WE GUARANTEE all purchasers or users of the
1893 Dunlop against loss through litigation.

*Our representative will call on the trade in a few
days. We will then be able to make immediate
deliveries of Tires.*

Details will be published in future issues.

**THE AMERICAN DUNLOP
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282 Wabash Avenue, CHICAGO.
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IN TUBES.

Notice to the Trade:

Manufacturers, Jobbers and Dealers, if you have not already secured our prices and "cuts" for your advance catalogue, do so at once. It will pay you. Our prices cannot help but please you. Make a note of this now, you may forget it. We are, faithfully yours,

RED CROSS CEMENT



IN BULK.

A. U. BETTS & CO.,

MANUFACTURERS OF

Red Cross Rubber Sundries,

TOLEDO, - - OHIO.

TOURISTS'



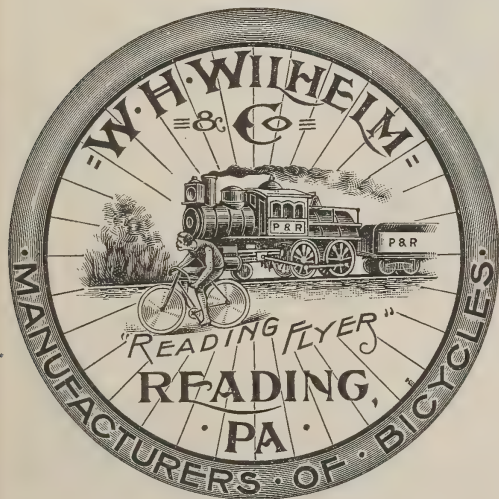
DRINKING CUP.

'READINGS!'

We will show a full line at the Philadelphia Cycle Show in January. Don't make contracts until you see them. If you do you will surely be sorry. Our 1893 models, in design, finish, etc., equal to any. WAIT.

W. H. WILHELM & CO.

N. B.—We are after your 1893 trade. We have all we can do this year, and are working day and night to fill our orders. Our new catalogue will be ready the latter part of December, with full description of our 1893 Wheels.



NOW WE ARE READY

We have shown you a cut of our 1893 machine, the last two weeks, so we will "talk a bit" this week. We want immediately, if not sooner,

1,000 *Quinton Scorchers*

Agents, who can appreciate a good high grade machine, and are willing to hustle in their respective Territories. Our travelers are out now, but don't wait for them. Write us direct for new catalogue And terms.

BRETZ & CURTIS MFG. CO., Philadelphia, Pa.

them. We pitched the best camp possible at the foot of a large hill, and settled down for a ten-days' stay. That night it began to snow and kept it up all night. Not a sign of Indians was seen, and we expected ten days of unpleasant quiet. For three days we enjoyed life as best we could, with nothing to do but keep warm, and the guards posted.

"Along toward noon of the fourth day, December 16, we heard firing in front of us, and almost at the same time saw the major's company slowly retreating toward us, contesting every inch of ground. The first person to reach our camp was a messenger with orders for us to move to the top of the hill and construct what fortifications we could for both ourselves and the retreating company. By the time the major and his men reached us, we had builded, out of the stones and logs at hand, fortifications large enough to protect both companies from the Indians, and behind which we could at least keep them at bay if not drive them away.

"Now let me skip over a day or two until the night before my memorable ride. In the meantime sleet had again covered the coating of snow, forming a crust that would almost bear the weight of a horse, and a man could walk over quite easily without breaking through. The red devils, seemingly some five hundred of them, were still all around us, and would have long since had our scalps had not our fortifications afforded us protection from their lead. You know how it is, if an Indian is killed all the papers and preachers in the country take it up, and write, and preach of the cruelty of the soldiers, while a whole regiment of soldiers could be wiped out and hardly call forth a few sentences of sympathy from the general public. For this reason we had to hold our ammunition and let the redskins shoot when they pleased. Two of our men had been killed, a couple of wagon-loads of rations captured and starvation was almost staring us in the face before the major asked for a volunteer to go for assistance.

"That was the night of the second day; by close noon my rations would last for three days more, and if the Indians didn't charge the fortifications, the ammunition would last.

"I was the first person to volunteer, thinking more of my wedding, only four days off, than anything else. I told the major that I believed I could get through to White River at least, and there would find the company we had left. I knew that not more than six or eight Indians would follow me for any distance, and when I should reach White River camp these could either be driven back or captured.

"I intended to ride my wheel, but didn't intend to tell the major so, if I could help it. While studying over plans for my ride, some half hour later, and wondering if I really could reach White River in safety, and so get to Omaha by Christmas eve, the major came up behind me, and without announcing himself, asked:

"Are you going to try to get away on foot or mounted?"

"Mounted of course, major," I replied; "it would be useless for me to try to reach White River in time to be of any assistance to you if I didn't."

"What are you going to ride?"

"My bicycle, sir," I replied again, now thoroughly convinced that he intended to oppose it.

"Then you don't go; I am not going to be responsible for all the young fools in the army. Sergeant Morris, this way, sir."

"Here's a pretty fix I am in now, I thought; Morris will be sent for assistance, with not one chance in twenty of

ever getting two miles away, and if I even escape with my scalp, let alone my wedding, I will be fortunate.

"See here, major," I called, "I am anxious to attempt this run, and have good reasons to believe that I can succeed in eluding the Indians and reach White River in safety; won't you let me go?"

"I don't know but what the service would be better off without such fools, so I guess you may go," was the uncomplimentary reply I received.

"But complimentary or not it gave me the privilege of trying to keep a, to me, very important engagement in Omaha Christmas eve, and I intended to try for it. As I said before, there was more selfishness than bravery in it, for I thought more of my marriage than of securing help for my comrades.

"Both of us—for the old major still intended to also send the sergeant, he never expecting me to get two miles away—were to start before sunrise the next

last comrade—for we are all comrades out there, and the enlisted man is as much thought of as a colonel, I should ever see." Then, for almost the first time, I recognized what my getting through safely meant to the men I had left on the top of the hill behind me. All the way down the sergeant's horse had broken through the crust at every step, and I knew that unless we passed through the Indians' lines without being noticed he was doomed, for he could never escape them. As for myself I had brighter hopes, for the combined weight of myself and my wheel was not enough to break the heavy crust, and the snow, while blinding, was so light, and the crust so smooth, that there was no chance for it to pile up in heavy drifts.

"I crept along cautiously, several times dismounting, so as to allow the sergeant to have a chance to get through the lines first if possible, but the breaking snow betrayed him, and I had hardly lost sight of him before I heard a blood-

"I was hardly a mile from the Indian's camp before I heard firing, and drawing my revolver I rode in the direction from which the sound came, expecting to find the sergeant in the hands of the redskins. My worst fears were realized, for hardly had I gone five hundred yards before I came to a scene that made my blood turn cold. There on the ground lay the sergeant, the blood streaming from a wound in his side, and an Indian stooping over him with knife in hand to secure his scalp. Quicker than I can tell it I was upon them, and, without dismounting, fired two shots as I passed. A cry of pain was the only answer I got, and whether or not I killed one of them I never knew; time was too precious just then to stop and find out.

"While it had taken our command two days to cover the distance between White River and Bad Lands, it had been by a round-about way, and I expected to cover the distance, if nothing happened, in half that time.

"All day long I rode through the blinding snow; the wind, which was blowing from the northwest, helping me along, and I flew over the ground at a great rate. The Indians that I had passed where the sergeant fell had seemingly given up the pursuit after a short time, for I heard no more of them, and expected no more trouble from such a source.

"Poor Sergeant Morris! He was a brave soldier—only a brave one would have undertaken what he did without flinching. All day long, as I pushed my wheel through the storm, I thought of him and our five years of comradeship. He was a private just enlisted, when I was first assigned to the troop, and in his five years of service had worked up to second sergeant. Relief, as the price they had paid for it, would hardly be appreciated by his company.

"It was 4 o'clock in the afternoon before I reached White River; then it was some time before I could tell just where I was. By examining the bank I found that I had struck the river some eight miles above the camp, but a ride on the ice of a little over an hour brought me to where we had left the company, only to find them gone. Gone where? was the first question I asked myself. Had the Indians attacked them and driven them away, or had they been ordered to leave. Scrambling up the bank I soon satisfied myself that Indians had not been the cause of their leaving, that is, they had not been driven away. Orders from Pine Ridge was all that could have moved them, but which way had they gone?

"That I would have to stop for the night seemed certain, and gathering some wood together I soon had a good fire going, and was just beginning to enjoy it when—snap! snap! and two bullets struck the bank close to me. That the Indians had followed me was certain, but this time how was I going to escape them.

"Lying flat on the ground between the fire and the river, I rolled as fast as possible toward the bank, and reached it none too soon, for as I scrambled onto my wheel again two Indians rode out on to the sleet-covered ice about a quarter of a mile up the river from me. Now I was in for a race, a race that meant life or death to me. Could I have succeeded in scaling the other bank I should have tried to escape them in the darkness, but time would not permit it.

"Leaning low over the handle-bars of the wheel I rode right at them, for beyond the Indians about a mile was a sandy bar that would form an easy egress from the trap I had been caught in. My riding straight for the two had



I FIRED AS I PASSED.

morning, so as to get through the Indian's line, if possible, before more than their sentries were awake.

"For two days we had been expecting a blizzard, and when the guard awoke the next morning I found that it had come, for I was almost buried in snow, and the wind was blowing at almost forty miles an hour. In some respects the weather favored us, for one could not see two rods ahead of him, but again we could never follow a trail in such a storm and would run great risk of wandering around in a circle until freezing to death. Fortunately for myself I had a small pocket compass, which I fixed unto the head of my wheel and so could prevent such a mishap as that.

"We left camp together and followed a little path down the side of the hill until within two hundred yards of the Indians, when bidding each other goodbye, we mounted our different steeds and were off to meet—what?

"Ah, lieutenant, not having seen service in such a country as Dakota, you can't imagine what such a parting meant. That sergeant was probably the

thirsty war whoop that told me he was discovered.

"Throwing all the power in my legs onto the pedals, I darted forward into the very center of the excited crowd of savages, who were bidding their ponies preparatory to giving pursuit. Striking one big buck, who was attempting to rub the sleep out of his eyes, I sent him sprawling in the snow some ten feet away, while I was thrown almost an equal distance in the opposite direction, and so first attracted attention to myself, but as I held onto the handle-bars, I was up and away again before they could recover from their surprise caused by my curious mount.

"Again I threw the power of my whole body onto the pedals, and again shot forward like an arrow. Talk about your 2:20 records, I don't believe that they are in it with the time I made that morning. Every little while the wheels would fail to stick, and would slide as they struck little rifts of snow, but only for a moment; then, as the wheels broke through it I would shoot forward again like the wind.

the desired effect; they had not expected such a move and were not prepared for it; then too, the to them strange machine I was riding mystified them so much that before they could recover from it I



I WAS JUST BEGINNING TO ENJOY IT.

had put a safe distance between us, and was off for Pine Ridge.

"What a race that was! The excitement of the morning was nothing to it. On, on, I rode, until it seemed that I was almost flying. Now the wind, instead of helping me, was almost against me, for I was going back up the river. Several times I could hear the hoof-beats behind me grow louder as the Indians would gain a little, only to lose it again. Life never before seemed so dear to me. I thought of the comrades for whose relief I was riding, of the bride who would await my coming Christmas Eve, and of the horrible death that was almost upon me.

"How the pedals ever stood the strain of that ride I do not know, but they did, and in less time almost than it takes to tell I had reached the sand, across which I rode without slackening my speed in the least. After I had crossed the bar and reached the timber I felt reasonably safe.

"It is unnecessary to tell of the many little incidents of that night's ride, for they were many. An hour's ride took me through the timber, and by eight o'clock the storm ceased, the clouds cleared away, giving me the benefit of the light of a full moon, without which I don't believe I should ever have suc-

ceeded in reaching the agency. Of the Indians I heard no more after reaching the timber, and suppose they gave up the chase.

"That afternoon I left for Omaha, after telegraphing that I was coming, and arrived there in good time for a Christmas Eve wedding. Before starting I saw four companies of cavalry leave for the Bad Lands to relieve my comrades there, and have since received a letter from Major Hillock thanking me for my wonderful ride.

The colonel thought I deserved a longer rest after such an experience, so extended the time of my leave of absence and gave me time enough to take a wedding trip south."

That the government appreciates such bravery as that shown by Lieutenant Jefferson is evidenced by the fact that he was rewarded with a captain's commission, and assigned to a troop in a more peaceful part of the country. He also received one of the medals awarded for bravery.

Since then General Miles has had the bicycle introduced into his division of the army with satisfactory results. Let us hope that the service may be still further extended.

The Englewood Opening.

Thursday evening the Englewood

CENTURY C. C., OF SYRACUSE.

Sketch of a Prosperous Career of Two Seasons—A \$20,000 Club House.

The Century Cycling Club, of Syracuse, although only two seasons old, is one of the largest and most enterprising clubs in the country, occupying a \$20,000 club house on the city's finest asphalt street.

The club was organized on April 15, 1892, with twenty-three charter members. It now numbers almost 300 riders, the majority of whom are first-class road men. The Century club is being reorganized as one of the principal wheeling clubs of the state; indeed, it holds as many, if not more honors than any one organization in the division. Charles W. Wood holds the second highest office within the gift of the wheelmen of the state, that of vice consul of the division. Joseph F. Ruhl is chairman of the representatives of the fourth New York district, another elective position, while Secretary C. Edward Wood, besides being local consul of Syracuse, is the second of the three members of the state committee for the improvement of highways, of which Isaac B. Potter, of New York, is chairman. Still another appointive office held by a "Centurian" is that of Floyd Coombs, who is a member of the State Road Book committee.

kitchen, with butler's pantry and closets, are the principal rooms of the first floor. Large plate glass windows and a deep bay window on the east side afford excellent views of the handsome thoroughfare.

On the second floor are the pool, billiard, smoking, committee and toilet



rooms, together with others fitted up for the accommodations of a well-arranged club house, including card room, steward's apartments, etc.

On the third floor is located the pride of the club; a large, athletic bath room, containing shower, needle and other modern baths, with dressing room and lockers attached, opposite which is the gymnasium and exercising room that can be used as a large audience room when necessary. An idea of the size may be imagined from the fact that these two rooms cover the entire floor. A large wheel room, capable of holding two or three hundred wheels, is also provided, while the house is furnished throughout with the best money can buy.

A beautiful club house is not all that can be claimed by the Century C. C., for it has proven to contain hustlers in every sense, and stimulated wheelmen to their best efforts toward the general advancement of cycling.

A picture is here shown of the club's racing team and some of its handsome trophies. These hold every local road record. C. E. W.

Burglars Get Twelve Bicycles.

When the employees of the C. F. Stokes Manufacturing Company arrived at the store at 293 Wabash avenue, Thursday morning, they found the rear door open, goods from the boxes on the shelves scattered promiscuously, every desk torn open, papers scattered about and drawers open. A hasty inventory showed that fully a dozen bicycles of various makes stored in the rear end of the store had been taken, together with four pairs of shoes, and from the appearance of things, as many bicycle suits and a full line of sundries. Nothing else of importance was taken. The thieves had entered through a skylight in the roof, lowering themselves into the shipping room. A wagon must have been used to carry away the plunder. The member of the Veteran Police Patrol who watches the Stokes store, received a pretty raking over the coals from Herrick, but declared that he had seen nothing. "Fly cops" who came to investigate and spent a half-hour looking at the broken desks sagely informed the chief centurian that "It was no jimmy dat was used to open dose desks, but a screw driver."

Cleared \$225.

The Lake View Cycling Club cleared \$225 on its recent raffle for an Imperial pneumatic, gold watch and other prizes to the number of a dozen. The club house furnishing fund was benefited thereby.



Cycling Club gave its opening party in the new club house. As at the opening stag a huge success was scored. The furnishing of the new home, now completed, is magnificent and very tasty. All admired it. Every Tuesday and Friday evening now Professor Fred Allen gives instructions to large gymnasium classes, and two other evenings each week are devoted to indoor ball, while Saturday evenings are given up to a stag smoker.

Smiths in the Trade.

The name of Smith is one met with every day in the cycle business, and the Smiths hold prominent positions. There is a Mr. Smith in the Ariel, Sunol, National and Indiana factories, at Morgan & Wright's, Smithville, N. J., and a number of other prominent factories. What's in a name, anyway?

A Well Attended Affair.

Another guest night at the Illinois Cycling Club last Saturday evening, filled the club's pretty home at 1,068 Washington boulevard to the doors, as this class of entertainment, a sort of athletic, musical and smoker with light lunch, always does.

The officers of the club are: President, H. B. Blodgett (superintendent of schools); vice president, I. J. Everson; secretary, C. Edward Wood; treasurer, J. Alfred Deil; captain, James H. Johnson. The club is governed by a board of directors, fifteen in number. It also has a century division, of which Roy Smith, who made the first century run on Jan. 1, 1892, is centurian.

An edition of one of the cycle journals once said: "The Century Cycling has the finest equipped cycle club house I have ever seen." On this point those who have had the pleasure of being entertained by the C. C. C. will agree.

The house, a cut of which is here given, is admirably located for club purposes in the central part of the city, and yet just out of the section usually crowded with vehicles, on a broad street with asphalt pavement; the situation could scarcely be bettered. The house consists of three stories above a spacious cellar; the ceilings are high and the rooms are large and well lighted by plate glass windows reaching from floor to ceiling.

The front doors, reached by broad and easy stone steps, open into a vestibule, beyond which is a large hall and spacious double parlors. Library, cafe,



THE WELCOME COMMAND.

ceeded in reaching the agency. Of the Indians I heard no more after reaching the timber, and suppose they gave up the chase.

"It was not more than five the next morning when the welcome command of a sentry ordered me to halt. You can imagine how glad I was to reach the barracks after riding almost constantly for a day and a night. The sentry

THE STEARNS BICYCLES!

Representing the Highest Type of Cycle Construction up to the present time. We believe the STEARNS WHEELS will be found to meet, in all respects, the requirements of the most critical rider.

—ORANGE RIMS!—



THE STEARNS, MODEL "A."

Weight, 28 Lbs. Wheels, 30-in. Front, 28-in. Rear.

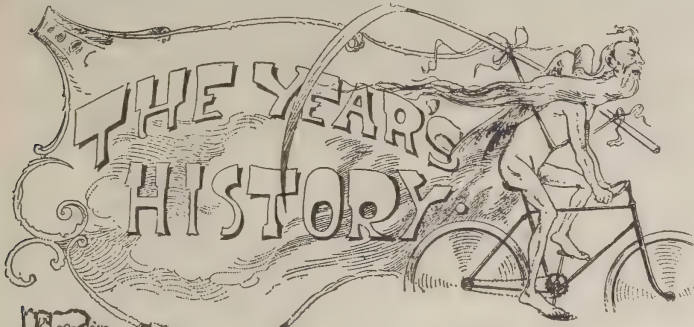
BUILT OF THE FINEST QUALITY OF

Seamless Steel Tubing, with Forged Steel Connections and
Adjustable Dust-Proof Ball Bearings Throughout.

FINISH:—Black, Blue, Carmine or Orange, with Gold Striping and Orange Rims.

Our Racer, Model B and Model C Will Be Illustrated Later.

E. C. STEARNS & CO., SYRACUSE, N. Y.



The Lincoln Cycling Club promoted the first "hard times" smoker. William

Herrick was the originator. The idea was extensively copied all over the country.

Good Roads made its first appearance. The *Cycle Guide*, Camden, N. J., appeared.

William McCandlish, editor of *Wheeling*, died.

A six-day race in Chicago was won by Ashinger.

James R. Dunn, president of the L. A. W., resigned.

Hunting, Fishing and Wheeling, St. Louis, started.

The Brooklyn B. C. held its twelfth annual reception.

The Queen City Cycle Company was formed in Buffalo.

W. J. Masterson became cycle editor of *Sporting Times*.

The firm of Merwin, Hulbert & Company was dissolved.

The Columbus Bicycle Protective Association was formed.

E. J. Clemmons, a Texas L. A. W. representative, died.

Isaac B. Potter declared himself in favor of cash prizes.

R. W. McCready, Chicago, manufacturer of cork handles, died.

Spiers Manufacturing Company incorporated at Worcester, Mass.

Colonel Pope was elected to the presidency of the Beacon Society.

A number of Pennsylvania road supervisors indicted for negligence.

Kenyon Bicycle Manufacturing Company formed at Des Moines, Ia.

Overman Wheel Company's rubber factory placed in full operation.

New Orleans Bicycle Club laid the corner stone of its new club house.

John Palmer, of Chicago, produced a valveless self-healing pneumatic.

The Union Cycle Company moved its offices from Highlandville to Boston.

George Fraser fined by a Syracuse judge for running down a wheelman.

The Wheelmen's Street Improvement Association was formed in Philadelphia.

Warwick Cycle Manufacturing Company took possession of its new factory.

Central Cycle Company, Philadelphia, capital stock \$25,000, was incorporated.

Walstein Seymour, of Des Moines, died of typhoid fever, aged twenty-eight years.

Peoria became a port of entry, much to the satisfaction of a number of cycle houses.

The Columbia Cycle Company, Chicago, capital stock \$500,000 was incorporated.

Daniel J. Canary deposited \$100 with the REFEREE as an evidence of his willingness to make a match with anyone for the trick-riding championship. The

same week Kauffman, of Rochester, challenged all riders.

Harry Palmer left the *Sporting Times* and became connected with the *Sporting Goods Dealer*.

The A. G. Spalding & Brothers Company was incorporated with a capital stock of \$4,000,000.

Two hundred and fifty riders attended a sermon to cyclists, by the Rev. Dr. Tupper, at Denver.

Members of the Twenty-Second Regiment N. G. S., New York, formed a military cycling corps.

White & Wills, Chicago, dissolved partnership, W. E. Wills & Company carrying on the business.

The Pope Manufacturing Company took possession of its new building on Columbus avenue, Boston.

George Lacy Hillier retired from the editorship of *Bicycling News*, and was succeeded by E. H. Godbold.

Mrs. Albert Mott, wife of the chief consul of Maryland, and a well-known rider died after a brief illness.

Willie Wood, professional, rode 314 1-2 miles in eighteen hours—three hours nightly for six nights, at Omaha.

A. J. Street and H. J. Winn, of Chicago, dissolved partnership and were succeeded by Mason, Winn & Company.

Major Charles L. Burdette, then first vice-president, L. A. W., elected colonel of First Regiment, Connecticut National Guard.

On January 1, Roy Smith, of Syracuse, and Messrs. Klipfel, Smith, Dick, Cleveland, Finley and Kittinger, of Buffalo, rode centuries.

Zimmerman was suspended, charged with having received \$25 from a Worcester (Mass.) club, and was almost immediately reinstated.



National assembly of the L. A. W. met at Columbus. Colonel Burdette elected president. Secretary Bassett's salary raised from \$2,000 to \$3,000. Washington's invitation to hold the annual meet in that city accepted.

Zimmerman arrived in England.

Toledo Bicycle Company reorganized.

Charles P. Root joined the REFEREE staff.

Six-day race in San Francisco won by Ashinger.

Delegates to national assembly of L. A. W., at Columbus received by Governor McKinley.

Humber company, Chicago, became the Humber-Rover Cycle Importing

Company. Montgomery Ward elected president.

Philadelphia Cycle Show held at Industrial Hall.

Quadrant Cycle Company formed at Philadelphia.

Buffalo B. C. celebrated its thirteenth birthday, 22nd.

Cycle exhibit opened at Washington Rink, Rochester.

Maltby covered Canary's \$100 deposit with the REFEREE.

E. J. O'Reilly appointed one of the editors of *Wheeling*.

Visitors to Philadelphia show banqueted by *Sporting Life*.

Nebraska Cycle Company commenced operations at Lincoln.

James Cycle Importing Company opened a store in Chicago.

Marble Cycle Manufacturing Company organized at Plymouth, Ind.

The Kenwood company, Featherstone and Moffat opened retail stores on Washburn avenue, Chicago.

The Press Cycling Club, of Buffalo, joined the league, becoming the only league club in that city.



The *American Wheelman*, Buffalo, made its first appearance.

Pullman road race rules revised.

The *Cyclist Life* made its appearance at Milwaukee.

March-Davis Cycle Company, Chicago, was incorporated.

Harlem Wheelmen held race meet at Madison Square Garden.

Quadrant Cycle Company opened Chicago and Boston branches.

Frank M. Brown, Chicago C. C., killed by an Illinois Central train.

Bloomington Manufacturing Company placed the Eli on the market.

Taylor Cycle Company, Chicago, incorporated; capital stock \$50,000.

The Century Road Club, of Canada, decided to accept no Sunday records.

The Amat ur Athletic Union dropped its claim to jurisdiction over cycling.

Harber Brothers, Bloomington, Ill., celebrated their twenty-first anniversary.

W. A. Richwine appointed manager of the Atwater Cycle Company, Washington.

Judge George Driggs, first president of the Kenwood Cycling Club, Chicago, died.

Six-day race and exhibit of cycles at Madison Square Garden. Race won by Ashinger.

Porkopolis Wheelmen held their second annual banquet at Palace Hotel, Cincinnati.

J. E. L. Bates made a new road record of 5 hrs. 26 min. for 100 miles, on a geared ordinary.

Doctor True delivered an address to the Chicago C. C. on "Wheeling, Its Uses and Abuses."

George S. Atwater, heretofore manager Atwater Cycle Company, left Washington for New York.

Metropolitan Association of Cycling Clubs formed in New York. Charles S. Luscomb elected president.

Major Knox Holmes, the "grand old man" of cycling, robbed by roughs in England.

Asa Windle, Ralph Temple, F. W. Van Sicken and others refused reinstatement by the racing board.

The Cycle Fittings Company, of Indianapolis, capital stock \$50,000, commenced the erection of a new building.

H. E. Raymond appointed chairman of the racing board and I. B. Potter of the Highway Improvement Committee.

Neil Campbell arrested on complaint of Sweeting Cycle Company charged with obtaining \$1,000 worth of goods fraudulently.

The following firms, through the REFEREE, declared themselves in favor of the formation of a trade association: A. G. Spalding & Brothers, Kalamazoo Cycle Company, Thomas Kane & Company, Marshall Cycle Company, Sercome-Bolte Manufacturing Company, Gendron Iron Wheel Company, Hay & Willits, Woodruff & Little Cycle Company, Gump & Company, Buffalo Wheel Company, Moffat Cycle Company, Warwick Cycle Manufacturing Company, Starrett & People's Cycle Company, Charles F. Stokes Manufacturing Company, Buffalo Cycle Works, Sweeting Cycle Company, Schoverling, Daly & Gales, Cushman & Denison, A. O. Very Cycle Company.



The California division protested against the admission of Chinamen to the league.

A six-day race occurred at London.

The *Pneumatic*, monthly, appeared at Milwaukee.

Philadelphia's colored cyclists held a race meeting.

Century C. C., Syracuse, celebrated its first anniversary.

The *Wheelman*, a new monthly, was born at Cleveland.

Gormully & Jeffery opened a branch store at New York.

Zimmerman defeated by Fowler in his first race in England.

Capital stock of the Shelby Steel Tube Company increased to \$100,000.

The supreme court decided the Pope-Gormully suit in favor of the latter.

Doctor H. W. Bolton delivered a sermon on cycling at the Centenary church.

Colonel Pope published a scheme to hold a roads exhibit at the World's Fair.

Taylor Cycle Company purchased the Bidwell Cycle Company's Chicago house.

Thomas F. Sheridan, first vice-president of the league, removed from Springfield, Ill., to Chicago.

The Canadian Wheelmen's Association adopted the same championship events as the L. A. W.

The Equity Court decided drop-frame case against Overman Wheel Company in favor of H. S. Owen.

A. M. Richardson, Chicago, recovered \$400 before a jury in Judge Tuthill's court in a suit against a mounted police officer who ran him down.

Racing board revised the racing rules. It was decided to accept board track records. A two-mile safety event was added to the championships. It was made a rule that the referee of a race meeting must be an amateur wheelman.

Reference to "hands-off" contests was stricken from the rules.

J. E. L. Bates rode 359 miles in twenty-four hours, beating several records, but falling short of Holbein's record.

The Helena (Mont.) Wheelmen passed a vote of thanks to City Attorney Craven and H. S. Hepner for services in establishing their rights.

A Minneapolis jury, instructed by Judge Canty, awarded damages to E. C. McCaddon, a wheelman who was run over by C. J. Johnson.

A vote taken by the REFEREE on the show question resulted thus: For one show, 433; two shows, 372; no show, 24. For November, 30; December, 24; January, 192; February, 249; March, 94; with league meet, 18. For Philadelphia alone, 128; Chicago, 99; New York, 51; Buffalo, 15; Detroit, 6. For Philadelphia and Chicago, 231; New York and Chicago, 69; Buffalo and Chicago, 12; Washington and Chicago, 11; Philadelphia or New York and Chicago, 24.



Relay race, Chicago to New York, successfully carried out by the Bearings. Time, 109 hours.

Races held at Spring Valley, N. Y.

Pullman road race entries closed with 389 names.

Press B. C., Buffalo, opened its new club house.

Zimmerman defeated by Leitch at Nottingham.

Detroit Cycling & Track Association incorporated.

Century Wheelmen's annual banquet at Philadelphia.

Garford bicycle saddle works at Ellyria, O., burned.

Forest Park road race at St. Louis won by Carl Ellers.

Road race at Grand Rapids, 80th, won by Frank Heath.

Century Wheelmen, Philadelphia, held successful minstrel show.

Lindsay Brothers, Milwaukee, engaged in the cycle business.

Rich & Sager Company, Rochester, incorporated. Stock, \$25,000.

A. W. Gump elected president of the Dayton Board of Education.

Marble Cycle Company, Plymouth, Ind., turned out its first wheel.

James cycles awarded a gold medal at Birmingham Trade Exhibition.

Columbia Wheelmen, Chicago, laid corner-stone of new club house.

Race from Bordeaux to Paris, 358 miles, won by Stephane in 25 hours.

Ladies annex to the Capital City Wheelmen, Sacramento, Cal., organized.

Fifty-mile road race at Philadelphia won by George Coffin in 2 hr. 48 min. 30 sec.

Banquet tendered Colonel Burdette, president L. A. W., at the Auditorium, Chicago.

Davis, of Harvard, lowered the two-mile inter-collegiate record to 5 min. 31 1-5 sec. at Philadelphia.

Races held, 30th, at Terre Haute and Indianapolis, Ind., Woodstock, Ont.; Madison, Wis.; Rome, N. Y.; Worcester, Mass.

William Bown and Thomas Saunders arrived in New York from England.

W. S. Grinyer, managing director of the Coventry Machinists' Company, arrived in America.

John Schley appointed receiver of the Novelty Bicycle & Manufacturing Company, Indianapolis.

T. A. Edge lowered the London to Liverpool record, distance 202 miles, to 14 hrs. 33 min. 33 sec.

Twenty-three mile road race at Cleveland won by A. Winton, 20 min. start, in 1 hr. 17 min. 49 1-4 sec.

Thomas E. Jefferies won a 100-mile race at Memphis in 6 hrs. 49 min. J. H. Gardner second in 6 min. 53 sec.

R. L. Ede lowered all records from fifteen to twenty-four miles, covering the latter distance inside of an hour.

Seventy-five mile relay race, between Elizabeth (N. J.) Wheelmen and Elizabeth Atletic Club won by the latter.

Cycle Rubber Works Company, Ltd., formed by stockholders of Humber, Rudge and Coventry Machinists' Companies.

Peerless Manufacturing Company and Hackney Hammer Company, Cleveland, commenced preparations for manufacturing.

Cataract Wheel & Supply Company, Niagara Falls, secured verdict of \$2,880 against sheriff of Niagara County for illegal seizure.

Pullman Road Race won by J. B. Woollas, 6 min. start, time, 53 min. 40 sec. Winner of time prize, H. R. Winship, 51 min. 28 sec.

Dangerfield, Arnott & Lowe rode a triplet nine and three-quarter miles in 27 min. 35 sec., and one mile in 2 min. 10 sec. on the Ripley Road.

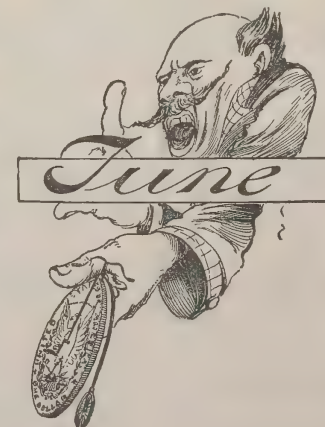
Irrington-Milburn race, won by R. W. Steves, 7 min. start; time, 1 hr. 19 min. 45 sec. Hoyland Smith won time prize in 1 hr. 17 min. 11 sec.

The Martin 25-mile road race at Buffalo, 30th, won by N. Mader, 11 min. start, in 1 hr. 24 min. 16 sec. Record broken by F. C. Graves; time, 1 hr. 15 min. 14 sec.

The Metropolitan Association of Cycling Clubs, New York, and the Associated Cycling Clubs of Chicago, decided not to penalize pneumatics in their respective races.

Zimmerman rode a flying quarter at Herne Hill in 30 sec., a quarter in competition in 32 3-5 sec, both records at time made, and won a half-mile race in 1 min. 7 3-5 sec.

The Pope Manufacturing Company's suit against the Warwick Cycle Manufacturing Company for infringement of patent on adjustable handlebars granted to George Illston, dismissed.



The first sale of wheels at auction in Chicago occurred. An ordinary sold for one dollar and a Star for three!

Alderman Pothoff, Chicago, introduced an ordinance providing for a tax on cycles and limiting their speed to six

miles an hour, and was, of course, defeated.

Baltimore's new track formally opened.

Races at Milwaukee, Sanger won all open events.

Osmond refused to meet Zimmerman in a match race.

Big lantern parade held on Michigan avenue, Chicago.

New Jersey division held its annual meet at Vineland.

Relay from New York to Boston run in fourteen hours.

F. G. Lenz left New York, 5th, to tour around the world.

H. C. Ward, a well-known Des Moines rider, died.

Miss Maggie Ludlum, a rider of Stapleton, R. I., died.

New York division races held at Kirkwood Park, Syracuse.

The first geared ordinary seen in Chicago—a Crypto—arrived.

The Prince Wells road race at Louisville won by T. E. Jefferis.

Annual Newark century run attended by nearly five hundred riders.

Zimmerman rode a half-mile in 1:05 at Herne Hill—English record.

Zimmerman won the one and five-mile championships of England.

M. D. Rucker, representing the Humber company, arrived in Chicago.

W. W. Windle married Miss Nettie L. Woodward at West Milbury, Mass.

George Smith lowered quarter-mile record to 31 3-5 sec. at Philadelphia.

A. G. Harding lowered the St. Louis-DeSoto record to 3 hrs. 50 min. 29 sec.

Pacific Coast record lowered to 2 min. 42 sec. by Grant Bell, at Alameda track.

Ede won the twenty-five mile championship of England. Zimmerman fell.

Frank Waller raised the 24-hour record to 363 miles 1,590 yards at Oakland, Cal.

Zimmerman won a half-mile race in Germany in 1 min. 4 sec.—world's record.

R-lay ride, Laramie to Cheyenne (Wyo.) sixty-one miles. Time 4 hrs. 1 min.

Isaac Baird, of Charleston, S. C., won the 100-mile road championship of Ireland.

Berlo won an alleged two-mile championship of America at Manhattan Field.

T. A. Edge rode from Land's End to John O'Groats, 876 miles, in 4 days 40 min.

Kings County Wheelmen won the Wheelmen's Racing League semi-annual team race.

Yost Manufacturing Company incorporated at Toledo, with a capital stock of \$100,000.

Taxis defeated Taylor, Tyler and others in two races at Philadelphia and won two other events.

R. H. Carlisle rode from Edinburgh to Liverpool in 15 hrs. 54 min., beating record nearly five hours.

Third annual meeting of Harvard U. C. A. Berlo defeated Taylor and Tyler in a one mile race.

Holbein rode a tricycle 185 1-2 miles in 12 hours, and 340 1-2 miles in 24 hours, both world's records.

New York state meet at Buffalo. Taylor lowered the five-mile competition record to 13 min 40 sec.

Judge Blodgett, Chicago, decided adversely on an application of cycle makers to secure a lower duty on rims.

Zimmerman suffered his third defeat in England, this time by A. C. Edwards, but won a number of important events.

W. C. Rands, riding from scratch, covered twenty-five mile in 1 hr. 15 min. 59 4-5 sec. in a road race at Belle Isle, Detroit.

Twenty-five mile race at Toronto won

by R. Jaffray, 13 min. start, in 1 hr. 23 min. 15 sec. A. W. Palmer won time prize in 1 hr. 20 min. 5 sec.



L. A. W. thirteenth annual meet at Washington, D. C. Committee waited on Senate committee with a view to having a national committee appointed to inquire into the condition of the highways. Parade of wheelmen reviewed by President Harrison. League championships won as follows: Half-mile, H. C. Wheeler; two-miles, P. J. Berlo; quarter-mile, George K. Barrett; one-mile, George F. Taylor.

Milwaukee Bicycle Track Association organized.

Missouri division annual meet at Springfield.

C. C. Candy and his wife rode down Pike's Peak.

Berlo rode a flying quarter in 28 4-5 sec., record.

Zimmerman won the fifty-mile championship of England.

Hoyland Smith made an unsuccessful attack on the hour record.

H. E. Bidwell tied the standing start quarter-mile record, 33 sec.

Press Cycling Club road race at Buffalo won by J. W. Linneman.

W. R. Millison won five events at the Kansas division meet at Wichita.

Bicycle races held under the auspices of the city authorities at Buffalo.

George R. Bidwell Cycle Company opened a tire factory in Chicago.

Decker Cycle Company organized at Chicago. Capital stock, \$100,000.

John West twice failed in attempts to beat the twenty-four hour record.

Sweeting Cycle Company, Philadelphia, failed, with heavy liabilities.

Marriott Cycle Company, Columbus, capital stock \$30,000, incorporated.

Raleigh Cycle Company announced its intention to manufacture in America.

M. A. Holbein rode a tricycle 100 miles in 5 hrs. 54 min. 44 sec., world's record.

H. C. Tyler rode the last quarter of the mile, open, at Hartford in 28 1-5 sec.

Charles Stark Company, an old Toronto house, assigned with heavy liabilities.

Ohio division meet held at Dayton, 4th and 5th. E. C. Johnson won eight races.

At the New Hampshire division meet at Concord, Berlo rode a mile in 2 min. 16 sec.

Gus Steele reported to have beaten the five-mile road record, 13 min. 45 sec. at Chicago.

F. E. Spooner raised the world's 24-hour record to 374 miles 1,605 yards, at Chicago.

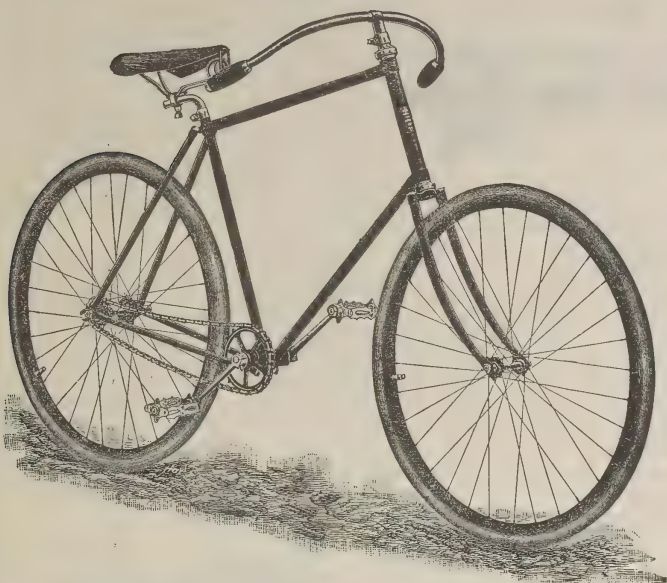
Relay ride, Cleveland to Buffalo, promoted by American Wheelman. Time, 14 hrs. 45 min.

Chicago C. C. men ran first, second and third in the team race at Riverside Wheelmen's meet, New York.

Wisconsin division meet held (7th) at Oshkosh.

Indiana division meet (12th) at Vincennes.

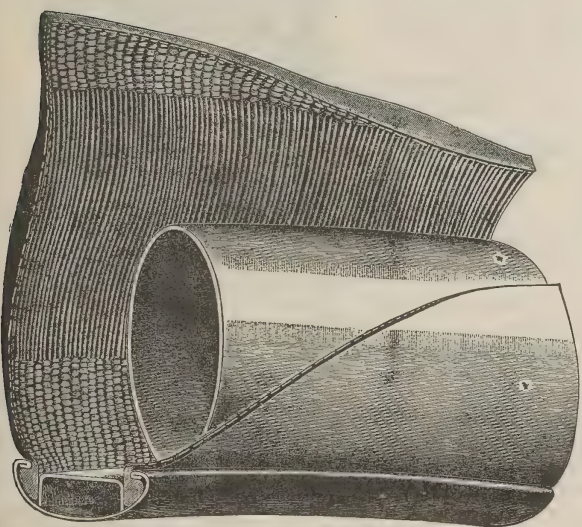
'93--CLEVELANDS--'93



CLEVELAND NO. 4.

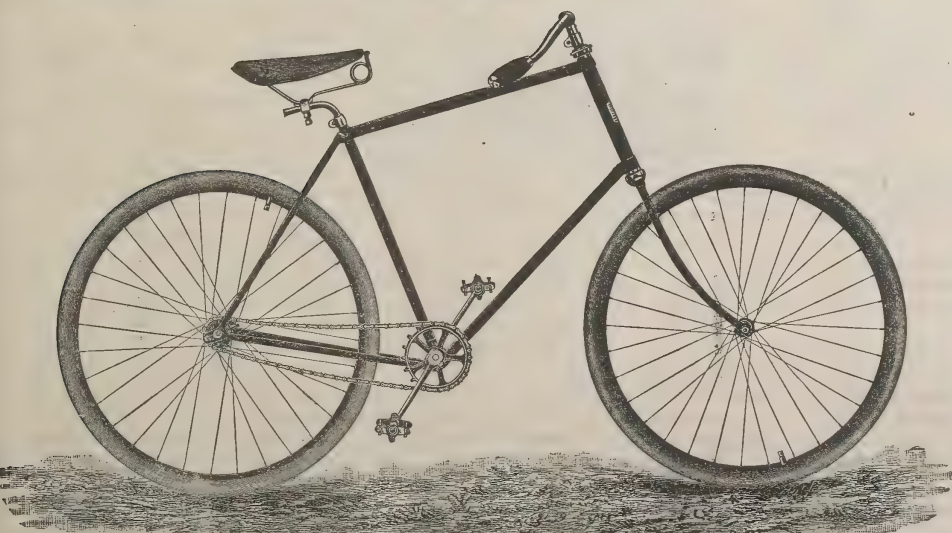
A FRESH START.

We are not going to fall back upon the good reputation the No. 4 made in '92. The new pattern is improved in many ways, and is to day the finest wheel on earth. We invite your close inspection. The wheels back up our statements.



ARGUMENT IS USELESS

In trying to convince a man who has once ridden the **Cleveland Thread Tire** that another is just as good or better. No canvass for him. It makes a tire stiff and detracts from it resiliency.



CLEVELAND NO. 5.

Generous Approval

Has been bestowed upon this wheel by experts. It is as fine as our other wheels; the same general specifications as the No. 4.

The Cat.'s Out.

H. A. LOZIER & CO.,
CLEVELAND, OHIO.

nes, and Kentucky division meet (11th and 12th) at Lexington.

Peter Regan severely hurt in a boys' race at Boston.

Speedy Cycle Manufacturing Company, Chicago, sold its factory to the Sunol Cycle Company.

Poorman road race at Cincinnati, 4th, won by Harry Anderson; time prize won by W. C. Rands.

Shorland won a twenty-four hour race at Herne Hill track, London, riding 413 miles 1,615 yards.

F. W. Allard won a road race from Paris to Nantes and return, 622 miles, in 68 hrs. 28 min.

Zimmerman arrived home and was given a great reception at New York and Asbury Park, N. J.

Carman of Canada, reported to have made a road record of twenty-five miles in 1 hr. 10 min. 6 sec.

Tyler made an unsuccessful attempt to lower the half-mile record, at Springfield, doing 1 min. 5 4-5 sec.

Twelve boys were held to the grand jury at Chicago for stealing bicycles and selling them to pawnbrokers.

Arthur Bennett of the Chicago C. C. saved his brother and two ladies from drowning at Green Lake, Wis.

Moffat Cycle Company closed up and stock eventually sold, on confession of judgment on a note for \$8,992.

A number of Boston men suspended for competing in unanctioned races of the Boston Athletic Association.

Columbus Wheel Company, of Columbus, Ohio, increased its stock from forty to one hundred thousand dollars.

R. L. Coleman & Co., New York, made a \$1,500 bet on the election, with the Recorder. Coleman supported Cleveland.

Division meet held, 4th, at Hastings, N. B., and Marshalltown, Ia.; 4th and 5th at Bay City, Mich., and Winona, Minn.

Stephane, the French rider, covered 312 miles 892 yards in twenty-four hours at the Velodrome Buffalo track, Paris, France.

S. F. Edge rode fifty miles in 2 hrs. 23 min. 58 sec., and 100 miles in 5 hrs. 6 min. 41 sec. on a geared ordinary, at Herne Hill.

Waukesha-Milwaukee road race won by E. C. Hueffner. Time prize won by Fred Nessel in record time for course of 43 min. 11 sec.

Zimmerman and Bradbury rode a tandem a mile in 2 min. 17 2-5 sec. and five miles in 12 min. 56 1-5 sec., the former being a world's record.

J. B. Osborne arrested at Bridgeport, Conn., for riding a bicycle on Sunday. Mr. Osborne was immediately discharged by a justice of the peace.

First big meeting on the new Baltimore track. C. W. Dorntge and W. H. Pensayers rode a tandem five miles in 12 min. 14 sec., world's record.

W. F. Murphy reported to have ridden a mile on an ordinary, with slow moving start, at Springfield, Mass., in 2 min. 22 1-2 sec.; first half in 1 min. sec. 6.

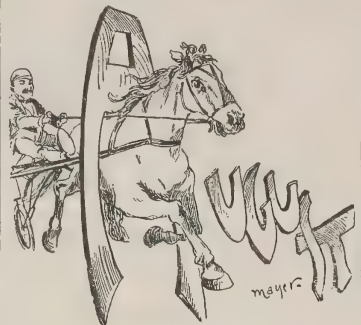
J. Wass and C. L. Newland beat all records for any class of machine, from twenty-five to thirty miles, on a tandem; time for latter distance, 1 hr. 19 min. 2-5 sec.

Canadian championships held at Kingston. G. W. Wells won the one-mile in 2 min. 32 sec. the five-miles in 13 min. 58 2-5 sec., and W. M. Carman the three-miles in 8 min. 8 3-5 sec., and W. Hyslop the half-mile in 1 min. 13 4-5 sec., all new Canadian records.

At the Illinois division meet at Springfield, 4th, Munger rode a half-mile in 1 min. 5 1-5 sec. competition record, which was lowered (5th) by Lumsden to 1 min. 3 3-5 sec. Munger and Barrett also beat record. Lumsden won a two-mile handicap from scratch in 5 min. 3 2-5 sec., and

Munger a mile handicap in 2 min. 22 sec. world's competition record.

S. F. Edge rode a geared ordinary from London to York in 12 hrs. 49 min. This was beaten within a week by Shorland, who occupied 12 hrs. 10 min., and rode 194 1-2 miles in 12 hours, beating previous record two miles.



Nancy Hanks, hitched to a sulky fitted with pneumatic tired bicycle wheels, lowered the trotting record to 2:07 1-4.

L. Fewsmith, a Cleveland dealer, failed.

Sixteenth annual encampment of cyclists held at Harrogate, Eng.

Holbein rode a tricycle 359 miles in twenty-four hours on the road.

Solid City Wheelmen organized a corporation to build a cycle track.

Eclipse Bicycle Works removed from Indianapolis to Beaver Falls, Pa.

Chicago Bicycle Company made a successful test of an electric tricycle.

A. Featherstone, Chicago, commenced the erection of a \$100,000 factory.

G. Paulsen rode from Chicago to Milwaukee and back in 20 hrs. 15 min.

Phoenix Cycle Company formed to succeed the Sweeting Cycle Company.

Nancy Hanks again lowered the trotting record, aided by pneumatic tires, to 2:05 1-4.

At Springfield, Mass., 24th, P. J. Berlo beat the two-mile record, doing 4 min. 48 2-5 sec.

Zimmerman won a number of events and lowered several Canadian records at Hamilton, Ont.

Lawrence Fletcher beat the Land's End to John O'Groats' record, his time being 3 days 23 hrs. 55 min.

Zimmerman made his first appearance since his English trip at Asbury Park, and won every event he entered.

J. H. Adams beat all records from 64 to 100 miles at Herne Hill, riding the latter distance in 5 hrs. 4 min. 18 3-5 sec.

William Ewart Gladstone, in an interview, spoke strongly in favor of cycling as a manly and healthful exercise.

A number of prominent eastern houses again expressed themselves in favor of the formation of a manufacturers' association.

Holbein rode 189 miles in 12 hrs. and 359 miles in twenty-four hours, on the road, both performances being world's records.

National Columbian United Wheelmen's Association formed to build a club house to care for visiting cyclists during the World's Fair.

F. T. Bidlake, in the twenty-four hour race at Herne Hill, beat all tricycle records from twenty-six to 200 miles, covering the latter distance in 14 hrs. 10 min. 14 2-5 sec.

J. P. K. Clark and H. Arnold rode a tandem on the road 181 miles in twelve hours. This was beaten next day by M. A. Holbein and Arthur Brown, who did 184 miles on a three-wheeler.

George F. Taylor rode three-quarters of a mile in 1:40 3-5, and one mile in 2:14 1-5, both new records, at Springfield, Mass., 2d. On the 3d he rode a mile in 2:11, three-quarters in 1:36 4-5, new rec-

ords, and tied Zimmerman's half-mile record of 1:05.



John S. Johnson made a number of remarkable records at Independence, Ia., on a kite-shaped track, assisted by a running horse drawing a sulky to the axle of which was attached a screen. He rode as follows: Standing start—quarter, :31; half, :58 3-5; three-quarters, 1:34 1-5; mile, 2:04 3-5. Flying start—quarter, :26 1-5; half, :55 1-2; three-quarters, 1:28 1-2; mile, 1:56 3-5.

Canton (Ohio) Bicycle Club held races by electric light.

Zimmerman twice defeated Windle at Birmingham, Conn.

Zimmerman made one mile in 2 min. 19 sec., competition record.

Stephane raised the twenty-four hour record to 421 miles 437 yards, at Paris.

An attempt was made to have New Jersey policemen supplied with cycles.

C. Lucas beat the Liverpool to London record, covering 197 miles in 12 hrs. 4 min.

Changes occurred in the Sercombe-Bolte Company. C. M. Sanger elected president.

At Milwaukee, under very discouraging conditions, Sanger tried for the mile record and failed.

H. Arnold and S. D. Bigbie rode a tandem tricycle fifty miles in 2 hrs. 19 min., on the road.

At Springfield, 29th, Windle rode three miles in 7:04 3-5, four in 9:26 3-5 and five in 11:41, all new records.

Berlo rode a mile in 2:17 1-5 without pacemakers, and Bliss a mile, flying start, in 2:13 2-5, at Columbus.

C. W. Davis rode a quarter in 32 1-2 sec., at Indianapolis. Johnson rode from scratch in the half-mile in 1:05 1-2.

Cycle Manufacturers' Protective Association, of England, decided to hold a show, in addition to the Stanley show.

Waller, of San Francisco, failed in an attempt to beat twenty-four hour record, being injured by collision with a fence.

C. A. Dimon appointed editor of Philadelphia *Cycling*, Frank Egan of *Sporting Life* and Henry Crowther joined *Bicycling World* staff.

Two directors of the Coventry Machineists' Company arrived in America and decided to locate their new factory at Richmond, Ind.

Century Road Club annual run over the Elgin-Aurora course. One hundred and sixty-six men registered but many others finished. Miss Hattie Bickers was the first lady finisher, and was followed by four others.

The following records were made in trials at Springfield: Zimmerman, one-mile, flying start, 2:08 4-5; Windle, half-mile, standing start, 1:00 1-5; Taylor, one-mile, flying start, 2:03 1-5; Zimmerman, one-mile, flying start, 2:06 4-5.

Annual races at Hartford. Zimmerman made a new three-quarter mile competition record of 1:46 1-5. Windle beat Taylor and Tyler at a half. On the second day three heats in the half-mile handicap were won as follows: Zimmerman, 1:01 4-5; Windle, 1:02 3-5; Tyler, 1:02 3-5. Zimmerman won the mile open, riding the last quarter in 27 sec. George Smith rode a quarter, standing start, in 31 1-5 sec.

Bicycle railway between Smithville and Mount Holly, N. J., given a successful trial.

Miss Spear, of Cumberland, Md., took part in a relay ride from Washington to Pittsburg.

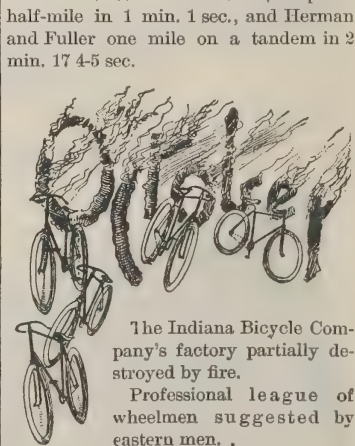
Hartford Cycle Company moved into new quarters in the Board of Trade and Power Company building.

Colonel Pope purchased a controlling interest in the Hartford Rubber Company and was elected president.

Stock of Warwick Cycle Manufacturing Company increased to \$200,000 and Charles D. Rood elected president.

Rowley and Isley rode a tandem twenty-two miles 153 yards in an hour, and beat all records from nine to sixteen miles, at Herne Hill.

Springfield races, 15th and 16th. Zimmerman defeated, first day, by Tyler and Windle in the mile open, and by Taylor in the mile handicap. He was an easy winner of the half-mile, and the one-mile, world's record race, second day. In a trial against time Tyler lowered the mile record to 2:03 4-5. Murphy Brothers and A. C. Banker rode a triplet a half-mile in 1 min. 1 sec., and Herman and Fuller one mile on a tandem in 2 min. 17 4-5 sec.



The Indiana Bicycle Company's factory partially destroyed by fire.

Professional league of wheelmen suggested by eastern men.

Columbian parade of wheelmen held in New York.

March-Davis Cycle Company incorporated at Chicago.

Bert Harding lowered the De Soto record to 9 hrs. 25 min.

Rhodes rode a flying quarter at Jacksonville, Ill., in 27 1-5 sec.

Zimmerman won the two-mile championship of the Amateur Athletic Union. W. H. Marriott, of the South End Wheelmen, Philadelphia, died suddenly of heart disease.

Lumsden won a five-mile race and a piano, beating Johnson and others, at Jacksonville, Ill.

National Columbian United Wheelmen's Association commenced erection of a club house at Chicago.

Boston A. A. 25-mile road race won by F. B. Emerson. Time prize won by McDuffee, in 1 hr. 22 min. 7 sec.

Important races held at Jacksonville, Ill.; Louisville, Ky.; Evansville, Ind.; Chicago, Ill., and Cincinnati, O.

Judge Townsend, United States circuit court, decided the Frathers' one vs. Bidwell tire suits in favor of the former.

Amos W. Thomas, inventor of the Thomas tire, sued Bidwell and others for money alleged to be due for royalties.

South End Wheelmen, Philadelphia, extended thanks to Mayor Stewart for his efforts toward street improvement.

Johnson beat Lumsden, Rhodes and others in a one-mile "piano" race at Evansville. Johnson also rode a mile in 2:13.

Chicago club held meet at Washington Park. In a one-mile triplet race, Banker, Merrill and Winship won in 2 min. 9 1-5 sec.

Windle rode one mile, with flying start, at Springfield, Mass., in 2:02 3-5; one mile, standing start, in 2:05 3-5; one-half-mile, standing start, in 57 4-5 sec.,

and one half-mile, flying start, in 57 2-5 sec.

Dallas (Tex.) Wheel Club held a successful meet.

Professional league of wheelmen suggested by eastern men.

Racing board met at Chicago. Bliss and Keator of Chicago suspended.

M. B. Fowler rode five miles in 12:16 1-5, beating the English record.

William E. Hunter rode from Chicago to Lynn, Mass., 1,200 miles, in sixteen days.

New York Recorder proposed to build an asphalt road from Chicago to New York.

F. T. Bidlake rode a tricycle from London to York, 195 miles, in 13h. 19m.—record.

Shorland won a 24-hour road race in England, covering 367 miles, beating the record, held by Holbein, eight miles.

Good roads convention held at Central Music Hall, Chicago. An association was formed, of which Judge Thayer of Iowa was elected president and S. T. K. Prime secretary.



John Hertz sentenced to two years imprisonment by a California judge for stealing a bicycle.

Parkside track and grounds offered for sale.

New York Press Cycling Club organized.

Three days' indoor racing held at Milwaukee.

Hartford Wheel Club held its annual banquet.

Snell Cycle Fittings Company organized at Toledo.

Des Moines Cycling Club opened its new club house.

Century Road Club of America formally organized.

H. C. Tyler banqueted by the Springfield Bicycle Club.

Vincent Cycle Manufacturing Company formed at Buffalo.

Lake View Wheelmen, Rochester, decided to build a house to cost \$8,000.

Zimmerman presented a gold-headed cane by the A-bury Park Wheelmen.

Chicago Cycling Club members engaged in an "ordinary" run to Pullman.

Schofield made new records at quarter, half and three-quarter mile at Herne Hill.

Englewood Cycling Club, of Englewood, Ill., moved into its new club house.

Massachusetts Bicycle Club opened new club house at 6 Batavia street, Boston.

R. L. Coleman won a bet of \$1,500 with the New York Recorder on the election.

Congressman P. S. Post, of Illinois, thanked wheelmen for aiding in his election.

Rev. C. W. Hiatt, of Kalamazoo, Mich., preached on cycling, commending the pastime.

A number of western riders visited Nashville, Tenn., on a record-breaking expedition.

Building of the National Cycle Manu-

facturing Company commenced at Bay City, Mich.

Chicago men won races at Nashville, Tenn.

The Brooklyn B. C. decided to build a country home.

F. A. Foell, of Buffalo, completes thirty-two centuries.

Annual elections held in all the divisions of the L. A. W.

The League Cycle Company brought out a new chainless wheel.

A. Featherstone won suit against American Ormonde Cycle Company.

National Cycle Manufacturing Company, of Bay City, Mich., incorporated.

Louis Shoeninger of the Western Wheel Works started for Europe on account of poor health.

Commissioners of Belle Isle, Detroit, issued notice that no further road racing would be allowed.

Sixteenth annual Stanley show held at Agricultural Hall, London. Over 2,000 machines were shown.

Wheelmen attended political meeting at Hartford and helped nominate Col. Burdette for the legislature.

Match between Zimmerman and Sanger for fabulous stakes contested—on paper only. No serious results.

National Columbian United Wheelmen's Association commenced the erection of a club house at Chicago.

Rev. Henry H. Kelsey of Hartford declared Sunday riding to be one of the "moral pitfalls for young men."

Hill Cycle Company, Chicago, incorporated. M. W. Hill elected president and F. T. Fowler secretary and manager.

International Cyclists' Association founded in London, with H. E. Raymond chairman and Henry Sturmev secretary.

L. C. Miller, in the Allegheny Cyclers' mileage contest, covered 6,712 miles, averaging ninety miles per day for the last month.

Mileage of Lake View Wheelmen, Rochester, exceeded 125,000 miles, Frank T. Wagner leading with 4,035 miles in six months.

The Pullman company and the management of the Hotel Florence declared that the Pullman road race could not be finished in the "City of Brick."



J. M. Amick, a California wheelman, attacked by a highwayman.

Morgan & Wright's factory, Chicago, injured by fire to extent of about \$10,000.

Minneapolis Cycle Track Association organized, with A. B. Choate as president.

Crescent Cycling Club, Detroit, moved into new club house near Belle Isle bridge.

Coventry Machinists' Company's American branch incorporated in Indiana.

Long Island Wheelmen commenced the erection of a \$5,000 annex to club house.

Vehicle Casualty Company, to insure vehicles and bicycles, incorporated in Minnesota.

Parkside grounds sold for \$54,000, netting stockholders about seventy-five per cent of their investment.

TRADE GOOD IN ROCHESTER.

New Wheels and Saddles Being Made—How Business Has Been.

Two bicycle factories in Rochester contribute to the enjoyment of the people as far as possible—one firm furnishes a life preserver in the form of a saddle, and another makes wheelmen at home and abroad look natty and neat by building riding suits to cover their physiques. The Rochester Cycle Manufacturing Company met with deserved and unqualified success. The high standard of its wheels was fully appreciated throughout the United States, and the company found no difficulty in disposing of its entire output. Next year, President Kenfield says, the company's plant will expand to twice its present size. Three new styles of wheels will be turned out therefrom, all of which will be lighter and built upon original lines. The Rochester light roadster will weigh thirty-eight pounds and will have 30-inch wheels; the Rochester scorchers will weigh thirty pounds and have 28-inch wheels, and the Rochester racer, on which Le Messurier made such an enviable record, will weigh twenty-five pounds. All of these wheels will have a long base.

Rich & Sager have made riders on different parts of this continent happy by getting them to ride on their pneu-

"The season just closed has been a very successful one," said Robert Thompson, the Victor agent, to the REFEREE man. "Business promises to be better with me next year, and in order to be prepared for any emergency, some extensive alterations will be made in my store during the interval. Our storage room will be enlarged and the facilities of our repair shop will be doubled. A riding hall will be added, making my place as complete as any in the state. Yes, we expect to do some business next season and have already contracted for a large number of wheels. Our line will be about the same, Victors, Ralighs, Credendas and the Buffalo Tricycle Company's line."

The Fort Scott Track.

We show herewith a plan of the new quarter-mile track at Fort Scott, Kas., upon which a very successful race meet was held October 6. At that time the track was too new to be very fast, but since then it has been carefully worked and already shows what it will be when it has thoroughly settled and been finally put in condition. A brief description of it has already appeared in these columns, but it may not be amiss to state here that it is almost an inch over a quarter mile in length, twenty-five feet on the back stretch, thirty on the finishing stretch and twenty-three on the turns,



matic feeling saddle. The firm first became widely known from the manufacture of the baby carriers, but it was the saddle which gave them national reputation. Thousands of wheelmen who used this important adjunct of a bicycle last year will bear out the above assertion. It is an actual fact that the popularity of the Sager saddle has so much increased as to warrant A. O. Very, the big Boston dealer, to contract for the agency in all the eastern states, including Pennsylvania, Arizona and the Carolinas. A few days ago one of the largest cycle manufacturers contracted for the use of the saddle on his wheels.

Francis L. Hughes, when interrogated upon the result of the trade for the year, replied: "The past season has been a very successful one. The general output has been fully as large as in previous seasons, and the tendency has been for higher grade wheels, very few purchasers in the city calling for anything cheap. Second-hand wheels, if sold at all, must be sold at a low figure to be disposed of."

C. J. Conolly's place of business is next to the canal; so, gentle reader, when you come to town drop in. Charley is one of "the boys" and the boys are all with Charley. They bought about 400 wheels of him this year. Conolly contemplates a great trade next year in handling as leaders the Humber, Rover, Monarch, Kenwood, Niagara and Imperial.

R. A. Punnett has had a most successful season in filling orders for uniforms.

The B. & S. wheel, made by Bettys & Smith, is, to use a common term, a hummer. There are several original features which commend it to the cycling fraternity.

which are banked five feet. The cinders which form the top dressing were obtained from a cement kiln, and are mixed with a fine quality of the cement for which Fort Scott is famous all over the country. The banking and drainage of the track were carefully looked after, and it is perfectly safe and ready for use within a short time after a hard rain. Next season a half-ton hand roller will be used to keep it in condition.

The grand stand holds three thousand people, and the bleachers one thousand more.

The construction of this track is a fair example of western push and enterprise. In April, 1891, there were but three wheels in Fort Scott, one of them an ordinary dating back almost to the days of the early Egyptians. Now, thanks to the energy of a few enthusiasts, the city boasts forty riders and a club, the Solid City Wheelmen, with a membership of twenty-two. Prior to July 15, of this year the idea of building a track had not occurred to anyone, but by August 15 a corporation had been formed to build it and it was under way. There is not a dollar of debt upon it, and the cyclists have not asked for a penny of outside aid. This is a record to be proud of.

The track is owned by a corporation composed exclusively of wheelmen, of which C. W. Penniman, the leading dealer, is president, Henry E. Harris, the newly elected chief consul of Kansas is secretary and Charles H. Gardiner is treasurer. G. B. Phinney, an accomplished engineer, had charge of the plans and construction.

Look out for Fort Scott in 1893.



AMERICAN RECORDS.

STANDING START—IN COMPETITION.	
MILES.	
$\frac{1}{4}$ —	31 1-5, Geo. C. Smith, Hartford, Sept. 6, 1892.
$\frac{1}{2}$ —	1 01 4-5, A. A. Zimmerman, " Sept. 6, 1892.
$\frac{3}{4}$ —	1 41 1-5, Geo. F. Taylor, Springfield, Sept. 15, 1892.
1—	2 15 2-5, " " " " " "
2—	4 51, A. A. Zimmerman, " Sept. 13, 1892.
3—	7 38 3-5, L. D. Munger, Evansville, Ind., Oct. 6, 1892.
4—	10 13 1-5, " " " " " "
5—	12 36 3-5, A. E. Lumsden, " " " " " "
6—	18 40 2-5, C. F. Seeley, New York, July 9, 1892.
7—	21 45 2-5, Carl Hess, " " " " " "
8—	24 45 3-5, Hoyland Smith, " " " " " "
9—	28 03 3-5, R. W. Steves, " " " " " "
10—	30 40 2-5, P. J. Berlo, " " " " " "

STANDING START—AGAINST TIME.	
$\square \frac{1}{4}$ —	32 1-5, Geo. F. Taylor, against time, July 5, 1892.
$\frac{1}{2}$ —	1 03 3-5, W. W. Windle, Springfield, Oct. 8, 1892.
$\frac{3}{4}$ —	1 34, " " " " " "
1—	2 05 3-5, " " " " " Oct. 7, 1892.
2—	4 28 3-5, " " " " " Sep. 30, 1892.
3—	7 04 3-5, " " " " " Sept. 29, 1892.
4—	9 25 3-5, " " " " " " "
5—	11 41, " " " " " " "

Hoyland Smith, 6 to 25 miles, Hartford, July 5, 1892:	
6—15 11 1-5	10—25 35 2-5
7—17 49 3-5	11—28 15
8—20 27	12—30 52 2-5
9—23 04 4-5	13—33 33 3-5
	14—36 14 3-5
	15—38 46 2-5
	16—41 14 1-5
	17—43 50 1-5
	18—46 22 2-5
	19—48 53
	20—51 18 2-5
	21—53 51 4-5
	22—56 20 4-5
	23—58 52 4-5
	24—61 29 2-5
	25—64 05 1-5

F. E. Spooner, 30 to 375 miles, Chicago, July 8 and 9, 1892:	
30—1 31 41	120—7 02 36
35—1 50 21	125—7 21 15
40—2 06 07	130—7 39 19
45—2 25 30	135—7 57 17
50—3 43 56	140—8 15 32
55—3 02 33	145—8 33 50
60—3 20 43	150—8 53 08
65—3 49 23	155—9 09 52
70—3 57 47	160—9 27 07
75—4 15 04	165—9 45 04
80—4 33 40	170—10 03 01
85—4 51 40	175—10 21 01
90—5 09 30	180—10 38 33
95—5 27 46	185—10 54 56
100—5 45 19	190—11 12 08
105—6 04 45	195—11 29 29
110—6 25 10	200—11 47 15
115—6 44 09	205—12 05 56
	210—12 24 00
	215—12 42 43
	220—13 03 14
	225—13 21 53
	230—13 42 53
	235—14 21 32
	240—14 41 00
	245—15 09 21
	250—15 27 22
	255—15 35 37
	260—15 52 45
	265—16 10 27
	270—16 27 55
	275—16 46 37
	280—17 02 22
	285—17 28 00
	290—17 49 39
	295—18 09 25

FLYING START—AGAINST TIME.	
$\frac{1}{4}$ —	28 2-5, H. C. Tyler, Springfield, July 14, 1892.
$\frac{1}{2}$ —	57 4-5, W. W. Windle, " " " " " Oct. 7, " "
$\frac{3}{4}$ —	1 30 4-5, " " " " " " " " " "
1—	2 02 3-5, " " " " " " " " " "

FLYING START—IN COMPETITION.	
$\frac{1}{4}$ —	27, A. A. Zimmerman, Hartford, Sept. 6, 1892.
RECORDS, AGAINST TIME, PACED BY RUNNING HORSES.	
$\frac{1}{4}$ —	26 1-5, John S. Johnson, Independence, Ia., Sept. 21, 1892.
$\frac{1}{2}$ —	55 1-2, " " " " " " " " " "
$\frac{3}{4}$ —	1 28 1-2, " " " " " " " " " "
1—	1 56 3-5, " " " " " " " " " "

ENGLISH RECORDS.

(Compiled for the Northern Wheeler, by E. A. Powell.)

BRITISH AMATEUR SAFETY RECORDS.	
* $\frac{1}{4}$ —	0 29 2-5, J. W. Schofield, Putney, Oct. 26, 1892.
$\frac{1}{2}$ —	0 31 1-5, " " " " " " " " " "
$\frac{3}{4}$ —	0 1 02, " " " " " " " " " "
$\frac{1}{2}$ —	0 1 38 2-5, " " " " " " " " " "
1—	0 2 12 3-5, A. W. Harris, Herne Hill, Sept. 17, 1892.
2—	0 4 49 4-5, M. B. Fowler, Herne Hill, Sept. 26, 1892.
3—	0 7 16 2-5, " " " " " " " " " "
4—	0 9 47 1-5, F. J. Osmond, Herne Hill, July 15, 1891.
5—	0 12 16 1-5, M. B. Fowler, " " " " " Sept. 26, 1892.
F. J. Osmond, 6 to 14 miles, Herne Hill, July 15, 1891:	
6—0 14 43 4-5	9—0 22 30 2-5
7—0 17 16 1-5	10—0 24 50 1-5
8—0 19 47 2-5	11—0 27 23
	12—0 29 53 4-5
	13—0 32 27 3-5
	14—0 35 03
R. L. Ede, 15 to 24 miles, Herne Hill, May 24, 1892:	
15—0 37 32 1-5	18—0 45 5 4-5
16—0 40 31-5	19—0 47 39 4-5
17—0 42 35 1-5	20—0 50 13 3-5
25—1 5 55 2-5	R. L. Ede, Herne Hill, July 14, 1891.
F. J. Osmond, 26 to 41 miles, Herne Hill, Sept. 15, 1891:	
26—1 8 30 1-5	30—1 19 7 2-5
27—1 11 13 2-5	31—1 21 44 2-5
28—1 13 48 2-5	32—1 24 24 2-5
29—1 16 29 4-5	33—1 27 11 3-5
	34—1 29 56 3-5
	35—1 32 40 2-5
	36—1 35 27 2-5
	37—1 38 25 3-5
	38—1 41 21 4-5
	39—1 44 14 4-5
	40—1 47 16 1-5
	41—1 50 21 2-5

*Flying start.

ENGLISH RECORDS—Continued.

R. L. Ede, 42 to 63 miles, Herne Hill, July 14, 1891:	
42—1 53 27 2-5	48—2 11 0 2-5
43—1 56 15 1-5	49—2 14 2
44—1 59 14 4-5	50—2 17 1 4-5
45—2 2 12 3-5	51—2 20 8 1-5
46—2 5 11 3-5	52—2 23 8 1-5
47—2 8 5 1-5	53—2 26 11 2-5
54—2 29 19 2-5	55—2 32 20 4-5
56—2 35 24 1-5	57—2 38 32 2-5
58—2 42 4 1-5	59—2 45 35
60—2 49 9 1-5	61—2 52 52 2-5
62—2 56 49 3-5	63—2 59 55 3-5
J. H. Adams, 64 to 100 miles, Herne Hill, Aug. 13, 1892:	
64—3 6 23 1-5	74—3 39 55
65—3 9 37 1-5	75—3 43 21 4-5
66—3 12 58 3-5	76—3 46 49 2-5
67—3 16 16 4-5	77—3 50 1
68—3 19 36 1-5	78—3 53 20 1-5
69—3 22 51 1-5	79—3 56 24 4-5
70—3 26 8 1-5	80—3 59 29 3-5
71—3 29 30 1-5	81—4 2 23 2-5
72—3 22 55 4-5	82—4 5 48
73—3 26 29 1-5	83—4 9 6 1-5
84—4 12 29 2-5	85—4 16 2 4-5
86—4 19 43 2-5	87—4 23 11 3-5
88—4 26 37 2-5	89—4 30 1 1-5
90—4 33 25 2-5	91—4 36 37 1-5
92—4 39 17 4-5	93—4 42 15 4-5
94—4 45 23 2-5	95—4 48 26 3-5
96—4 51 17 4-5	97—4 54 12 4-5
98—4 57 27 3-5	99—5 1 2 1-5
100—5 4 18 3-5	

*F. W. Shorland, Herne Hill, 101 to 413 miles, July 23, 1892:	
101—5 13 18 4-5	190—10 17 27 3-5
110—5 45 47 3-5	200—10 49 32 2-5
120—6 23 3 4-5	210—11 25 26 1-5
130—6 56 10 3-5	220—11 59 46 1-5
140—7 29 12 1-5	230—12 51 40 4-5
150—8 3 8 4-5	240—13 30 56 4-5
160—8 37 55 2-5	250—14 6 42 4-5
170—9 14 21 4-5	260—14 41 39 2-5
180—9 45 12 3-5	270—15 16 31 2-5
280—15 56 18 3-5	290—16 34 48
300—17 10 18	310—17 48 49 2-5
320—18 20 47 4-5	330—18 59 21
340—19 36 0 3-5	350—20 18 7 1-5
360—20 53 42 3-5	

GREATEST DISTANCES RIDDEN EACH HOUR.

HRS. M. YDS.	
1—	23 1,520, R. L. Ede, May 24, 1892.
2—	44 450, " " " " " July 14, 1891.
3—	63 49, " " " " " " "
4—	80 310, J. H. Adams, Aug. 13, 1892.
5—	98 1,250, " " " " " " "
*F. W. Shorland, 6 to 24 hours, July 23, 1892:	
6—114 100	10—184 1,440
7—131 250	11—202 1,240
8—149 40	12—220 140
9—166 170	13—232 170
	14—248 160
	15—265 535
	16—280 1,715
	17—296 1,360
	18—313 700
	19—330 320
	20—346 250
	21—361 1,650
	22—379 1,300
	23—395 740
	24—413 1,215

FRENCH RECORDS.

1 mile 2 15	Henry Fournier, Paris, Sept. 18, 1892.
2 " 4 42	Louis Cottareau, " Sept. 29, 1892.
3 " 7 07	" " " " " " "
Henry Fournier, 4 to 25 miles, Paris Aug. 13, 1892:	
4—9 31	10—24 16
5—12 55	11—26 50
6—14 19	12—29 19
7—16 48	13—31 49
8—19 14	14—34 20
9—21 46	15—36 48
	16—39 18
	17—41 24
	18—44 04
	19—46 28
	20—49 01
	21—51 29
50—2 11 10	Jules Dubois, Paris, Sept. 17, 1892.
100—5 02 47	" " " " " July 26, 1892.
200—10 28 38	" " " " " " "
300—16 34 02	" " " " " " "
400—22 46 27	Stephane, Paris, September 13, 1892.

CYCLIST vs. TROTTER.

DISTANCE.	CYCLIST.	TROTTER.	DISTANCE.	CYCLIST.	TROTTER.
$\frac{1}{4}$ mile—	26 1-5	4 miles—	9 26 3-5	10 34	
$\frac{1}{2}$ " "	55 1-2	5 " "	11 41	13 00	
$\frac{3}{4}$ " "	1 28 1-2	10 " "	24 50 1-5	27 23 1-4	
1 " "	1 56 3-5	20 " "	50 13 3-5	58 25	
2 " "	4 28 3-5	4 43	50 " "	2 17 01 4-5	3 52 00
3 " "	7 04 3-5	7 21 1-4	100 miles—	5 27 38	8 55 53

MISCELLANEOUS INFORMATION.

The world's records for safety bicycles, from one hour to twenty four hours, are held by French professionals as follows:

1 hour—	24 miles 1,426 yds., J. Dubois, Sept. 23, 1892.
25 miles—	1 h. 1 min. 21 secs., M. Fournier, Aug. 13, 1892.
50 " "	2 h. 11 min. 10 secs., J. Dubois, Sept. 17, 1892.
100 " "	5 h. 2 min. 17 2-5 secs., " " " " " July 26, 1892.
12 hours—	230 miles 586 yds., " " " " " July 26-27, 1892.
24 " "	418 miles 1,320 yds., Stephane, Sept. 13-14, 1892.

These performances were accomplished on the Velodrome Buffalo, Paris, which has a cement surface.

The record for 100 miles on the road is 5 h. 27 m. 38 s., by T. A. Edge.

F. W. Shorland has ridden on the road 194 $\frac{1}{2}$ miles in 12 hours and 366 $\frac{1}{2}$ miles in 24 hours.

The record from Land's End to John O'Groat's, the extreme points of England and Scotland, is 3 days 23 hours 55 min., made by Lawrence Fletcher, Aug. 15-18, 1892.

At Minneapolis, Dec. 20, 1886, W. J. Morgan rode 234 miles, without a dismount, on a solid-tired ordinary.

In a race of six days, eighteen hours per day duration, in London, Sept. 1-6, 1879, Geo. Waller rode 1,404 miles 1,645 yards.

G. P. Mills, in a ride from Land's End to John O'Groat's, Oct. 4-8, 1891, rode 867 miles without sleep.

At Minneapolis, May 10-15, 1886, John S. Prince rode 1,042 $\frac{1}{2}$ miles in 72 hours, 12 hours daily for six days.

Jules Terront is reported to have ridden from Paris to Brest and back, 750 miles in 48 h. 23 m. 35 s., Sept. 27-30, 1891.

H. R. Goodwin, June 1-19, 1885, rode from Land's End to John O'Groat's and back and to London, 2054 miles in 19 days.

T. A. Edge rode from Land's End to John O'Groat's, 874 miles in 96 h. 40 m., and completed 1,000 miles in 131 h. 38 m.

In 18 years the mile record has been reduced 1 m. 10 $\frac{1}{2}$ s.; in ten years 3 $\frac{1}{2}$ s.; in five years 2 $\frac{1}{2}$ s., and in one year, 9 $\frac{1}{2}$ s.

W. Martin, in a six day race at New York, rode 1,466 miles, 700 yards.

The world's ordinary record is 2 m. 25 $\frac{1}{2}$ s. and stands to the credit of W. W. Windle. F. J. Osmond holds the English record, 2 m. 28 $\frac{1}{2}$ s.

*Made on geared front driver, or geared ordinary.

"He That Is Last ☉ ☉ Shall Be First"

And so with the Tillinghast tire. Although last in the field to solicit orders for '93, it is first in rank as a Pneumatic Tire. New valve, simple, and perfectly air tight, new construction, not a tire burst made since April 1. Pure rubber; weighs less than any tire on the market. Safe from puncture from glass and stones, and at a price below some inferior tires. Our racing tire, which is new this year, weighs less than two pounds each, and one on hand this day with a hundred pounds of water to the square inch inside, shows no sign of bursting or bulging. Let others say more if they can.

THE TILLINGHAST PNEUMATIC TIRE COMPANY, 59 CLIFFORD ST., PROVIDENCE, R. I.

"It's a solid, and will not leak or spill."

If you have not used the

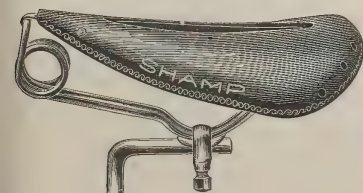
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You do not know how much comfort you can take with your lamp.

The Red Star Solid Illuminant is the only thing manufactured that will stay where it belongs—in the lamp. It has no odor, does not smoke, cannot shake out, and can be used in any lamp made, from the cheapest to the most expensive.

No extra fixings required for your lamp. It melts when the light is burning, and hardens when the lamp is extinguished. Try it and see how good it is. For sale by dealers in bicycle supplies. If your dealer has not got it, either get him to send for it, or send us 50 cents and we will send you a sample can free.

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THE GARFORD SADDLES for 1893 comprise 22 distinct styles. In finish and workmanship they excel anything in the Saddle line ever offered in this or any other country. Prices to makers and large buyers are way down. Do NOT CONTRACT before samples have been shown you.

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WILKESBARRE, PENN.

THE COVENTRY MACHINISTS' CO.,
Boston, Mass.

GENTLEMEN—I have used a "SWIFT" safety, bought of Mr. Johnson, of this place, ever since August, 1887, winter and summer with hard work. The wheel has just been re-tired, but not retired. I have broken one spoke since buying the wheel. It has given me ENTIRE SATISFACTION IN EVERY WAY. I am hoping to be able next spring to exchange it with you for a new "SWIFT" if I can get one with the cushion tire like that of the Columbia. Will you have any of that kind? If so, please send me circular.

Yours,

REV. H. E. HAYDEN.

PROVIDENCE, R. I.

THE COVENTRY MACHINISTS' CO.,
Boston, Mass.

GENTLEMEN—Your "SWIFT" cycles of last year (of which we sold over one hundred) gave such excellent satisfaction that we have decided to make an extra push on them the coming season, making them our leading wheel. We find that your wheels are much lighter, and, in fact, much stronger than most of the high grade wheels on the market. We have no fault to find with the "SWIFT" and cannot see much chance for improvement.

Yours very truly,

RANKIN & BRUCE.

We Make the SWIFT Bicycle.

It is a good one and pleases everybody. You may have a preference for some other make, still you are a reasoning creature, and open to conviction, no doubt. Your decision is an important one, and satisfaction or regret are sure to follow. A bicycle that for years has given satisfaction to others will give satisfaction to you.

Make a safe decision and
buy a

SWIFT

COVENTRY MACHINISTS' CO.,

CHICAGO.

BOSTON.

SAN FRANCISCO.

ALLSTON, MASS.

THE COVENTRY MACHINISTS' CO.,
Boston, Mass.

GENTLEMEN—Have given the "Model A" "SWIFT" that I bought of you a while ago, months' of hard riding over the roughest roads I could find in the state of Maine and Berkshire county, Mass., a'so other parts of Massachusetts. I think it is the strongest built, easiest and most graceful machine made.

A. C. BATCHELDER.

WASHINGTON, D. C.

THE COVENTRY MACHINISTS' CO.,
Boston, Mass.

GENTLEMEN—I desire to write you and let you know how well I am pleased with the wheel I purchased from you last year. I am pretty heavy weight (165 lbs.) and have given the wheel the wheel the hardest kind of usage. Have had several tumbles, and am truly astonished at the way the wheel has stood the racket. Several friends with whom I have ridden, they using other wheels, have had serious breakages caused by accidents much less severe than many I have experienced. While riding this morning with a friend, he on a new wheel, whose name I will not mention, my old "SWIFT" actually ran away from him on the coast, and I may say that it is my opinion, that for all-around riding, the purchase of a "SWIFT" insures not only one season, but many years of pleasure without incessant repair bills. Wishing you the success which your wheels deserve, I am,

Yours very truly,

ELSON C. HILL.



NASHVILLE, TENN.

THE COVENTRY MACHINISTS' CO.,
Boston, Mass.

GENTLEMEN—The special "SWIFT" came to hand in good order, with the exception that there was no saddle with it. The same I hope you have shipped by this time. As soon as the machine came I uncrated it and put on a saddle I had and rode the machine about 20 miles the same day with the boys. I was scorched by them all, and, of course, there was none of them "in it" with me. We have a rider here who has beaten every one that he has run against except the new "SWIFT," then he got left. I mention this to show how fast it is. As for the quality and workmanship there was never anything here to compare with it. * * * Man from St. Louis says there is nothing in the country to compare with it, and if your people would only make all your machines on the same line they would out-sell any machines on the market, and I think so myself.

Very respectfully,

J. S. ROLLER.

DAYTON, OHIO.

THE COVENTRY MACHINISTS' CO.,
Chicago, Ill.

DEAR SIR—I have never written you telling how pleased I am with my "Racer." I simply can't hold in. It is geared to 63, as you know, and since it runs easier than my old 60, I can stand it a little higher.

Now, can you send me a larger sprocket wheel? Mine has 18 teeth; 19 teeth will make it 66 1/2. This is about right.

Hoping you will answer at earliest convenience.

Yours respectfully,

HOWARD A. WHITESIDE.

The following (among others) first-class business houses, handle the "SWIFT" bicycles extensively, and find it pays. Do you? If not, why not?

Simmons Hardware Co.,
Columbia Carriage Co.,
S. A. Adams,
Aldorf & Co.,
C. W. Dalsen Cycle Co.,
Northwestern Hardware Co.,
Hulbert Bros. & Co.,
Zabriskie & Bennett,
Rankin & Bruce,
J. F. Doll & Co.,
Miller & Powell,
C. & G. Cycle Co.,
N. F. Bushnell & Co.,
W. J. Baird,
W. H. Bowman & Co.,
Jefferis Bros.,
Geo. E. Hannan,
Baker & Watson,
F. E. Cole,
Harrisburg Cycle Co.,
A. F. Mason,
Renaud & Grivat,
N. T. Slee,
E. W. Vine,
Jordan & Sanders,
Hub Cy le Co.,
J. A. Gunderman,
Plummer, Spooner & Co.,
J. S. Roller,

St. Louis, Mo.
Milwaukee, Wis.
Jacksonville, Fla.
Newark, N. J.
Philadelphia, Pa.
St. Paul, Minn.
New York City.
Detroit, Mich.
Providence, R. I.
Buffalo, N. Y.
Springfield, Ill.
Columbus, Ohio.
New Haven, Conn.
Charleston, S. C.
Wilkesbarre, Pa.
Louisville, Ky.
Denver, Colo.
Terre Haute, Ind.
Rockford, Ill.
Harrisburg, Pa.
Springfield, Mass.
New Orleans, La.
Baltimore, Md.
Albany, N. Y.
St. Louis, Mo.
Richmond, Ind.
Lansing, Mich.
Newport, R. I.
Nashville, Tenn.

We wish to add your name to this list for 1893. Do not decide on your line until you know all about our goods and prices,

ROODHOUSE, ILL.

THE COVENTRY MACHINISTS' CO.,
Chicago, Ill.

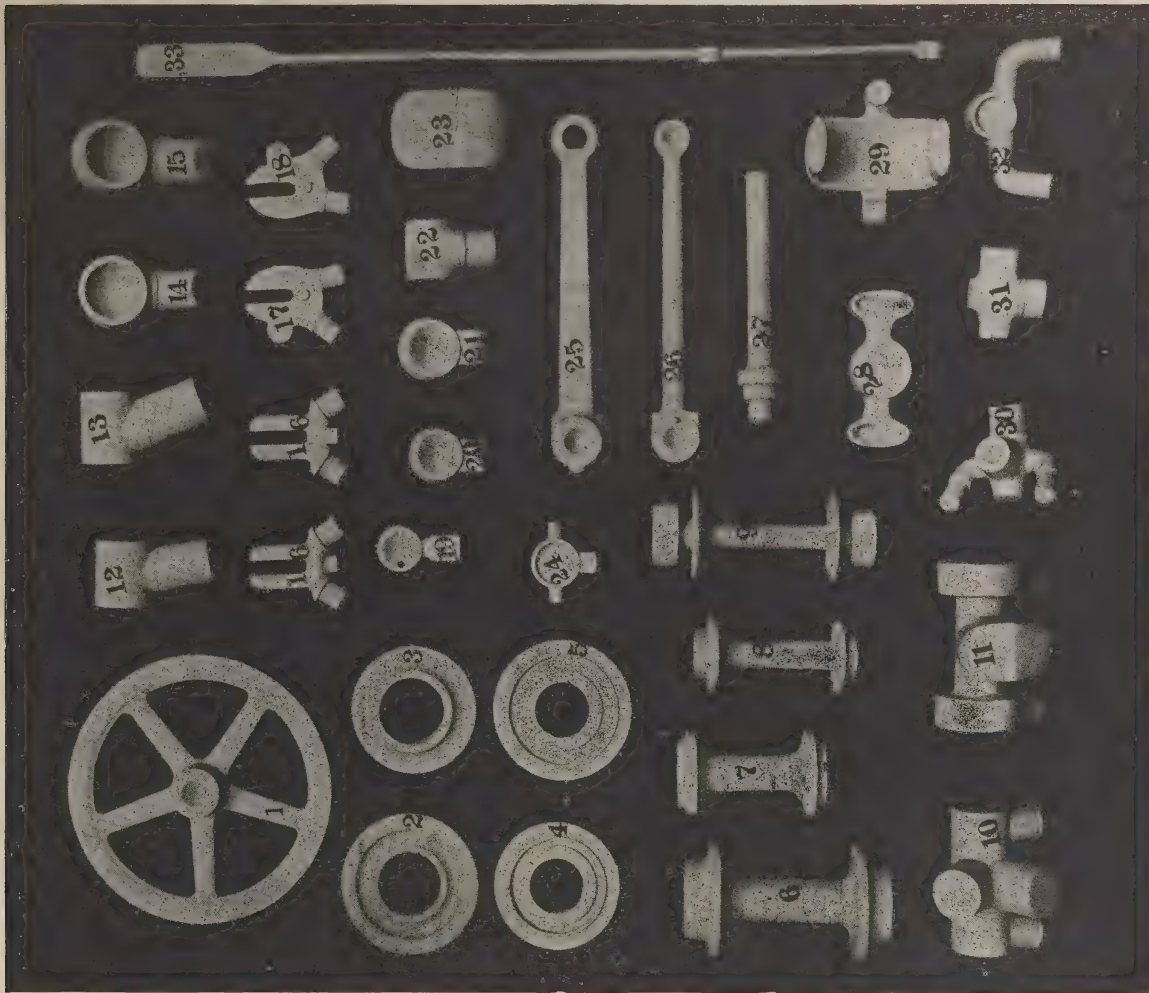
GENTLEMEN—Your circular-letter, 26th, received in due time. Have been very busy and have deferred answering until I could give it the attention it deserves. I have carefully answered the questions, and hope they will be of benefit to you in your attempt to improve where you can. I, like you, find that no machine of any kind is perfect, and when a maker tries to make people think so, I let him alone, as it is a good time to wait until he wakes up and gets in the procession. I have been a rider since February, 1881, and in that time I have seen so many "perfect" machines totally relegated to the rear, that it makes me smile to hear this or that maker talk about perfection.

You know this is the first season I have handled the "SWIFT," and it has given me and my customers SPLENDID satisfaction. When I sold the first "Holbein" early in the season I was afraid it was too light for our roads here, and so told my customer, but as it was a "SWIFT," he was willing to risk it. It has never been to the repair shop and it was always ready for a go the whole of the season, and seems to be in perfect condition now. I am very much pleased to know that you will build them in the United States hereafter. I am thoroughly satisfied now that the "Holbein" with pneumatics is heavy enough for our rough Illinois roads with an average rider's weight.

Yours truly,

WM. E. SULLIVAN.





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BUFFALO DROP FORGING COMPANY,
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LATEST CYCLING PAPERS, PERIODICALS
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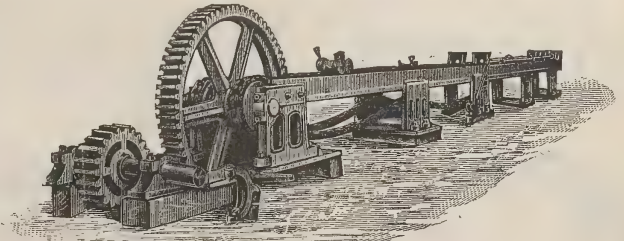
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MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLL-
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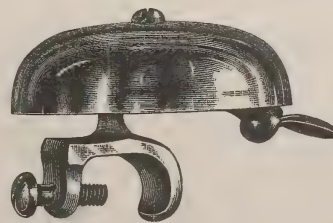
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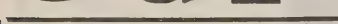
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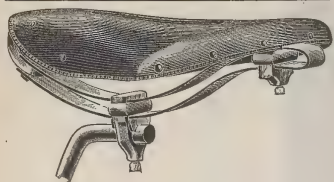
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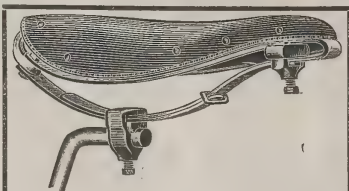
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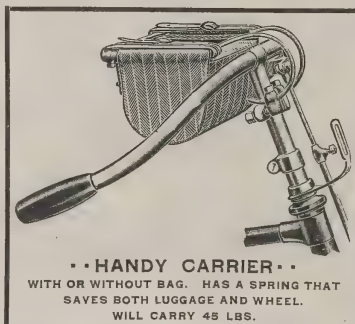
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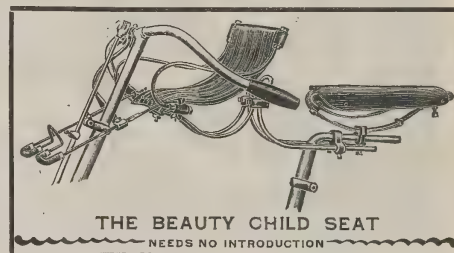
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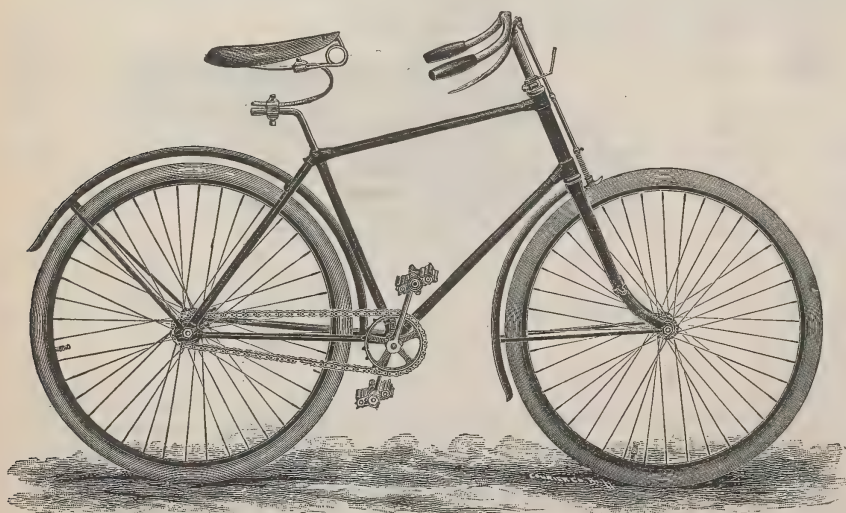
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Mannesmann Patent Weldless Steel Tubes

These tubes are the only ones made direct from the **Solid Bar** of Steel, and owing to the peculiar way in which they are rolled have a **spiral fibre**, and they are thus much **stronger and lighter** as also much more durable than any other **Weldless Tubes** in the Market.

The process of Manufacture, in which only the **best quality of Steel** is used, thoroughly tests each tube and ensures a **perfectly uniform metal and finish**, and an **absolute freedom from flaws**.

The tubes are **quite round, exact to size**, and **smooth** inside and out.

For **Cycle** purposes these tubes are specially well adapted, as owing to the many **great advantages** they can be used with a **thinner shell** than those of other Makers **without decreasing the strength**. They can thus be, and are already, largely employed for **Light Racing Machines** with **perfect safety**.

From THE ENGINEERING MAGAZINE, March, 1892.

The Mannesmann Steel Tubes from the success which has attended their use abroad, and the numerous uses to which they are adapted, continue to attract the attention of American mechanics and manufacturers. There remains no doubt that in these tubes an important addition has been made to previously existing materials, and that further uses will be found for them is certain, as soon as they are rendered available in quantity to American manufacturers. The beautiful finish of these tubes commends them at once to the mechanical eye. In this respect they are above comparison superior to ordinary iron pipes. They are seamless, and are the only existing weldless and seamless tube having a spiral fibre. Their strength in proportion to their weight exceeds that of any known tubing. On page 687, Vol. I. of this magazine, some statements with reference to the extraordinary lightness and strength of these tubes were made, and it was therein recorded that tubes $4\frac{1}{4}$ millimeters in thickness had withstood the enormous pressure of 2250 lbs. per square inch. What is needed to bring the merits of these tubes to the knowledge of American manufacturers is a proper and efficient commercial representation by some one capable of presenting them to the trade; as soon as this is done, it would seem that a wide and growing market must open for them. Some applications of the tubes suggest themselves. In the manufacture of bicycles they could be adopted with the result of getting greater strength with decreased weight. In pneumatic engineering, carried now to a point where enormous pressures must in many instances be sustained, they are superior to anything the writer has seen as a material for making connections, or for storing air under enormous pressure, such as is required for the projection of dynamite shells, etc. For boiler tubes; they seem to be specially adapted, and doubtless this adaptation is destined to create a large demand for them as soon as their qualities become generally known. The tubes being so thin, and possessing such a superior finish, may be found adapted to the manufacture of seamless kitchen boilers as soon as they can be supplied having the right diameter. The rapid introduction of these tubes into European industries is shown by the annual report of the Mannesmann German-Austrian Tube Works, which states that £157,800 in value of the tubes have been made, netting a profit of £68,400. It is also stated that great progress has been made in perfecting the manufacture and in producing tubes of larger diameters. They are now made of sizes ranging from $\frac{1}{4}$ -inch to three inches outside diameter, and of a thickness ranging from No. 23 to No. 10 Birmingham gage. Mr. D. B. McIlvain, of 111 Chambers Street, is in a position to answer any inquiries about these tubes which may be addressed to him, and give full information with reference to them.

1893 MODEL.

TENTH YEAR.

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M. & W. STYLE PNEUMATIC TIRES, - - - \$125.00
 1 1-2 INCH CUSHION TIRES, - - - - - \$100.00
 BOTH MEN'S AND LADIES' PATTERNS.



—WEIGHT, 35 POUNDS.—

DESCRIPTION: Credenda Tubing, Long 10-inch Ball Head, Single Butt Ended Spokes, Laced and Strongly Tied at Intersections; Lapped Rim, very Stiff; NEW MAIL Low Handle Bars, Cork Handles, 3-8-inch Best Chain, 6 1-2 inch Round Steel Forged Cranks, Dust Proof Ball Pedals with square rubbers, Garford Saddle, Tools Complete, Weight, stripped, 35 Pounds, 60-inch Gear, 28-inch Rear and 30-inch Front Wheel

A Superb Light Roadster. Heavy orders already booked. Applications for Agencies must be entered NOW. Highest Grade.

Also the **BEST LINE OF CHEAP WHEELS** in the market, from \$15 to \$100. DON'T order your cheap wheels till seeing our samples and receiving our prices.

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"HELLO, Jack! take it easy," shouted voice from behind me; "I want to speak with you." I accordingly back-pedalled to allow Frank White to come alongside me. It was a club run—one of the last of the season—of the Wanderers Bicycle Club, and as we glided through the exquisite scenery of Beauparc, along the beautiful banks of the historic river Boyne, my wheel seemed to bound along

"Just like a thing of life."

The roads were in perfect order, as level as a billiard table and as free from ruts or holes as a well-rolled garden walk. As we rode along by the beautiful Lambert demesne, the ripened verdure and beautiful foliage on every side, looking in its wealth of profusion as if no change of season could effect them, with no sign of the certain approach of that inexorable reaper, King Frost, whose advent in a few short weeks would most assuredly undrape the boughs to act as monuments of their departed beauty. But thoughts such as these do not dwell for any length of time in the mind of a bicycle youth on a club run. Little thinks he of the morrow, its duties or cares. He lives but in the exquisite enjoyment of the present, his warm blood coursing through his veins at a record-breaking pace; he thinks that life, like a pleasant club run, is a passing dream, and in the wild exuberance of the health-imparting exercise he unwittingly lays a claim to that peace which belongs on earth to "men of good will," and he finally concludes that the poet could not have known the enjoyment of bicycle riding who wrote that

"Man was made to mourn."

I wonderingly inquired of Frank, who was now by my side, what he wanted. He, with evident embarrassment, asked me if I had been favored with an invitation to the Fitz Patrick dance, to take place next week. I replied that I had and had accepted.

I will take this opportunity to state that Frank White was a splendid specimen of a young man, full of intelligence, handsome of face and form, and in the early twenties. He was possessed of fascinating manners and a witty yet inoffensive tongue, all of which rendered him a desirable companion. He was a favorite with the fair sex, but only in one instance had Cupid's dart punctured his heart. It was not unknown among his intimate friends that he had been casting "sheep's eye" in the direction of Violet Fitz Patrick, the daughter of an influential gentleman who resided in the same neighborhood, but how far he had gone none of us knew.

"Jack," he began, "you can do me a great favor if you will. You are the only one of the boys in whom I would fully confide, for I can depend on your honor,"

"Well," I interpolated, "I am obliged to you for the compliment, but what's up? Out with it, and if I can be of any service I am yours to command."

He paused for some time before speaking, and then said:

"Well, you know that I have a great regard for Violet Fitz Patrick, but some how I have never had the courage to tell her so. I feel so shy and foolish in her presence that I cannot speak to her as I can to other girls, and I am worried to know if she has any idea of my feeling toward her. You can be of great assistance to me, and if you promise to treat what I am going to tell you in strict confidence I will place my whole dependence on you."

"All right," I rejoined, "go ahead old man; you may rely on me."

"Well," sighed Frank—such a long sigh that it seemed to be drawn from his "rat trap" pedals—"I have decided to do something that will place me prominently before hers. If and family, and trust to results to ascertain her feelings toward me. Since Prof. Kennedy, the American mesmerist, came to this city, Violet has become an enthusiastic admirer of mesmerism, and its mystery has invested it in her mind with an importance almost superhuman. The other evening conversation turned upon mesmerism, and finding Violet intensely interested, I affected a similar interest, and in, I fear it must have been a moment of temporary insanity, foolishly led my listener to believe that I understood the science. I was quickly brought to a sense of the insecurity of my position by Violet, in a voice trembling with love or enthusiasm, I don't know which, asking me to give a brief exhibition, offering herself as a medium. The gods be praised! her mother objected, and for the time I saved my reputation. But the subject had become interesting and Violet asked if it would not be an unusual attraction to have a seance on the night of the ball. It was settled that it would be a very desirable addition to the entertainment. Now, Jack, you see I must either stay away and suffer disgrace or depend on you to get me out of my dilemma."

"In the name of all that's wonderful, how can I help you?"

"Well," he replied, you have made a reputation as an amateur comedian, and I am about to avail myself of your experience. You will be my subject, and all you will have to do is to act as if you were under the mesmeric influence, and instantly and implicitly obey me."

When I realized the ingenuity of this great scheme I felt "tickled to death," and we joined in a laugh loud and long. I promised to be at his house the following and successive evenings to rehearse a performance which it was decided should resemble as nearly as possible that given by the American.

The rehearsals which followed promised to be perfectly satisfactory. At last the evening of the ball arrived, and in due course we found ourselves in the hospitable Fitz Patrick mansion. To judge by the complimentary remarks of

the guests to my friend—who never for a moment left my side—there was the liveliest feeling of interest evinced in the expected exhibition. But his climax of delight must have been reached when the beautiful Violet approached him, and, shaking his hand, murmured soft words of gratitude for his goodness in supplying such a great attraction.

It had been arranged that when the time arrived I was to be seated among the audience and Frank was to make a short speech (just like Professor Kennedy) after which he would walk about the room seeking, as it were a proper medium, and as if by the merest chance to take me by the hand and lead me onto the stage. This was successfully carried out, and in his remarks he stated that his "subject," after he had been placed under his magnetic influence, would do anything which he (Frank) requested of him. Great applause followed, during which the quasi mesmerist bowed to the audience, and then turned a severe and stern countenance towards me and proceeded, by passing his hands before my eyes (same again as Prof. Kennedy), to put me into the desired trance. In this he was, to all appearance, quite successful. I was as the proverbial wax in the moulder's hands.

Needless to go into all the details of that performance. When he informed me that 'twas very warm, I at once proceeded to divest myself of my clothing,



THE FITZ PATRICK BALL.

but of course he just stopped me in time to prevent a general stampede of the lady element. He gave me cold water, said it was champagne, and I smacked my lips and wanted more. He informed me that I had drank more than was good for me; I attempted to walk but could not without reeling about. Then he reversed his lever, said I was quite sober, and I instantly became so. The applause from the delighted audience was frequent and enthusiastic, and for over an hour Frank continued to amuse them.

I had begun to think that we had had enough, and took an early opportunity of telling Frank so. But he was intoxicated with his success, and like the organist who denied the credit of part of the performance to the organ blower, he seemed to look upon me as a mere instrument, and his only thought now seemed to be how he could make out of me the most amusing exhibition. He knew I was at his mercy, for even should I betray him he still had the joke on his side and the laugh would be wholly against me. I felt crestfallen indeed as he ordered me in his dictatorial style, à la the professor, to stand on my head; gave me an empty wash basin, telling me it contained water, and requested me to wash

my face, after which he handed me the fire shovel, informing me that it was a clean towel, and of course the audience fairly howled as I blacked my face in the supposed drying process. I looked in vain into the eyes of Frank for relief as he proceeded to inform me that I was in a circus, and that this (a bedroom chair) was my bare-back horse. I went through the horse performance most satisfactorily, all the time wondering how I could get back at this fraudulent mesmeric fiend—for, gentle reader, these latter humiliating performances were not included in our rehearsals. All this time the audience was convulsed with laughter. Well, as soon as the imitation professor could obtain sufficient silence, he proceeded to his valedictory address (just like the professor, except that he did not ask the audience to come another night). He stated that he would now remove the mesmeric influence, and that immediately I would be in full possession of my faculties. During the applause which greeted this statement Frank turned towards me and, looking fixedly at me, snapped his thumb and second finger under my nose, at the same time saying sharply, "All right!"—repeating this several times. But during the conclusion of the address a bold, bad thought came to me and I determined to act up to it, no matter what the consequences would be. It therefore happened that when Frank snapped his fingers and yelled "All right," I gave no sign of the return to consciousness, but to the surprise of all showed no evidence of recognition.

Frank did not seem to understand how I could have forgotten that part of our rehearsals, and he reached over and grasped my arm, whispering as he did so, "That's all now, old man; we have given them enough," but I remained immovable, impassive, inflexible. Again and again did he yell "all right" and snap his fingers. I changed not. And now the spirit of mischief took complete possession of my soul, and with staring eyes and listless mien I stalked off the stage down to the audience, sat in the lap of a young lady and imprinted a loud, sounding kiss on her lips. This action, needless to say, was looked upon with consternation, but no one thought of restraining me at all, being fully persuaded that I was still under the mesmeric influence.

Several gentlemen approached Frank for an explanation, and hinted sarcastically that he had got himself into a serious dilemma. Poor Frank tried to say something, but his words conveyed only the blitherings of an idiot, and to add to his misery, Violet came to him with tears streaming down her beautiful cheeks as she sobbed:

"Mr. White, what shall we do? Oh, this is dreadful! It's my fault. Why did you ever attempt such a thing? What will become of us!"

During all this time I was doing my utmost to act my new part, as poor Frank kept following me about, for no other reason than to show the audience that he was doing his utmost to get things right, for he now knew that I was getting back at him for his humiliating change of programme. I walked about in an aimless way taking ornaments and stealthily transferring them to my pockets. I next crossed over to the piano, around which now gathered about a dozen terrified young ladies, who immediately darted out of the room. Arranging the piano stool just to suit me, I sat down, not knowing a note of music or having the slightest claim to a musical ear, and produced such sound as would have made Orpheus weep. I added to this a series of yells which I (rightly or wrongly) associated with the more violent inmates of a lunatic asy-

lum. No one as yet thought of interfering with me, indeed there were oceans of sympathy lavished at me, and on every side were utterances condemnatory of the cause of my supposed atrocious treatment. I was referred to as a victim of Frank White's ignorance, "criminal ignorance," one old bald-headed justice of the peace warmly told Frank. As for poor Frank, he seemed to have lost all his reason. He had taken refuge in a distant corner of the drawing-room, where he sat running his hands through his hair. He dared not tell the facts, and those who were appealing to him in my behalf were forced to the conclusion that he was at his wits' end and could do nothing to relieve me.

As I had no intention of giving up my end of the fun so soon, I stalked across the room, still working the glassy eye and the listless body act, and proceeded into the room near by into which I had observed the ladies retreat. I gently entered and turned the key in the door. This was a supreme moment, for I realized that this was the material by which this farce could be satisfactorily terminated. As soon as it was observed that door was locked, several young ladies

loudly screamed. I started in with extraordinary energy to give an exhibition of what I thought was a successful combination of the skirt dance and the can-can. The gentlemen were thoroughly alarmed at the frightened screams of the ladies, and attaching a grave importance to the occasion

"flops" which immediately introduced themselves into the can-can section of my performance (I never could do the can-can without falling) the door was forced, and four startled guests devoted their attention to holding the four limbs of what was by this time not unreasonably looked on as a raging lunatic. I was taken back again to the drawing-room, where a council of *Lunatico Inquerendo* was formed, also. During the discussion which immediately followed, Frank White entered the room fully dressed and carrying my overcoat and hat, and stated that he had decided to take me to his friend, Professor Kennedy, who was staying in a hotel not far away, and added that he had a hack at the door for the purpose. Several gentlemen offered to accompany us, but Frank would not hear of it. I began to realize that my term of office had very nearly expired, and determined to have one grand last flare-up. I accordingly watched my opportunity, slipping down on the carpet in the immediate vicinity of a chiffonier, and before I could be prevented I gave it a kick that sent the ornaments flying. This was the straw that broke the camel's back. Frank reached over and caught me by the nape of the neck. He didn't "take me up tenderly;" no, his hand closed like a vise, and I was placed in the hack and * * *

The following morning the doctor who attended me ordered leeches placed under my eyes to draw off the contused blood, and some kind of cream for my swollen lips; my right hand was bandaged, my knuckles were bruised and bleeding, and the thumb of my left hand was sprained.

Frank White remained in bed for several days and took out a fortnight of his vacation (he was employed in a bank) at home.

The hack driver—he called at both Frank's and my house to see "which of the two gentlemen" was going to pay for the damages done to the upholstery of the inside of his carriage.

Some day, perhaps, Frank and I may be friends again.

Neither of us ever received another invitation to the house.



It is a Veteran, Surely.

The first New Howe safety (No. 1) turned out is still as good as ever, and was at the Stanley show. It has been knocking about London ever since last April, when it was first used at the Surry meeting. It is chiefly remarkable for the number of good men that have ridden it and the excellent work it has done. R. L. Jefferson won twenty-one prizes on it, A. F. Illsley rode to victory twice, as did also W. J. Lewis, A. E.

KANSAS CITY CYCLING.

A Year of Progress and Prosperity Among Trade and Clubs.

The last twelve months has witnessed a wonderful growth in cycling in Kansas City. One year ago to-day Kansas City could boast of but one pneumatic-tired machine, now there are hundreds. A number of solid tired safeties were ridden and also a few cushions, but the popular mount was the good old ordinary. But what a change! Now the pneumatics are seen everywhere and an ordinary cannot be given away.

With the opening of the year came a number of new bicycle agencies. As early as February, the Interstate Bicycle Company opened up with a line of high-grade wheels. Its leaders were the Victors, King of Scorchers and Swifts. Then came W. D. Womack with the Union, Sterling and Imperial. Kingman & Co. added to their who'sale house the King and Queen of Scorchers, Ariel, Clipper and Featherstone's line of cheap wheels. The Keystone Implement Company came in for their share of the business with the Niagara, Sanspariel, Eagle and Western Wheel Work's whe I. Smeltzer secured the agency for Colum-

"run to Waldo." Of the longer runs the road to Olathe, Kas., is considered the best. There are few hills (for Kansas City) on this road and the surface is generally good. The tough runs are near the river and on the Clay county side, but the majority of the roads running east, south or southwest are very rideable.

THE KANSAS CITY CYCLISTS.

A little over a year ago about a dozen Kansas City riders met in the office of the Prest Hardware Company and organized the Kansas City Cyclists. Officers were elected, a constitution adopted and a flourishing little club started. Meetings were held at different places for a few months until the club was able to rent a couple of rooms, for it was the policy of the officers not to go in debt for anything, as the experience of former clubs in Kansas City had been disastrous.

Winter quarters were secured in the Real Estate & Stock Exchange Building and although they were not elaborate they were cosy and comfortable. In the spring, however, the club had grown to such an extent that larger rooms were necessary, and the present club house at 1002 E. Fifteenth street was rented. This is a modern house, three stories and basement, excellent location, with asphalt pavement at the door. The first floor is used as the club rooms proper, being devoted to parlor, reading rooms and smoking room. In the basement is the gymnasium and also a room for the storage of wheels. The second floor has three large rooms and is not yet furnished, but will in time be used as billiard and card rooms. The third or top floor is given over to the janitor and housekeeper.

The club now numbers about sixty active members. Card parties and other entertainments are given at intervals during the winter season. Club runs this summer have been well attended, and the club possesses some good road riders. There are about twelve centaurs in the club and, by the way, centuries are no "snap" around Kansas City, but are said to be equal to doubles in some other places.

The club also boasts of racing men who have surprised themselves and their friends, too, this season. Among them may be mentioned H. R. Warren, who holds the Missouri state record for the mile, made at Springfield July 4, also C. Kindervatter, with the two-mile Missouri championship, made at same place.

Others worthy of note are E. A. Hatfield, N. T. Haynes, F. F. Campbell, G. P. Moore, A. J. Henley, E. S. Hall and A. L. Brunner, and some others who may be surprised next year.

The officers of the club are as follows: J. P. Ridwell, president; N. T. Haynes, vice-president; E. P. Moriarty, secretary; D. F. Boyd, treasurer; H. R. Warren, captain; F. F. Campbell, first lieutenant; G. P. Moore, second lieutenant.

Lincoln May Build.

From a strictly business standpoint the Lincoln Cycling Club is one of Chicago's leading clubs and much nearer the actual building of a club house of its own than are some of the clubs paying rent for houses built for and occupied by them as club property. The Lincoln's enter the new year with a large balance in the treasury and every debt paid.

Home From a Hunting Trip.

Harry Wheeler, the eastern racing crack, arrived in Chicago last Wednesday from a western hunting trip. In Indian Territory he and a party of six friends shot nine deer and forty turkeys in a day's shooting.



Loughley and W. W. Arnot. T. A. Edge rode it in the North Road handicap, capturing third time, and it took part in three great team races. In September Edward Dance broke the Brighton-and-back record on it. These and still other victories have sown no marks of weakness on this first of all the New Howe machines last season.

Prizes for Illinois C. C. Men.

The Illinois Cycling Club's offer of three prizes in November for the highest runs, in contest, in bowling, billiards and pool resulted in much warm competition, although many of the club's best players failed to find time to compete. Joe Burton won the billiard contest with a run of twenty-four, receiving as a prize a billiard cue; Fred Strong bowled seventy-three at four back; Harry Chisholm captured the pool prize with a run of twenty-seven, and received a club pin as a prize.

Big Athletic Show.

The Cook County Wheelmen are in active preparation for an athletic entertainment just after the first of the year. Four tug of war teams have been formed of club members; two teams of lightweight and two heavy-weight. The contests between these teams for the championship will be a great feature of the entertainment.

bias early in the spring but relinquished it to the Midland Bicycle Company before the season was half over. The Midland company also pushed the Liberty and cheap wheels. C. B. Ellis, the only one who was not a novice in the wheel business, sold the Western Wheel Work's line only and says he has nothing to complain of.

The riders of Kansas City were somewhat surprised at Mr. "Cote Taille's" report of Kansas City, and suggest that he must have passed through in the night on one of those accommodation trains that are so pre-ominating in the west. If his report of other cities is equally as correct it must be indeed valuable.

One thing that has assisted in the rapid growth of cycling is the improvement of streets. Main, Walnut, Delaware and Ninth streets have been paved with asphalt. Many other streets have been paved with brick and gravel and the country roads have been improved materially.

One of the nicest little runs out of Kansas City and the one that is most frequently shown to visitors is the Waldo Park road. This is an extension of Troost avenue, and is macadamized for seven and one-half miles. The road runs due south and lies over hills that afford magnificent coasts. When all the other roads are bad, the invariable order is a

RAGLAN CYCLES

.....ARE REPRESENTED BY.....

Harber Bros. Co.,

Bloomington, Illinois,

In Chicago and Western States.

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310 Broadway, New York City,

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And Manufactured of the Best of Everything By

TAYLOR, COOPER & BEDNELL, Ltd.

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"WE NEVER SLEEP."

THE ORIGINAL

≡ **REGAN** ≡

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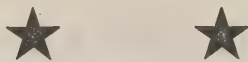


BOOK, NEWSPAPER

—AND—

**GENERAL JOB PRINTING.
BINDING.**

Press Work For the Trade.

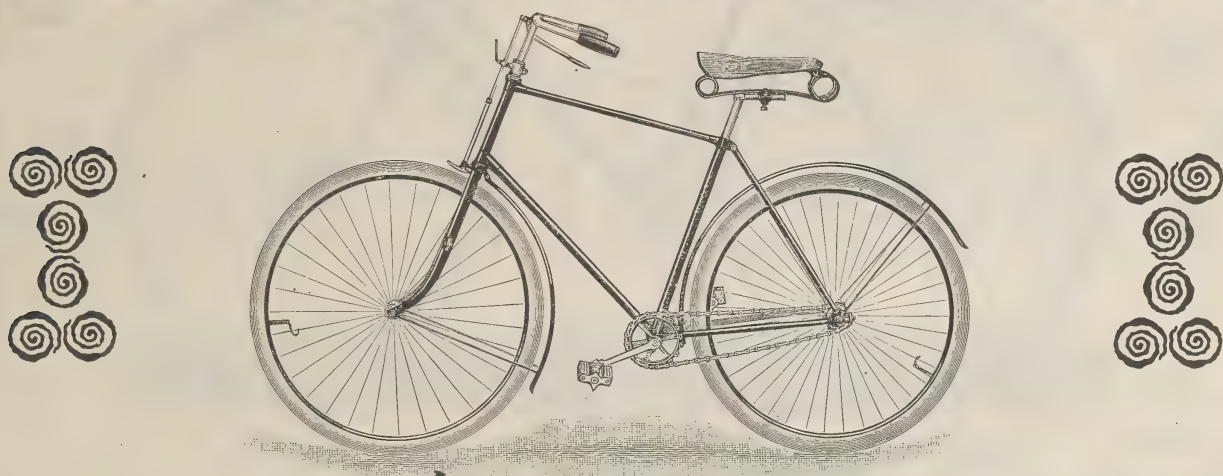


J. L. REGAN, Manager.

87 to 91 Plymouth Place, - - Formerly Third Ave.
Chicago.

TELEPHONE, 1954.

WE HAVE THE EARTH
AND WE SHALL
COVER IT WITH THE
NEW HOWE



We Are Now Prepared To Give
TERRITORY
TO RESPONSIBLE FIRMS.



FOR PARTICULARS APPLY TO
STEPHEN :- GOLDER,

WHEEL OFFICE, 43 EAST VAN BUREN ST., CHICAGO



NEW HOWE MACHINE CO., GLASGOW, SCOTLAND.

LARGEST CYCLE FACTORY IN THE WORLD.

New York State Agent: AMOS SHIRLEY, 978 Eighth avenue, New York City.

Canadian Agent: H. P. DAVIES CO. (Ltd.), Yonge street, Toronto.

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INDIANAPOLIS, IND.,

HAVE A WINNING LINE FOR 1893.

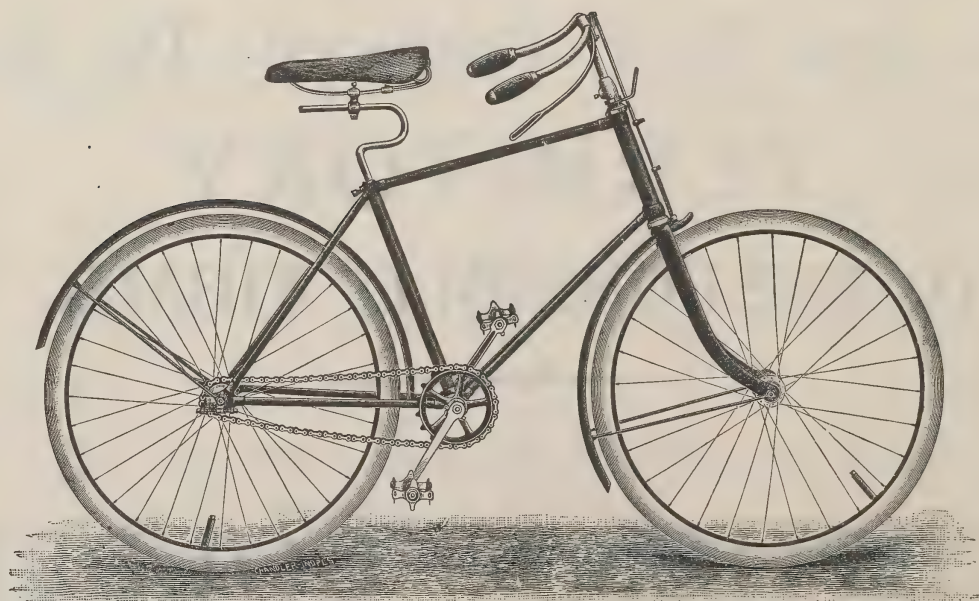
Roadster,
35 Lbs.
Scorcher,
31 Lbs.



All Drop
Forgings
And 18^A/_N 20
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Best Import-
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THE WAVERLY, - - - - \$135.00.

Best
Pneumatic
Tire, 1 5-8 in.
The only
Strictly
High-Grade
Boys' Wheels
Made in
America.



Drop
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THE WIZZARD, 24-IN. WHEELS, \$65.00.

THE WINNER, 26-IN. WHEELS. \$75.00.

AGENTS WANTED for 1893, to sell the Best and Most Complete Line of Wheels made in America.

We also make Nipples, Rims, Drop Forgings, Mud, Chain and Dress Guards to supply the trade. Write at once for Catalogue and Terms.

IF YOU WANT A

HIGH GRADE WHEEL

WAIT FOR

“THE GOODWIN”

IT WILL BE ON THE 1893 MARKET.



NATIONAL CYCLE MFG. COMPANY

— BAY CITY, MICHIGAN.

THE SNELL CYCLE FITTINGS COMPANY

SAMUEL SNELL, General Manager.

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MANUFACTURERS OF

CYCLE LAMPS,

BELLS, HUBS,

PEDALS, RIMS,

FORKS, CHAIN,

CEMENT, ETC.

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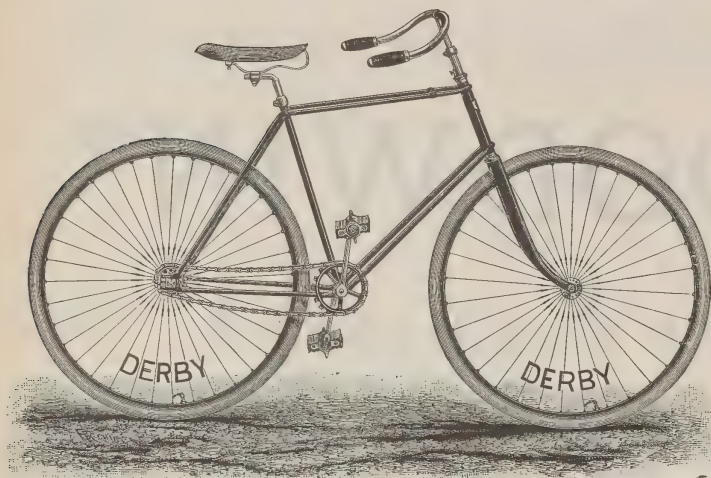
Sole Agents For

Thos. Warwick & Sons, Ltd., Birmingham, Eng.
Hudson & Co. Tube Works, “ “
Brooks' Saddles, - - - “ “

MY NAME IS

...

DERBY



Morgan & Wright Pneumatic, 32 lbs., \$150.00

DETAIL.—Frame, Derby pattern, double throughout, from continuous seamless steel tubing; 9-inch head; Wheel Base, 44 inches; Wheels, 30 inches; Gearing, 57 and 63 inches; Round Cranks, 6 1-2 and 7 inch throw; Humber Chain; Garford Saddle; Drop Forgings throughout. We have the best and most simple Spokes made; they can be replaced by the rider without removing the tire, and are fully explained and illustrated in our catalogue. Tangent Spokes if desired. For beauty and simplicity there is no equal. For service none can be made better. Manassman's Spiral Tubing. Tool Steel Bearings.

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SCHULMBURG CYCLE CO., Ag'ts—State of Michigan, 100 Randolph St., Detroit, Mich.
GEO. F. LUTZ & SON, 265 High St., Buffalo, N. Y.
NOVELTY CARRIAGE WORKS, Rochester, N. Y.

THE H. H. KIFFE COMPANY, 473 Broadway, N. Y. City and Long Island.
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FISCHER GOVERNOR COMPANY, Marshalltown, Iowa.

Have You Seen the '93 Ariels?

Our cuts will appear next week.

Now is the time to write for agency.

Catalogues ready for delivery January 1st, 1893.

ARIEL CYCLE MANUFACTURING CO., GOSHEN, IND.

CHICAGO STORE, 277 WABASH AVENUE.

YOU ARE GETTING LEFT, ARE YOU?

WELL, WE PITY YOU. YOU SAY YOU CANNOT GO THEIR PACE, AND WE CAN EASILY UNDERSTAND YOU, FOR THE SIMPLE REASON THAT YOU DO NOT RIDE A FAST MACHINE. NOW RIDE A

—PEREGRINE—

AND YOUR ONLY FEAR WILL BE THAT THE MACHINE MAY RUN CLEAN AWAY WITH YOU.

THE MAKERS OF THIS GRAND MOUNT ARE

THE LEICESTER CYCLE CO., FRIDAY STREET, ... LEICESTER, ENG.

U. S. A. Agents, VON LENDERKE & DETMOLD, New York, U. S. A.

WE POSITIVELY REFUSE ANY MORE ORDERS for SHIPMENT IN 1893.

1,200 Wheels Contracted For. WHO TO?

Read:—————

Detroit Cycle Company, Detroit, Mich.—Agents for Michigan, Indiana and Wisconsin.

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A. H. Pomeroy & Co., Hartford, Conn.—Agents for New York State and State of Connecticut.

Will publish the rest of our agents in the next issue.

THE MCCUNE CYCLE CO., Everett, Massachusetts.



B 19—"GIRDER" RACE SADDLE.
Our New "Geared Ordinary" Saddle,
surpasses all others

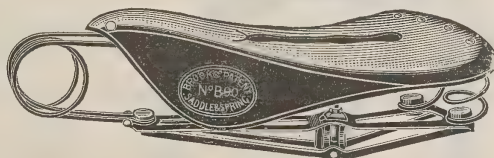
BROOKS' SADDLES

(American Patents Granted and Pending.)



B 17—"SPEEDWELL" Race Saddle
Our New "Geared Ordinary" Saddle
surpasses all others.

FOR CORRECT
MECHANICAL PRINCIPLE, CAREFUL ATTENTION TO DETAIL.



B 90, Roadster. B 91, Semi-Racer. B 92, Light Scorchers.

DO NOT

PLACE YOUR CONTRACTS TILL YOU HAVE
SEEN OUR LATEST PRODUCTIONS.

LIGHTNESS, WITH DURABILITY AND STERLING EXCELLENCE OF QUALITY

EXCEL ALL OTHERS.

THEY ARE WORTH THE ATTENTION OF ALL
FIRST CLASS FIRMS.



J. B. BROOKS & COMPANY, BIRMINGHAM, ENG.

American Representative, **MR. SAMUEL SNELL, Toledo, Ohio.**



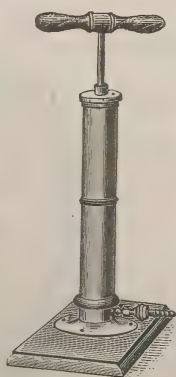
Here is Something You Must Have. The Novelty Cyclometer

Every rider will buy it, as it is simple, accurate and complete. It runs to one hundred miles and repeats. Can be set at zero at the commencement of each trip. Easily fastened to the front fork in a moment by any one. A water proof record card and full directions with each one.

Made and Sold by the

**Recording Instrument Co.,
22 Chapman Pl. Boston, Mass.**

Pneumatic Tire Air Pumps.



**COPPER AND STEEL
AIR RECEIVERS.**

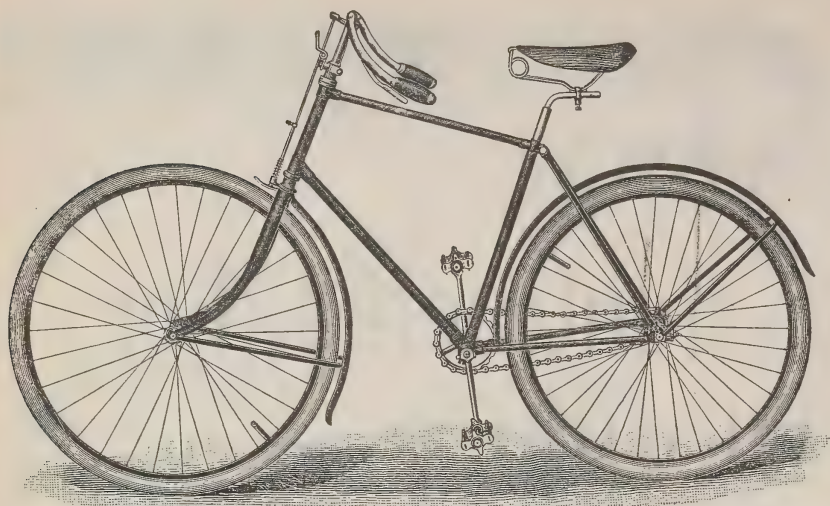
PRESSURE VALVES & AIR GAUGES.

We make the **BEST Pump** in the market. A full line always on hand. Write for prices before purchasing elsewhere.

ROBT. OWENS,

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THE MOST PERFECT
CYCLE IN THE WORLD.

NIAGARA -- ROADSTER.

WEIGHT, ALL ON, 38 LBS.

—HOLLOW RIMS—

\$150.00.

☞ Correspondence Solicited.

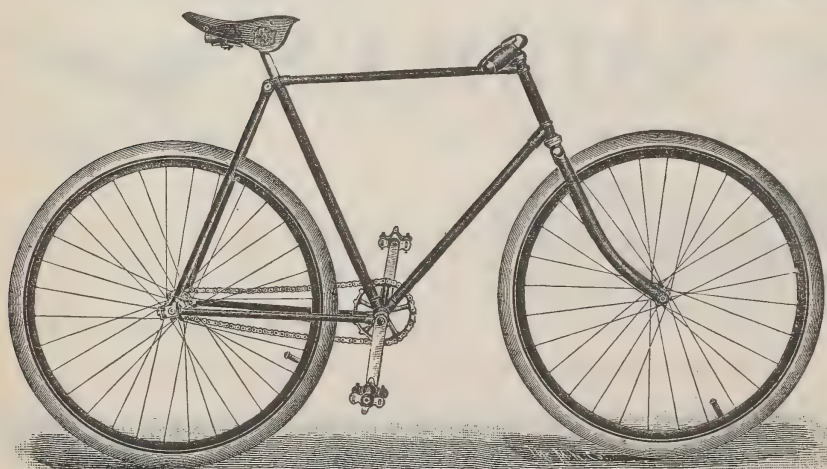
OUR SEMI-RACER.

—Fitted With Brake—

WEIGHT 27 LBS.

Those desiring a Light, Strong Wheel for scorching will find this superior to any wheel in the market. Correspondence solicited.

PRICE, \$150.00.



THE NIAGARA RACER.

We guarantee this wheel for the track
It is built to win.

WEIGHT, 24 LBS.

Racers Built to Reach.

PRICE, \$150.00.

AGENTS WANTED.

The Maid of the Mist.

We claim this is the Most Rigid Lady's
Wheel Ever Built. (Patent applied for.)

PRICE, \$150.00.

Agents Wanted.

Buffalo Wheel Co.,

Buffalo, N. Y.



“There is a tide in the affairs of men which, if taken at its flood, leads on to fortune.”

CONSTANCY.

The constant drop of water
Wears away the hardest stone;
The constant gnaw of Towser
Masticates the toughest bone;
The constant cooing lover,
With his incomparable tact,
Carries off the blushing maiden
On his speedy CATARACT.

There will be a “tide at its flood” for some live person in every city where we have no agent for '93, and the first man in the field will reap the rich harvest.

We want good, live agents in all unoccupied territory and can offer

More and Better Inducements

Than any other house in the cycle trade. We import the

Famous Cataract Safeties,

Which are the finest wheels ever landed in America. They are the very **Essence of Simplicity** and the **Acme of Perfection**.

We make any desired changes, and furnish a wheel

=====“AS YOU LIKE IT.”=====

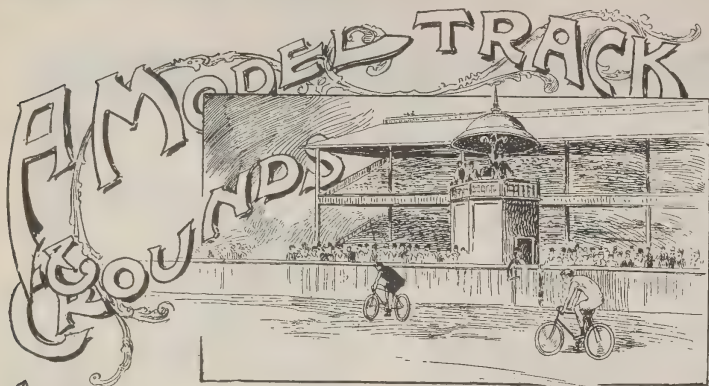
34,980 WHEELS—NO TWO ALIKE.

Jobbers in the far East and West wanted to take State Agencies. 1893 samples and catalogue soon.

C. H. SCHUB,

Importer and Jobber of All Kinds of Cycles,
CHICAGO, ILL. : : AND : : SOUTH BEND, IND.

All Mail to South Bend.



It is doubtful whether there is such a thing in the United States as a model cycle track and grounds. Probably that at Springfield, Mass., is the nearest to perfection in all details, but it is far from what is demanded at this age in cycling. Experience has shown that a quarter-mile track is too small for the comfort of the riders or the accommodation of sufficient grand stand room. A mile track is entirely out of the question from the spectators' point of view and, consequently, that of the management part of the meet. With a mile track only the finish may be seen and as the track is usually sixty or eighty feet wide and the grand stand thirty or forty feet back, those even in the front seats are at least a hundred feet from the pole, where the finish in almost every race occurs. The numbers nor the riders can be distinguished when so much space is between them and the grand stand. A half-mile track, too, is a little too large for the benefit of the public, so that it seems to be the general opinion that a third of a mile oval is about the proper size.

DEPENDS UPON THE LOCALITY.

It does not follow that what one locality would require as to track and appurtenances would satisfy the demands of another. A small place could doubtless get along with a quarter-mile track if a big field of starters was not expected, and the size of the grand stand would, of course, depend altogether upon the number of people to be accommodated. The plans which are shown herewith, however, will be suitable for almost any size place, for the buildings, etc., can be made either larger or smaller. The track could be constructed under a similar plan. But to have thoroughly successful and interesting racing a third of a mile track should by all means be built. Those who have attended the race meets all over the country, and have seen all varieties of tracks, will testify to this.

CONSTRUCTION OF THE TRACK.

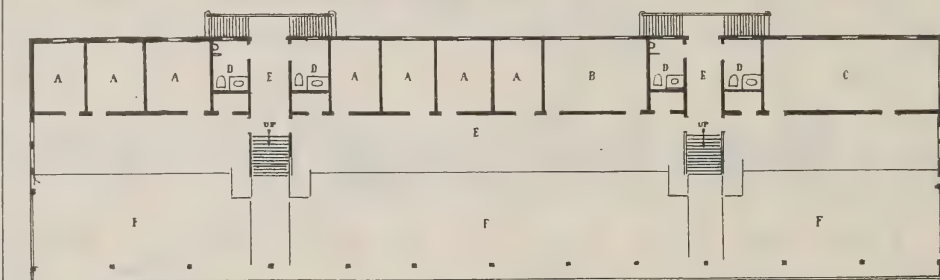
Track construction is something on which opinions differ; like everything else, what may suit one man will not satisfy all. Cement will undoubtedly



UMPIRE STAND

outlive almost any other material that could be put in a track, but for so large a circle as a third of a mile cement would cost a small fortune. Boards would be better, we think, and cheaper, for a track could be built with the latter for from \$3,000 to \$3,500. Macadam and

gravel tracks have not proved successful, because it seems impossible to make the surface material pack. Sand and clay mixed and loam seem to be the most desirable materials for the surface of cycle tracks. The famous record-breaking track at Springfield is made of sand and clay, mixed before being put down, and the kite track at Independence, Ia., is of loam. There is no rule for the foundation of a track; in fact, some of those that are made only of loam placed on the natural ground have proved to be quite as fast as those on which thousands of dollars had been spent for foundations. So long as the track has a good, substantial foundation from eighteen inches to two feet deep—of rock, stone or slag, well packed and settled—in which there



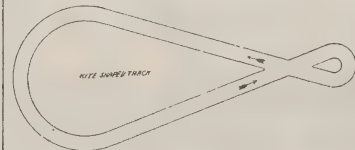
- A - ROOM
- B - SMOKER
- C - LADIES
- D - TOILET
- E - PASSAGE
- F - SEATS

SECOND STORY

is a liberal use of tile for drainage, there need be no trouble.

DRAINAGE IS NECESSARY.

To properly drain the track a gutter should be located at the inside edge of the same all the way round, with catch-basins at suitable distances, so that the



surface water may drain into a sewer—or under the track and out of the grounds. The tile drains under the track can be so arranged as to drain into these gutters.

SURFACE FOR TRACKS.

The surface of the best tracks has been laid in two or three parts. On the foundation from three to five inches of fine, dry clay is placed, and after this is leveled and rolled thoroughly a second layer of say three inches of sand and clay mixed is placed. This also is well leveled and rolled. Then the top dressing is put on. Dry clay and sand mixed is preferable, loam (particularly that from southern Indiana) is excellent, fine gravel will do under some circumstances and crushed stone screenings (top dressing) is a last resort. A small quantity of brick dust worked into the surface is most beneficial in making it smooth and hard. Before the surface is put down the other layers of material should be allowed ample time to settle.

After the surface has been thoroughly rolled, scraped and rolled—and this work repeated until the track is absolutely even and smooth—the track proper is complete.

THIRD OF A MILE TRACK.

The plan shown herewith is for a third of a mile track, with straights 300 feet long, 40 feet wide on the home-stretch, turns graduating to 30 feet on the back stretch (35 feet wide at the center of the turn). The proper banking for this size of track would be 1 1-2 feet in 7 (at the middle of the turns), as judged by the banking of the best quarter, half and mile tracks in the United States—those upon which the best records have been made in competition.

The banking should begin on the outside of the straights at a point about ten yards back of the commencement of the curve (at the pole it commences at the intersection of the straight and curve), and rise gradually to the half-way point on the curve, at which point it would have a rise of 1 1-2 feet in 7 (or 7 1-2 feet on the outside of a track of the dimensions shown on the opposite pages. This same pitch (1 1-2 feet in 7) should maintain for a distance of from sixty to seventy feet beyond the centre, when the graduation downward (on the outside of the track) to a point ten yards past the entrance to the straight is begun. The banking on the pole ceased at the intersection of the straight.

back of the line of measurement. As will be seen on the sketch, the radii for the track suggested are 184.62 feet and 219.62 feet, respectively, for the pole and outer edge, the eccentric being five feet.

JUDGES' STAND—NEW IDEA.

The judges' stand presented herewith is designed to be about fifteen feet long and ten feet wide, with stairs at the back leading to the upper portion. It is also



JUDGES STAND

designed to have the lower part some three feet below the level of the track and open in front. This would give the judges a better view of the finish of the race and do away with the necessity of stooping.

BULLETIN BOARDS.

Within the enclosure should be arranged large bulletin boards—as many as necessary so that all spectators may see them. These should be arranged to show on one side the starters' numbers

in the next race and the result of the preceding event, thus:

FRONT SIDE.

EVENT No. 4.	STARTERS.
1	11 22 37
5	15 30 38
6	21 35 40

REVERSE SIDE.

EVENT No. 3.	RESULT.
First,	No. 10.
Second,	No. 1.
Third,	No. 20.
Time,	2:40 2-5.

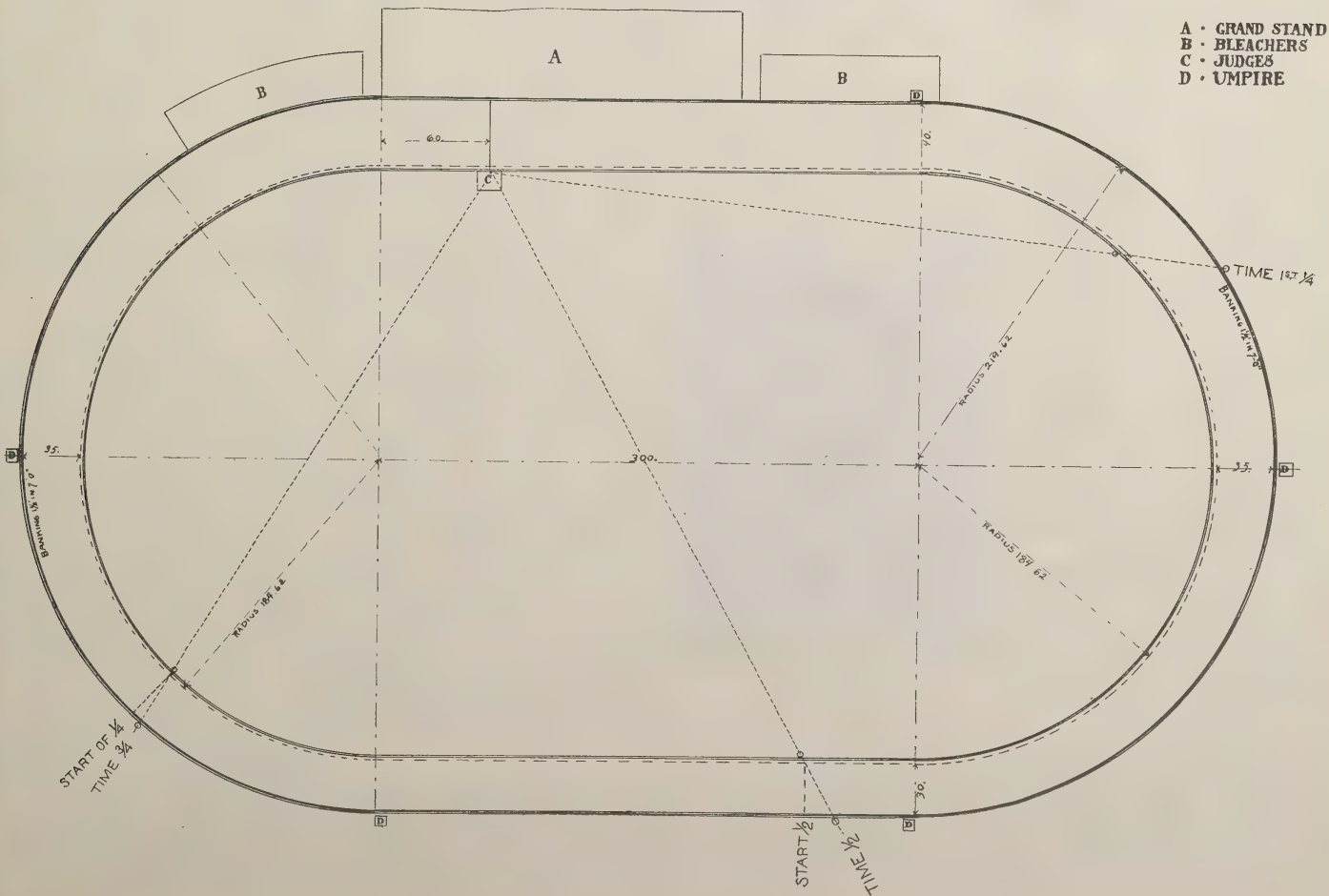
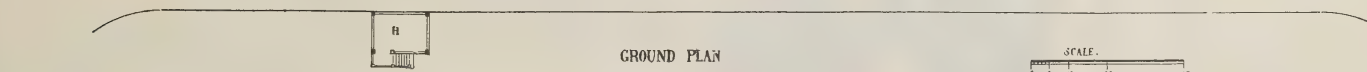
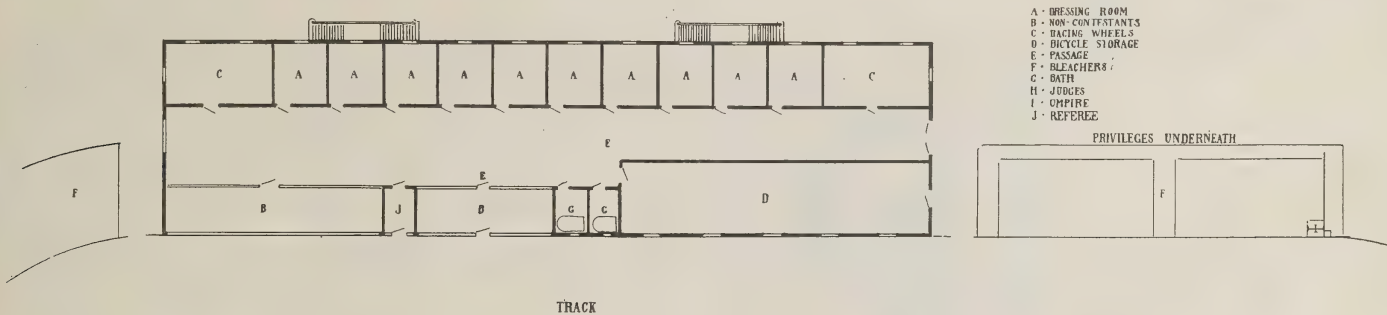
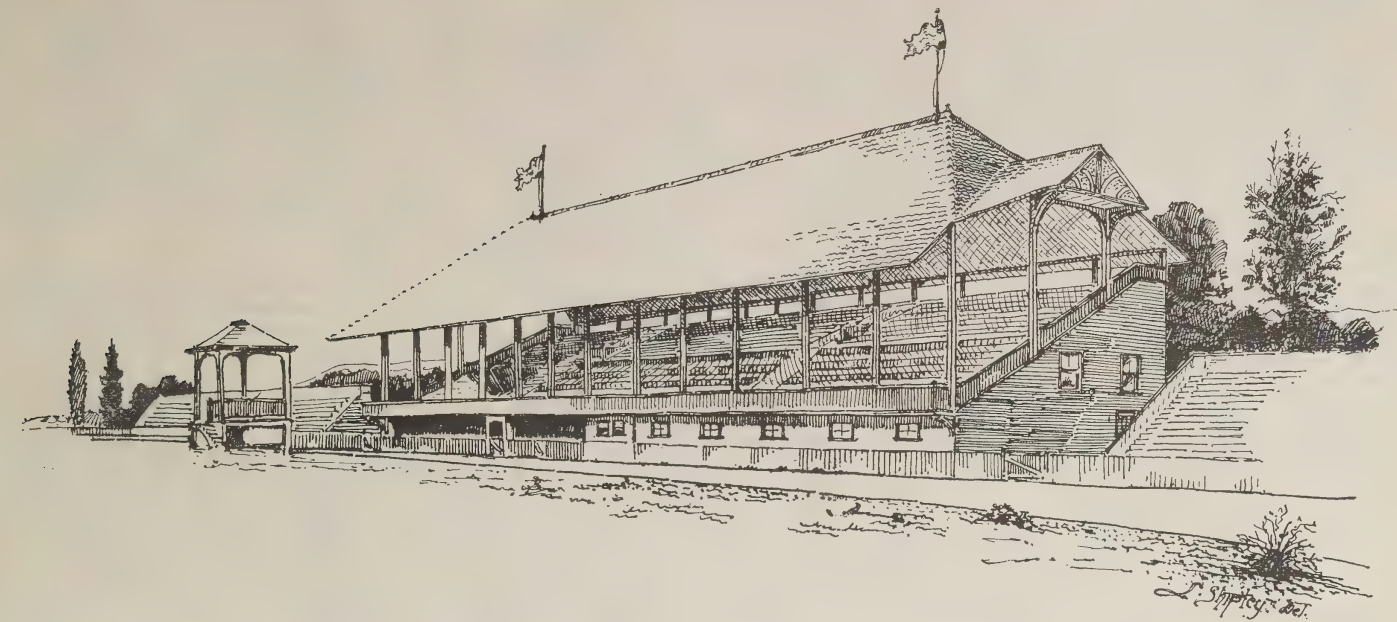
The board should be large, so that the numbers of a large field may be displayed, and it should be arranged to revolve, so that while one side is exposed to the spectators the other may be changed. Large cards, with eyelet holes, and numbers printed on them so that they may be hung on little nails or hooks, will answer the purpose.

A SERIES OF SIGNALS.

A very large gong should be arranged in the judges' stand to announce the last lap. Usually the bell is so small a rider cannot hear it when rung. A system of electric signals should be established. A bell in the contestants' quarters, operated from the judges' stand, would announce the number of the next race five min-

(Concluded on Page 88.)

A MODEL TRACK AND GROUNDS.



utes before starting time, and a second bell would be the last call. All who did not respond within five minutes could be barred from passing through the gates to the track. A system of signals from the quarter and half starting places could also be arranged so that when all was in readiness at the start and again at the instant the pistol was fired a bell in the judges' stand would ring,

THE GRAND STAND.

We shall not attempt herewith to furnish working plans for the grand stand, bleachers, judges' stand and umpires' boxes—we can do so upon application and at a nominal cost—because no two places would be apt to want the same size buildings. We have aimed to lay out the grounds and surroundings in a general way. By consulting the ground plan it will be seen that the space under the grand stand is carefully divided into dressing rooms (A), wheel rooms for racing men (C), wheel room (D) for the general public, bath rooms (G), a cozy little room (J) for the referee and a judge, which is entirely open in front excepting a wire fence and gate three feet high, and a space (B) to the left of the referee's box, about 10 feet deep and 60 feet long wherein the racing man may stand to witness a race in which they do not participate.

ALSO FOR CONTESTANTS.

A strong fence, about four feet high extends along the front, so that admittance to the track cannot be had from this retreat. On the other side of the referee's box is a similar place and through which contestants must pass in order to go to their starting places. Before passing through the last gate they should be compelled to give their numbers to the assistant clerk (located at K) in order that the judges and scorers shall know the starters and in order that their numbers may be posted on the bulletin boards. In the dressing rooms suitable cots, lockers, washbowls, lamps or gas fixtures, etc., can be arranged, while stands should be provided in the wheel rooms. It is designed that the privileges, if any be allowed on the grounds, be under the bleachers.

TWO STAIRWAYS.

Access to the grand stand is by two stairways beginning at the back of the building and ending directly among the seats, thus giving two large exits and entrances. It will be impossible to get into the stand except by these stairways. It will be noticed (see second story plan) that each stairway passes the second story hall way, off of which are dressing rooms, toilet rooms and a ladies' parlor (C), which is designed to be handsomely fitted up.

OTHER ARRANGEMENTS IF NECESSARY.

The grand stand can be a "double decker" if desired, but with the bleachers for those with general admission tickets and the grand stand proper for reserved seats the design here shown is apt to provide ample accommodation for the average community. A double decked grand stand would of course nearly double the seating capacity.

Carriage sheds would accommodate many who would desire to drive to the grounds and would want a place to shelter their rigs.

Two large gates, with ticket sellers' boxes on either side would be sufficient for any grounds.

SOME GOOD RULES.

Compel trainers and starters to leave the track within thirty seconds after the start of the race or disqualify the man started by the one disobeying the rule. The next time the rider would see that his starter obeyed the rules.

Allow no one on the track to train

unless his entry fees are paid or he is a regular member of the organization owning the track.

Have the numbers placed on the arms of the men so that those in the grand and judges' stands can distinguish the riders.

Do not allow wheels to remain on the track at any time; a room is provided for them under the grand stand.

Allow no one on the track, not even an official. The plans herewith provide convenient places for all.

When the track is being rolled or scraped muffle the horse's feet with old bags or cloth.

Put barb wire on the top of the fence to keep out the small boy.

Provide drinking places in the grand stand and bleachers.

Allow no one on the track except he be on a wheel.

Kansas Division Officers.

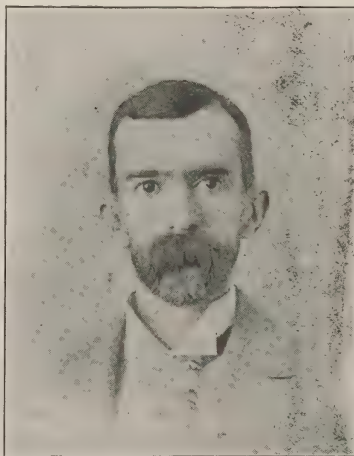
Kansas was one of the few states which changed officers at the late L. A. W. election. We present this week pictures of the new chief consul and secretary-treasurer.

Chief Consul Henry F. Harris lives at



HENRY E. HARRIS,
Chief Consul Kansas Division.

Fort Scott and is a corporation lawyer by profession. He has been a wheelman since April, 1891, and is proudest when called a "crank" on cycling. The new secretary-treasurer, Austin Hawley, of



AUSTIN HAWLEY,
Secretary-Treasurer Kansas Division.

Girard, is a warm friend of Mr. Harris, and it is likely that the two will pull in double harness most effectively. The latter commenced riding many years ago on an ordinary, and is an accomplished gentlemen and hard worker for the league.

ROVER'S TRADE CHAT.

He Talks About Tires, Length of Wheel Base and Other Things.

EDITOR REFEREE:—It is said a small air tire is less liable to slip than a big one. This is quite correct. The side slip of the average pneumatic is a source of great annoyance (and not a little danger), and considerable comment in the press and elsewhere. Yet a decided prejudice exists among certain manufacturers, who buy their tires, at that, and some riders, against a tire with corrugated surface, which reduces side slipping to a minimum, and has exactly the same effect when inflated to thirty or forty pounds pressure as a small tire, yet will accommodate itself to a sandy surface. This blind prejudice on the part of certain makers has been carried so far that the makers of those corrugated tires have had moulds made with no corrugations, so as to give them their choice. Strange to say, many of the biggest kickers on "those ridges," when told they can have smooth tires if preferred, place orders for the corrugated. If some people couldn't kick they couldn't live happily.

Speaking of small tires reminds me that many manufacturers are prone to use racing tires on their road wheels, presumably owing to a saving in weight of from two to three pounds. This is a great mistake. A rider will expect just the same service from that racing tire, if put on your roadster or light roadster, as of a full road tire. If using racing tires, call your machine a road racer and state it has racing tires. If you don't, look out for trouble. No racing tire yet made will stand a rutty road. The writer has seen dozens of them tried, and knows. If riders want them, all right; but call them by their right names. It will save you many letters and a great deal of trouble in the long run.

Some believe that a wheel with a short wheel base is more easily handled over rutty roads than one with a long base. I think the same way. For road use the long base is a dead goose. Machines built with 28-inch wheels and 42 to 43-inch base will be the favorites for 1893. If one or both wheels are thirty inches, a couple of inches more may do no harm, yet it seems to be the opinion of most rough road riders that forty-two inches is base enough. Personal experience convinces the writer of the soundness of this theory. The easiest handling road machine the writer ever tried for ruts and other rough surfaces was a 30x26, with 42-inch base. The large driver pulls out of a rut much better than a small one, while the small steerer can be lifted with greater ease, providing your weight is well back. Old Star riders will agree on this point.

To those who are not in an athletically fit condition, and who wish to travel as much at their ease as possible, a two-speed gear is undoubtedly a great advantage.—Sporting Life.

There is little doubt that a two-speed gear, if made right, is an advantage on the road. I have done some experimenting with it, but up to present time have seen but one which is practical. Most of them add from three to five pounds weight, are complicated and liable to get out of order. The writer is of the opinion that they will be used more or less in a year or two, where hills and rough roads abound.

Spooner, the ex-twenty-four-hour champion, wonders if men will be able to do their best in Denver in '94, should the league championships be run there. Let some of our 2:10 men go there and try

that atmosphere. I'll bank on their failing to do their best; and mark my words for it, they will respect Louis Block's 2:32 for the mile more than any 2:10 mile they ever did. It would be a regular picnic for Gerwing, Block and others to scoop everything, unless our eastern men have ten days' or two weeks' training in that rarified atmosphere. One mile above sea level is nearer heaven than most of our simon-pures have been.

I notice my old friend, that able writer (sometimes called a crank, but often nearer the truth in his crank assertions than otherwise), La Cote Mal Taile, has again taken to the road. His weekly articles are of manifest interest to the trade and rider alike. He agrees with yours truly on the prospects for '93, and seems to be of the opinion that something will drop. Sure. It was La Cote Mal Taile that induced the writer to engage as an agent in the bicycle business 'way back in '85; and Verax was responsible for inducing him to become an "angel of cycle commerce" a few years later.

ROVER.

A Very Desirable Line.

Warman & Hazlewood will place on the market a straight-framed ladies' wheel, tipping the scales at thirty-four pounds. This company's No. 14 gentlemen's is what the American market wants, weighing but thirty-four pounds all on and stripping to thirty-two pounds without removing the wheel. The head is ten and one-half inches, wheel base forty-six inches and depth of frame twenty-one inches. It is constructed of the very best English weldless steel tube and drop forgings throughout. The finish is up to the very highest standard.

Many Using Elliptic Sprockets.

L. M. De Vore, of the Elliptic sprocket wheel frame, was in the city last week. He names over a half dozen firms which have purchased shop rights—right to manufacture for their own use—of him. Among these may be named the Pope, Eagle, Marble, Ariel, Gormully & Jeffery, Imperial and other concerns, while many more are negotiating with a representative now in the east. About stories of former patents, in use long before, etc., Mr. De Vore smiles knowingly and says his first application for patent was filed in February of '90, allowed in July of same year, and that he is fully protected and will prosecute infringers to the extent of the law.

The Ariel for 1893.

The Ariel Cycle Company will manufacture 2,000 bicycles the coming year, not on paper, but in the factory. It was its determination to turn out half that number last year, and it fell only a few machines short. The company now has in the factory tubing for 2,000 machines, with all other material for 1,000 and the balance on the way. The Ariel of '92 was rather heavy, but stood the hardest abuse perfectly and gave splendid satisfaction. The Ariel of '93 will be a great deal lighter and will give as good service if six months' severe testing of a half dozen machines is any criterion.

Think it a Fad.

Englishmen laugh at Americans because they insist on having lighter machines on American "beastly" roads than Englishmen as a rule use on the boulevard roads of England. They believe it a fad that will soon die out, and that thirty-four to thirty-seven pounds is light enough for any man.

Are You Going
To the Philadelphia Show?

If you are, do not fail to visit stands No.
99. No. 100 and No. 101. We will
occupy them with a full line of

Sunol
TRADE-MARK

And King of Scorchers Bicycles, Crypto
Geared Ordinaries and Front Driving
Safeties and Lucas Lamps and other sun-
dries. Our exhibit cannot fail to inter-
est you.

The McIntosh-Huntington Co.,

CLEVELAND, O.

CYCLING ON THE COAST.

THE PAST SEASON A MOST SUCCESSFUL ONE IN RACING.

Many Fast Riders Developed—Coast Records Broken—New Division Of- fers at Work—Several Good Tracks.

The season of '92 should go on record as the renaissance period of the past-time of cycling on the Pacific Coast.

Last year the pneumatic tire was practically unknown—the cushion was king. Light wheels were not to be had. There were no specially laid bicycle tracks. There was no one who stood out above his fellow riders as the best man of the year. The opposite of all these facts is the case to-day. The pneumatic tire is in almost universal use. The demand is altogether for light wheels and the dealers are prepared to encourage and supply that demand.

Within a few hours' ride of San Francisco there are three excellent tracks built and controlled by cyclists. The number of new riders reaches a figure that few would believe possible. A local dealer exhibited his cash book to me showing from fifteen to twenty-five lessons given day after day in the art and pastime of cycle riding. There is practically no demand for medium-grade wheels, purchasers apparently wanting to be up to date in their mounts. Never since the California division was organized and its first chief consul, Robert M. Welch, placed it on a firm footing and made it a power in the sport throughout the coast, has it had brighter prospects or given promise of greater results than it does to-day.

Captain George H. Strong, the new chief executive, is a genuine sportsman of the highest type. He has been closely identified with athletics, rowing and cycling on this coast for many years; is thoroughly informed on racing and training, and is a competent timekeeper. His committees will be composed of practical men who are interested in the different branches of the league's work. He has no old scores to pay off, nor intimates whom he wishes to cloak with a little brief authority.

The secretary-treasurer, Mr. Ripley, is especially adapted for the office, as he is public librarian of Sacramento. He is secretary of a number of institutions and is immensely popular.

THE ASSOCIATED CLUBS.

In July the local clubs, acting on an invitation of the San Francisco Bicycle Club, formed the Associated Cycling Clubs of California. There are now eleven clubs in the association and it is proving a most useful auxiliary to the division. Its president, Thomas R. Knox, a prominent lawyer, and its secretary, Henry F. Wynne, are both earnest workers and have no other desire than the advancement of the sport. The association is composed of three delegates from each club. Owing to this basis of representation a small club has as much power as a large one in the workings of the association. Its objects are to bring the clubs into closer relation, to encourage and legislate for road racing and to establish championships at distances not covered by the league. It arranged an excursion to the San Jose meet and as a result the railroad company turned \$150 into its treasury, thus placing it on a good financial foundation at its very inception. Next year it will endeavor to arrange a special train for western wheelmen who may desire to attend the league meet at Chicago.

Chief Consul Strong recognizes the worth of the new association and wishes it to settle the petty differences of the clubs, leaving his office, as it were, a court of last resort, to which matters of unusual importance may be referred for settlement.

A RACING RETROSPECT.

The racing during the past season has been of the highest class. In northern California we have had eight race meets and they have been uniformly successful. On the Alameda track, which was the first built with banked corners and up to date in every particular, three of these meets were held. San Jose held two, Stockton two, and Sacramento one. The first meet of the year was at Alameda on May 30. The mile record was lowered three times in the first four heats of the novice race and from this it was anticipated that before the end of the season records would be placed at a point where they would compare favorably with eastern and English times.

Foster in the mile championship and spoiling his chance in the five-mile race by a bad fall. At this meeting he was not properly mounted, and did not ride as well as he should have done, yet it was evident that he was in the champion class. On July 4 he won his heat in the mile handicap from scratch, but finished behind Osen and Foster in the final. In the five-mile scratch he had a clean lead all the way up the finishing straight but checked momentarily within a few yards of the tape and Osen, coming with a rattle at the finish, just beat him out by inches. He showed his true form for the first time at Alameda on Sept. 5, since which meeting he has not been beaten. At this meeting he won the quarter-mile scratch and the mile handicap from scratch. His next appearance was at San Jose, when he won the half-mile safety championship and the five-mile scratch. On the latter race a time limit of fifteen minutes was placed, and it had to be ridden twice,

though this were not sufficient, a change of machines filled his cup of bitterness to overflowing and he has not since ridden with anything like the dash of his first races. I believe he must resemble Sanger, of Milwaukee, very much in temperament, as a recent article in the REFEREE on this rider seemed to have been written word for word for Foster. He is undoubtedly a good rider, but has an extravagant opinion of his own powers.

D. L. BURKE.

D. L. Burke of Los Angeles has had a very successful season, and is the best man of the year in the south. His times are much better than those of our local riders, but owing to the fact that proofs of their correctness have not been submitted to the racing board, they have not been officially accepted. The only line we have on his form is the fact that he has beaten Foster in the fastest time that rider has ever shown in a race. I first met Burke in June, 1890, since which time he has improved wonderfully. He was then a slashing big rider, mounted on a 57-inch Victor, and with the heavy style of the road rider. I interested Harry Leeming (than whom no better trainer ever lived) in him, and before ten days he had changed his style completely and had acquired the light style of an old racing man. He raced at San Jose and lost the mile championship to Henry Smith through not hearing the bell in the last lap. He sat up all the way around and did not make an effort until too late. The last lap took forty-two seconds. In his next race, a half-mile, he rode fast for the first half of the last lap, and then slowed down, as he was running away from his field. This lap occupied thirty-six seconds, and this on a slow track. He is considered to be better than 2:20 now, and if he improves on this form will sweep the board. His general tactics are to run men off their legs, but this will not do with a rider like Edwards, who is a stayer as well as a sprinter.

OTHER GOOD MEN.

G. A. Osen, the last of the quartette of scratch men, is something of an enigma, as he occasionally comes out and wins a brilliant race and then sinks for the time being into mediocrity. He is six feet four inches tall, and it seems impossible to tell when he is in condition. At one time he seemed unable to stand the pinch of a close finish, but this year he won three races, which proved conclusively that he must be game, as in each case he had every inch of the last lap disputed with him.

Grant Bell, through lack of systematic handling, has not been successful. He is a most sportsman-like rider, and invariably does the major part of the pacing.

Of all the racing men, Fred Magill of the Alameda Bicycle and Athletic Club, has been the most shrewdly handled. To-day there are not five persons who know what he is capable of. He won his novice race and several handicaps, not having been entered in any scratch races. The handicapper invariably placed him near the limit. He is taking moderate exercise this winter, and has already thickened up some, so that next season he should be well prepared for track work.

The only drawback to the racing has been bad handicapping, but as next year this branch of the sport will be in proper hands a vast improvement is looked for. During the season many riders refused to turn out in their heats of handicaps, as they saw they had no chance, as nearly every handicap developed into a scratch race before one lap had been ridden.

AN ENRHRISING CLUB.

The Alameda Bicycle and Athletic



WILBUR J. EDWARDS,
Champion of the Pacific Coast.

This promise has not been fulfilled, however, as some of the cracks commenced to display headwork of a very poor quality and set all the riders imitating them. In many instances this so-called head work has been ridiculously applied. Men who had no chance of winning would wait behind men who could beat them several seconds in the last quarter, whereas, had they gone all the way through they might have found a soft spot in the sprinters and scored.

THE COAST CHAMPION.

Since F. D. Elwell retired we have had no rider who stood out above the others until this year, when Wilbur J. Edwards, of the Garden City Cyclers of San Jose, stepped into the niche. He made his first appearance of the year at Alameda on May 30, riding second to

Edwards winning both times. He finished his season's racing at San Jose on Nov. 24, when he won both the one and five-mile safety scratch races.

Edwards is a perfect picture when in motion on his wheel. He is a great favorite with race goers and justly deserves to be, as he is modest and unassuming and takes his victories as becomes a champion. Next year, if properly handled, he should add to his list of firsts, and if beaten, it will be by a rider whom he has not as yet met on the path.

SOMETHING LIKE SANGER.

When the racing season opened W. F. Foster was thought by many people to be invincible. Before the season was far advanced, however, he bore evidence of being overtrained; to which was added the bad effects of two severe falls, and as

Club has done much for the sport during the past year. The track on the club's picturesque grounds, just on the edge of

will be on the same lines as the above machines but will weigh only twenty-one pounds. They feel very proud of



THE ALAMEDA TRACK

the bay of San Francisco, is probably as fast as any in the state, and will be much improved next season. The club bears the reputation of holding the best-conducted race meetings in this part of the country, and it is because of the great care taken in the selection of officials. Only competent men are asked to officiate, men who understand the duties in connection with which they are invited to act.

The club has played a far more prominent part in the stirring events of the past year than many people think, and with its powerful and influential membership has a long period of usefulness before it. Where many of its members have given their time and energies to the work to the club, comparisons would be invidious, but H. R. Williams, Jr., deserves more than passing mention. All through the year he has borne the burden of secretary's office, and has been an earnest worker in any direction the club's interests demand.

Preparations are already going on for next season, and a general advance is anticipated. Several new tracks are spoken of; it is known, however, that race meets will be conducted on a larger scale, and an effort will be made to popularize the sport and interest the general public.

One excellent result of the formation of the Associated Cycling Clubs has been to bring the clubs into harmonious relations, something that has been sadly needed during the past eight years of strife and bickering, during which period there is no doubt that the growth of the sport was retarded. The youthful element no longer controls the workings of the various clubs or of the league, and it is well that it is so.

However desirable young blood may be in any organization, it is the old head, grown conservative with years of battling with men of the world, that makes the best director of an organization that is full of energy, and asks but to be shown how that energy can be applied, to obtain the best results.

The Lovell 1893 Line.

The Lovell Diamond cycles for '93 will be a great surprise to the riding public. These wheels, as every one knows, are manufactured by the John P. Lovell Arms Company of Boston, and have been sold by them for the past three seasons. The new model frame is of the Humber pattern; steering head nine and three-quarter inches; wheel base, forty-four inches; front wheel, 30-inch with 1 3/4 inch tire; rear wheel, 28-inch with 2-inch tire; weight, thirty-six pounds. This same wheel, stripped and fitted with light pneumatic tires, will be known as the light roadster and will weigh about thirty pounds. They also expect to have their racer ready about the middle of the season. This

efficient room between the handle bars and saddle for mounting and dismounting, as it has been a great fault with many ladies' wheels that they are built so close that it is difficult to mount and dismount gracefully. The machine weighs complete thirty-seven pounds. The wheels are 28-inch and are fitted with 1 3/4-inch tires. They also have an excellent line of boys' and youths' safeties.

The 1893 Eclipse.

The '93 Eclipse promises to be one of the leading wheels of the season. It is built throughout with the finest quality of steel; drop forgings are used for all connections; shells, cones and all bearing parts are cut from tool steel and

finely finished and no pressed shells are used at all. The spokes are swaged down from number nine to number thirteen, and the threads are rolled on. The rims are perfectly turned and true on all edges; crank is the patent of the Eclipse company and has the advantage of using no crank pin to be hammered on, but a screw with a nut, a simple turn of which takes up all lost motion and insures a constantly tight crank; pedals are dust proof; tires of Morgan & Wright style of the finest quality of rubber, tough and yet resilient; saddle is the Eclipse pattern; handles of the drop pattern with cork and rubber combination grips; steering head, eleven inches; wheel base, forty-four inches; weight, thirty-four pounds; wheels are twenty-eight inches in diameter.

Think Charges Too High.

Some Chicago manufacturers and dealers are disposed to grumble at the

some profit. They say that with the cost of decorating, transportation and expense of attendants, Chicago manufacturers cannot exhibit at the show for much less than \$500. The manufacturers, they say, will some day resist and run two great shows themselves, one in the east, the other in the west, of which the expenses will be little more.

Lumsden to Remain a "Pure."

Lumsden denies most emphatically that he intends riding for cash or even a maker next year; he can't afford it, for he prefers to pay attention to business rather than devote his time to racing. The Chicago man says this decision is final, notwithstanding the fact that people think he will be one of the first to flop.

From the Sunny South.

The Houston Bicycle Club is no more, but springing from its ashes is the Magnolia Cycling Club, an organization with forty-four members and about twenty applications on file. It will shortly erect a handsome club house and fit same with all the modern appliances. "Here in the Sunny South," writes the captain, "our cycle season lasts twelve months in the year, and we expect to keep up the interest with an occasional race both on track and road, and also smokers and euchre parties, etc.

Sieg's Repair Kit.

The new Perfection repair kit, "for the salvation of all pneumatic tires," has met with a cordial welcome by the trade everywhere. The Charles H. Sieg Manufacturing Company says it is over-run with orders for them, several prominent makers having ordered in 5,000 quantities, intending to include a kit with every wheel they deliver. This repair outfit is packed in a metal case and is a convenient pocket companion.

The Winton Bicycle Company.

The Winton Bicycle Company, Cleveland, O., is manufacturing a full line of strictly high-grade bicycles, including a full roadster, which will weigh, all on, forty pounds; a light roadster, stripped, thirty pounds; a ladies' wheel, weight complete, all on, thirty-eight pounds, and a racer that will weigh less than thirty pounds. The distinctive features of the Winton are the double diamond frames strongly braced, new pattern anti-friction ball bearings. Garford saddle and Winton pneumatic tires. The ladies' wheel has a double loop frame, long steering centers, ball bearing and is made as light as they think practical with this style of wheel. All patterns of the Winton will have twenty-eight inch wheels fitted with the new Winton pneumatic tire. The Winton people have also built a racing tandem and triplet of very original design, the tandem weighing less than forty-five pounds and the triplet about seventy-five. The Winton



W. F. FOSTER.



cost of space at the Philadelphia cycle show. Admission is charged, which should and probably would yield a hand-

wheels are now ready for the market and they report that they are booking orders rapidly for their new wheels.

THORSEN & CASSADY CO.

CYCLE DISTRIBUTORS.

OFFICERS.

J. B. Thorsen,
President.

H. J. Cassady,
Sec'y and Treas.



DIRECTORS.

A. Shoeninger,

H. J. Cassady.

J. B. Thorsen,

...*THE TURNING POINT!*...

OF SUCCESS!

'WE HAVE REACHED IT.'

ANNOUNCEMENT.

We desire to announce to our friends and customers that, owing to our rapidly increasing business, we have found it advisable to incorporate. The style of the new corporation will be

THORSEN & CASSADY COMPANY.

The management of the business will be in the same hands as heretofore, and with largely increased capital and facilities, we assure our friends of Lowest Prices, Prompt Shipments and Courteous treatment.

We shall continue, as heretofore, **WESTERN DISTRIBUTORS** for the

Western Wheel Works' Cycles.

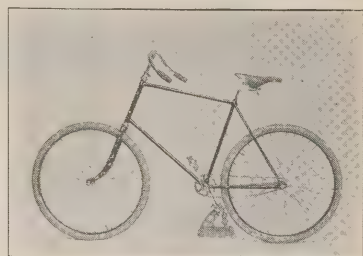
We have also just closed with the **WARWICK CYCLE CO.** by which we secure control of their line for the Entire West.

Our line comprises the most desirable of **Medium** and **High Grade** Wheels. Dealers and Agents alive to their interest will do well to correspond with us **AT ONCE.**

THORSEN & CASSADY COMPANY

60 and 62 Wabash Ave., Chicago.

A Christmas Gift...



We have in course of construction, a very valuable Xmas Present which we intend to send to each and every bicycle enthusiast who will send us his name.

It is a model of beauty, and an article that should be before every intending purchaser, as well as every good agent and dealer, for the reason that it contains some very valuable information.

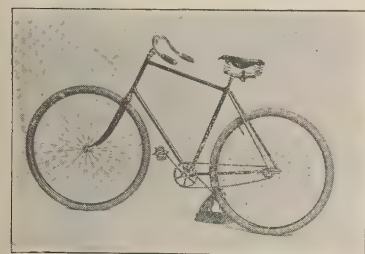
You will certainly agree that a



"CATALOGUE"



is a good thing when filled with the right kind of material, and a glance at ours will disclose the fact that we are, (as usual,) in the "HEAD SET!"
—Let Us Have Your Name!



HARBER BROS. CO.

BLOOMINGTON, ILL.

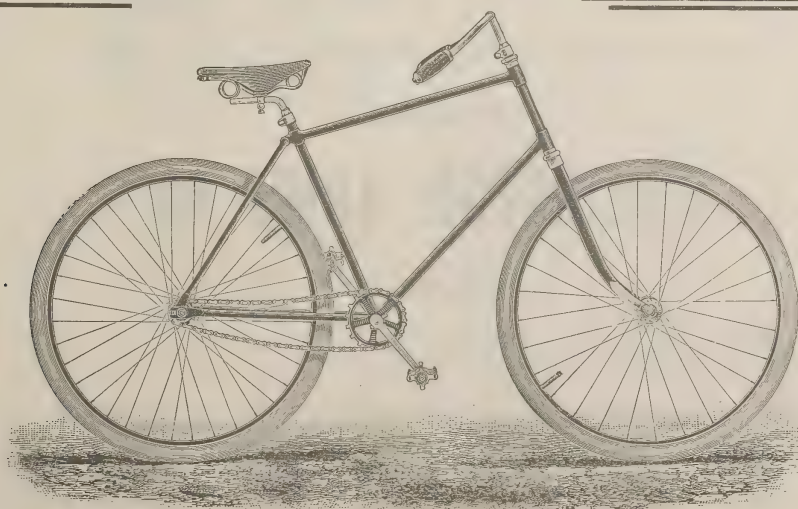
DEALERS, ATTENTION!

Don't Place Your Orders for Your '93 Wheel Until
You Have Seen

"The Flier"

—and—

"The Isabelle"



Roadster, all on, 32 lbs.

Scorcher, racing tires, 30 lbs.

Racer, 24 lbs.

The lightest Ladies' Wheel ever put on the market.

Brake, mud guards, saddle and pedals all on, 32 lbs.

Choice of Handle Bars, Saddles, Pedals, and either Racing or Road M. & W. Pneumatic Tires.

Correspondence
Invited.

ILLINOIS CYCLE WORKS,

Cut of the "Isabelle"
next week.

WE PROPOSE TO LET THE AGENT LIVE.

665-669 CARROLL AVE., CHICAGO.

≡ THE ≡
REMINGTON!

Three Patents For 1893.

LIGHT ROADSTER,

(Actual weight, 32 Lbs.)

ROADSTER, 44 Lbs.

LADIES' WHEEL, 42 Lbs.

Prices reasonable. Material the best obtainable. Workmanship unsurpassed. Mannesmann tubing. Warwick Hollow Rims, and a variety of the best Pneumatic Tires to select from. Send for Catalogue.

REMINGTON ARMS CO.,

315 Broadway, N. Y.

WORKS at Ilion, N. Y.



Many a time has every man and woman had experiences which, in his or her own mind, should be preserved in print so that others may laugh or cry over them. I prefer to keep mine to myself, however, and only now and then tell them to my friends.

To-night, seated in my den, blowing great clouds from my meerschaum, a feeling of perfect happiness steals over me. What a grand spin I had this afternoon over fifteen miles of the best macadam that old England boasts! The fine air put new energy into me with each succeeding mile I covered. All you who have thus far been so unfortunate as not to have known the exquisite pleasure that the "bike" affords, try it without delay, and after a spin tell me if your brain is not clearer and your appetite better, and if there has not come to you the best night's rest you ever enjoyed.

But stop. If there is one thing more than another I am a crank about it is the bicycle, and when I start to talk of its delights I never know when to stop.

As one cloud after another gradually floats away, making the atmosphere a little more and a little more nasty to a woman's way of thinking, the story of Jim Lister's life comes back to me; why, I do not know. It is not a common story by any means. Would you like to hear it? Well, here goes.

About two years ago, on just such a night as this, I was staying with a man most peculiar in appearance and manners. His height had been nearly six feet, but now, owing to certain causes, he was bent and shrunken to little more than half that size. To make a long story short, my friend Lister was a physical wreck, a confirmed cripple, and

crutches or a rocking chair were his constant companions. His manner was that of a man of intelligence and refinement.

When I had first met him, from a feeling of pity at first I was attentive to his remarks. I

gradually found myself being drawn to ward him, however, for his conversation was brilliant, and in the end I became his frequent guest.

After pipes were lit on that evening a couple of years ago, Lister remarked that I was the first man with whom he had been at all intimate who had refrained from asking how he had gotten in such a terrible condition, and he added: "If you care to hear about it I somehow feel as though I ought to tell you the story." Of course I wanted to

hear it, for I had often wondered how he came so and worried over it not a little, and so I told him.

"Well," said he, "it was this way. When I was twenty-five I had a fair income and a pretty wife, and Nora, who has just said good night, was a baby. At that time I was a by no means bad bicycle racer. I could make a very pretty spurt, and I spent my time going from meet to meet, always backing myself pretty heavily and with good returns.

"At a meet where I had been pretty successful I met a chap who was doing about the same as I, though there was about him more of what is conveyed to the cycling mind of to day by "professional." He was not at all good looking, but he was a very fair talker. Well, he seemed to take a fancy to me and said he had won quite a lot of money on me. We became more and more intimate, and though my friends cried this new acquaintance down I championed his cause, had him to dinner and introduced him to my wife.



INTRODUCED HIM TO MY WIFE.

"Luck turned against me at last, and, try as would, I could never get better than third place, which meant nothing in itself but was hard on the pocket. Only now and then would a race come to me. I plunged on the horse races but had no luck. Things at last came to such a pass that I determined to wait for some big handicap, where I would be likely to get a good start, and then to pile all my cash, in hand and to come, on the result. At last my time came. It was a big two-mile handicap, and for once I found the handicapper had let me in with a big allowance, of course on my constant bad form of late. To make things doubly sure, I settled down to the hardest kind of training, at the same time watching every chance and gradually getting my all on at odds of from 30 to 40 to 1.

"At last the day came, bright and clear, and by the time my race was called the light breeze that had been blowing had entirely died away. Twenty-five men were on the card to start, and they were all bigger favorites than I. My

supposed friend encouraged me in every way, and said all his money was on me, but from the way he said it, I do not know what else, I felt that he was lying and wanted to see me beaten. I was on my way to my mark, however, and other thoughts quickly drove that from my mind.

"Are you ready?" A crack from the pistol and we were off. I overtook those ahead of me one after another easily enough, and soon had a dozen yards between me and the limit man. It was not hard for me to see that, while the scratch man was coming through the bunch in good shape, he would never be able to make up his distance on me, and, satisfied that I could do so safely, I let up a little, while keeping up a steady gait. The scratch man shook off one after another, finally pulling clear of the ruck altogether, and then came for me. I let out a link, however, and he gained nothing on me. It was evident that I



THE INDIVIDUAL WAS SEEN TO FALL

was to be a race between this man and myself, and the others were fighting for third prize only. There was practically no change in our positions for a mile and a half, and as we passed the tape on that lap I got a cheer from the grand stand which made me think I looked like a winner from that point of view at any rate. Certainly I felt like one, and on the next to the last lap I let up a trifle.

"As I shot out of the turn into the backstretch I saw my friend standing at the edge of the track, looking remarkably pale and nervous for a man with money on the leader.

"Ride, man, ride!" he yelled as I passed him, "Coster's at your wheel!" I didn't stop to look back, never doubting the man's honesty of purpose. Down went my head as I gripped harder the handles of my ordinary (it was before the days of the safety), and dug away at my pedals. I felt one of these give way, and that's all I knew of the race.

"Of course I lost the race and my reputation and money to boot, which was worse. For weeks I was laid up, the mighty M. D. said with a bad case of typhoid fever, due to overtraining, but there was a good deal of broken spirit in it, too. To make matters worse, my poor wife was taken suddenly ill and died before I was well.

"When at last I got on my pins once more, my one idea was to hunt up that 'friend.' From some men who saw him that day I found he had put all his money on the only man who stood a chance of beating me, and who, thanks to my tumble, did win the race. It was generally conceded that he had sawed my pedal pin almost through, knowing that the force brought to bear on it, in such a case as was brought about by his yell at me, would finish the work the saw had begun.

"My one thought was to get even, and at last my time came. He was entered

in a half-mile handicap, and I knew it would be a hard ride from start to finish. Luck had been with him so persistently that he had decided to put his all on this time and stop. The papers next day described the race as follows, and taking from his pocket a newspaper clipping Lister read aloud:

"The half-mile handicap was considered a gift for Mr. McLan. He overtook one after another of those ahead of him very handily, and was winning apparently with ease. He was entering the homestretch with a final spurt when a seedy-looking individual was seen to fall forward upon the track directly in McLan's way. McLan's wheel struck him, throwing the rider violently against the rail, and both were carried from the track unconscious. If the seedy individual recovers, which is extremely doubtful, he will be a cripple for life.

"Well, here is the seedy individual, and McLan is in an insane asylum from the injury to his head."

Such is the story I heard.

RYON.

Bidwell's Retail Business Sold.

Under date of Dec. 14, the George R. Bidwell Cycle Company writes us as follows: "We beg to advise you that we have sold to Mr. Julian R. Tinkham, who formerly acted in the capacity of manager of that department, our retail department, comprising the renting, storage, repair, and retail sale of the Tourist bicycles in New York City.

"We shall continue the wholesale bicycle business and the manufacturing of pneumatic tires, devoting our entire time and attention to the above and to the marketing of the Tourist high-grade bicycle and a line of medium grade bicycles, manufactured for us by the St. Nicholas Manufacturing Company of Chicago, for whom we are acting as sole eastern agents.

"Our general offices will be, as heretofore, in our building, 308-310 W. Fifty-ninth street.

"We have decided on this step for the purpose of concentrating all our attention upon our wholesale and manufacturing business, which has grown to large proportions during the past year."

N. C. U. W. Association.

Wheelmen intending to come to the World's Fair should put themselves in communication with the National Columbian United Wheelmen's Association, L. D. Taylor, secretary, 959 West Madison street, Chicago.

The object of this association is to provide comfortable and commodious quarters, specially adapted for wheelmen during a time when suitable accommodations are difficult to obtain; to concentrate wheeling interests; to enable cyclists to bring their wheels to the fair; to provide reasonable rates for sleeping and eating accommodations, and secure rooms in advance; to provide a headquarters for all wheelmen during the fair and L. A. W. meet; as well as a place of assembly and conference, and to aid the cause of good roads in every way possible; to hold weekly receptions and to extend the acquaintance of visiting wheelmen; to make Chicago the cycling center of the world in 1893.

Application blanks for membership are now ready and should be procured early.—Adv.

Will Locate in America.

J. H. Ball, manager of the Nottingham Machinists' Company, of Ilkeston, Eng., is in Chicago. His company will shortly establish an American factory, for which a location has not yet been chosen. Mr. Ball is selling the Chicago trade the Ball hollow rim, very light and strong.

Roy Keator has secured a position in the business department of the *Inter Ocean*.



A PHYSICAL WRECK.

1893

"Dauntless"

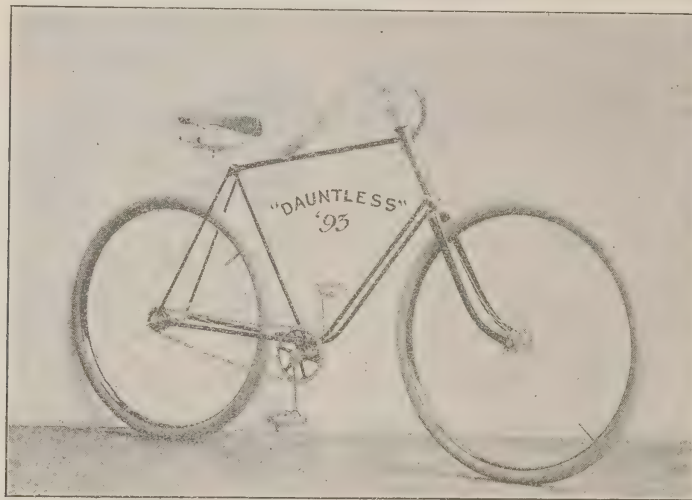
1893

These are Some of Us, but WAIT till You See the REST!

Racers, 24 lbs. ~~~ Scorchers, 31 lbs. ~~~ Roadsters, 36 lbs.

and our LADIES' is the

Finest Machine Built



OUR IDEA OF IT....

Is Not . . To risk our reputation on a wheel without first knowing what it is.

Is Not . . To make it extreme in wheel base.

Is Not . . To try any new experiments in construction—they are dangerous.

Is Not . . To sell our wheel on "fake" principles or ideas.

BUT IS . . To have our wheels the SIMPLEST in construction, use the BEST material, build them on correct mechanical principles, finish them the best, give a LIBERAL DISCOUNT, treat our CUSTOMERS RIGHT, and we'll do business—

See If We Don't!

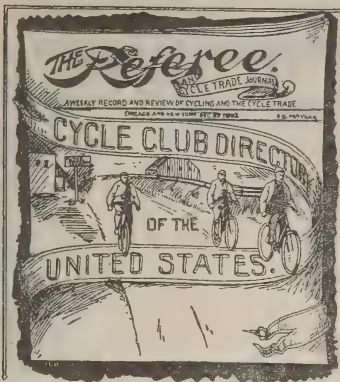


We have a pretty
LITTLE PICTURE BOOK
and it wont cost you a cent.

TOLEDO BICYCLE COMPANY

~~~~~ TOLEDO, OHIO. ~~~~~





We have endeavored to compile a complete list of the cycling clubs of the United States, together with the addresses of club rooms, names of president and secretary, date of organization and number of members. To this end we mailed requests for details (reply prepaid) to the secretary of every club of which we could find any record. To those who failed to reply we sent a second, and many times a third notice. Those clubs whose secretaries ignored these notices have been dropped from the list, except those concerning which we were able to obtain all or a part of the desired details from some other source.

## ALABAMA.

**Birmingham Cycle Club**, Fourth and 19th st., Birmingham. Org. March, '92. 35 members. J. A. Smith, pres.; F. H. Koreske, 117 North 17th st., sec.  
**Florence Cycle Club**, City Hall, Florence. Org. Aug. '92. 13 members. M. C. Wilson, pres.; W. M. Bunting, sec.  
**Gulf City Bicycle Club**, Mobile.  
**Spring City Cycle Club**, Huntsville. W. O. Knudson, sec.

## CALIFORNIA.

**Acme Athletic Club Wheelmen**, Oakland. Charles Luthy, sec.  
**Alameda Bicycle and Athletic Club**, Alameda. H. R. Williams, Jr., sec.  
**Alameda County Wheelmen**, 1804 Telegraph ave., Oakland. W. H. Seaver, pres.; J. A. French, sec.  
**Bay City Wheelmen**, 519 Van Ness ave., San Francisco. Org. Sept. '84. 140 members. George A. Wetmore, pres.; Alfred J. Storey, sec.  
**Capital City Wheelmen**, 110 Ninth st.; Sacramento. Org. June 10, '86. M. S. Lavenson, pres.; L. W. Ripley, box 508, sec.  
**California Cycling Club**, 22nd and Folsom sts., San Francisco. F. Bendt, sec.  
**Capital City Wheelmen**, ladies' annex, Sacramento. Mrs. R. H. Jewell, pres.; Miss Eliza Steinmann, sec.  
**Fresno Wheelmen**, Fresno. R. Wallace, pres.; A. H. Greeley, sec.  
**Golden Gate Bicycle Club**, Frisco. 1318 Market St. Org. '92. 60 members. J. J. Kennedy, pres.; Michael Welch, Jr., sec.  
**Garden City Cyclists**, 170 S. Second st., San Jose. Org. June 13, '86. 50 members. Wm. T. Hobson, pres.; C. D. Smith, 170 S. Second st., sec.  
**Los Angeles Wheelmen**, 226 1-2 So. Spring st., Los Angeles. Org. Dec. '85. 40 members. J. B. Percival, pres.; E. W. Stuart, P. O. Dept., sec.  
**Merced Bicycle Club**, Central Hall, Canal st., Merced. Org. Feb., '92. 65 members. E. M. Ivor Law, pres.; G. A. W. Hepburn, P. O. box 11, sec.  
**Oak Leaf Wheelmen**, Stockton. Org. Nov., '86. 86 members. Fred A. Eckstrom, pres.; Horace Vincent, sec.  
**Oriental Cycling Club**, 835 Post Street, San Francisco. W. C. Clark, pres.; J. A. Goodell, sec.  
**Pacific Road Club**, 321 Van Ness ave., San Francisco. J. H. Hutt, sec.  
**Palo Alto Wheelmen**, Menlo Park. Prof. B. C. Brown, pres.; H. C. Thaxter, sec.  
**Riverside Wheelmen**, Riverside. Org. '91. 62 members. Stanley J. Castleton, pres.; Myron M. Millice, Fourth and Lime sts., sec.  
**Raisin City Wheelmen**, Barton bldg., Fresno. Org. Sept., '92. 36 members. J. J. Ewing, pres.; E. F. Greeley, sec.  
**San Jose Road Club**, 172 So. Second st., San Jose. Org. April, '92. 30 members. S. W. Hitchman, pres.; R. A. Duncan, 582 William st., sec.  
**Santa Rosa Wheelmen**, Sawyer's Jewelry Store, Santa Rosa. Org. April, '92. 92 members. R. J. Pys, pres.; E. Brooks, 405 Fourth st., sec.  
**Santa Cruz Cyclists**, E. N. Radkeed, pres.; Foster Young, sec.  
**San Francisco Bicycle Club**, 501 Golden Gate ave. Org. Dec. 13, '78. 75 members. Thos. R. Knox, pres.; Thos. S. Cobden, sec.

## COLORADO.

**Colorado Springs Wheelmen**, Colorado Springs. Org. '92. Chas. E. Morrin, pres.; J. W. Pennington, sec.  
**Colorado Wheelmen**, Denver. Org. '92. W. W. Hoag, pres.; J. S. Van Buskirk, sec.  
**Capital Cycle Club**, 31 Barclay st., Denver.  
**Denver Cyclists Union**, Denver. Org. Aug., '90. A. C. Brooker, pres.; George A. Warth, sec.  
**Denver Wheel Club**, 1265 Evans st., Denver.

Org. June, '92. 91 members. Bert Cassidy, pres.; George L. McCarthy, sec.

**Denver Ramblers**, 12 Chamber of Commerce, Denver. Org. June 30, '87. 175 members. John C. Braendlin, pres.; Edward H. Docker Roberts Hardware Co., sec.

**Hammann Bicycle Club**, Highlands.

**Leadville Cycle Club**, 610 Harrison ave., Leadville. Org. June, '91. 30 members. Dr. La Salle, pres.; W. B. Telken, sec.

**Princeton Wheel Club**, Denver.

**Pueblo Rovers Wheel Club**, Room 57 Mechanics Building, Pueblo. Org. April, '92. 52 members. O. O. Stanchfield, pres.; Wm. H. Sweeney, Jr., sec.

**Pueblo Ramblers**, Pueblo. Org. Feb., '92. 30 members. Miss Mary Miller, pres.; Miss Lillie McCoy, sec.

**Silver State Cyclers**, Fourth and Santa Fe sts., Pueblo. Org. Aug. '92. 25 members. W. D. Gridg, pres.; C. A. Derby, No. 1, Block M, sec.

**Social Cycle Club**, Denver. Org. Jan. 18, '88. Bert Cassidy, pres.; E. S. Hartwell, sec.

## CONNECTICUT.

**Ansonia Wheel Club**, 79 Main st., Ansonia. Org. March 12, '90. 118 members. Dr. M. C. Hitchcock, pres.; E. L. Pemberton, sec.

**Alpha Wheel Club**, Wall st., Norwalk. Org. June 17, '91. 40 members. D. W. Raymond, pres.; Walter I. Gregory, sec.

**Authenwauk Wheel Club**, Music Hall b'k, Danielville. Org. Sept. '88. 12 members. A. A. Dean, pres.; C. E. Young, sec.

**Allegro Club**, 38 Grand ave., New Haven. Org. Nov. 12. 30 members. Francis P. Ryan, pres.; Wm. H. Jacobs, Fair Haven, sec.

**Bridgeport Wheel Club**, Main and Wall sts., Bridgeport. Org. Dec. 4, '78. 101 members. Calhoun Latham, pres.; H. C. Stevenson, 111 Golden Hill, sec.

**Colt Bicycle Club**, 92 Pearl st., Hartford. Org. Feb. 27, '90. 118 members. L. J. Grover, pres.; F. W. Weatherhead, 76 Park st., sec.

**Columbia Cycle Club**, 290 Main st., Hartford. Org. May 26, '88. 158 members. George H. Day, pres.; Horace S. Seymour, 439 Capitol ave., sec.

**Crescent Cycle Club**, Elizabeth st., Birmingham. Org. June 21, '92. 83 members. George E. Barber, pres.; James B. Atwater, sec.

**Danbury Wheel Club**, United Bank Building, Danbury. Org. Aug. 30, '87. 75 members. W. H. Oakley, pres.; G. W. Beal, sec.

**East Hartford Wheel Club**, East Hartford. Org. May 27, '84. 40 members. L. S. Forbes, pres.; L. P. Downing, sec.

**Ghost Wheel Club**, Wallingford. Org. July, '92. 68 members. Samuel Lodge, pres.; D. H. Eakins, sec.

**Hartford Wheel Club**, 240 Main st., Hartford. Org. Nov., '85. 290 members. L. A. Tracy, pres.; George C. Dresser, 450 Asylum st., sec.

**Hartford Ladies Cycle Club**, 234 Pearl st., Hartford. Org. July, '90. 30 members. Miss Jessie L. Nevers, pres.; Miss Eleanor D. Atwood, 8 Wooster st., sec.

**Milford Cycle Club**, Milford. C. F. Alexander, pres.; L. H. Hall, sec.

**Meriden Wheel Club**, Palace Block, Meriden. Org. May, '80. 85 members. Wm. C. Comstock, pres.; Edward J. Pooley, 15 Windsor ave., sec.

**Middletown Wheel Club**, 356 Main st., Middletown. Org. May '84. 56 members. M. W. Henigar, sec.; C. L. Wilson, P. O. box 935, sec.

**New Haven Ramblers Wheel Club**, 55 Orange st., New Haven. Org. April, '92. 42 members. Louis J. Mills, pres.; George Bohn, Jr., 470 Congress ave., sec.

**New Britain Y. M. C. A. Wheelmen**, Y. M. C. A. Bldg., New Britain. Org. March, '92. 36 members. J. D. Brainard, pres.; O. N. Judd, P. O. box 915, sec.

**New Britain Wheel Club**, 130 Main Street, New Britain. Org. '84. 75 members. William T. Burritt, pres.; Edward H. Wells, 25 Prospect st., sec.

**New Haven Bicycle Club**, 173 Olive st., New Haven. Org. Jan. 24, '80. 124 members. F. N. Kinney, pres.; Geo. D. Lockwood, sec.

**Norwalk Wheel Club**, 34 So. Main st., Norwalk. Org. May 30, '90. 68 members. Vincent M. Honnecker, pres.; H. W. Bodwell, sec.

**Pawtucket Valley Wheelmen**, River Point. George Russell, pres.; Fred C. Nichols, sec.

**Rambling Wheelmen**, 348 Main st., Bridgeport. Org. July 1, '85. 78 members. Frank Smith, pres.; F. P. Stillman, 35 Courtland st., sec.

**Rockville Wheel Club**, Rockville. Org. Aug. 27, '90. 50 members. W. A. Howell, pres.; Wm. C. McGeorge, box 1134, sec.

**Ramblers Cycle Club**, Main st. next post office, Wallingford. Org. Aug. '91. 61 members. F. J. Hall, pres.; W. L. Ingram, sec.

**Rovers Wheel Club**, 158 Elm st., New Haven. Org. June, '90. 125 members. George F. Booth, pres.; M. C. Bradley, 184 Crown st., sec.

**Union Wheel Club**, Danbury. Org. '92. 13 members. Lester Beach, pres.; William O. Dauchy, Box 373, sec.

**Winsted Wheel Club**, Winsted. Org. April, '83. 25 members. Jas. L. Dean, pres.; Geo. B. Woodruff, sec.

**Windsor Locks Wheel Club**, Windsor Locks. A. R. Webb, pres.; Hugh Johnson, sec.

**Waterbury Wheel Club**, North Main st., Waterbury. Org. March, '92. 46 members. W. J. Larkin, pres.; Edward Croft, sec.

**Y. M. C. A. Bicycle Club**, New Haven. Y. M. C. A. club rooms. Org. June, '91. 77 members. F. C. Downs, pres.; S. E. Smith, sec.

**Young Men's Christian Association**, Waterbury. Org. '83. 47 members. Lewis J. Atwood, pres.; Edw. N. Folsom, sec.

## DISTRICT OF COLUMBIA.

**Arlington Wheelmen**, Arlington. Org. Feb. '90. 35 members. B. Morris, pres.; E. F. Gusman, 800 H st., sec.

**Capital Bicycle Club**, 409 Fifteenth street, N. W., Washington. Org. Jan. 31, '79. 173 members. Walter S. Dodge, pres.; Jos. G. Falck, sec.

**Crescent Century Wheelmen**, 334 Fourth and a half N. W., Washington. Org. Oct. '91. 30 members. F. C. Davenport, pres.; J. Shaw, 632 G st., S. W., sec.

**Georgetown Cycle Club**, Georgetown. Org.

July, '92. 23 members. Guy V. G. Collins, pres.; J. B. McGirr, 2,811 Dumbaxter ave., sec.

## FLORIDA.

**Alcazar Bicycle Club**, St. Augustine. Org. Oct. 17, 1888. 25 members. H. M. Snow, Jr., pres.; E. W. Howatt, box 2, sec.

**Jacksonville Cycling Club**, Jacksonville. Org. '90. 25 members. Solon A. Adams, pres.; Harry A. Henry, sec.

## GEORGIA.

**Augusta Wheelmen's Association**, Augusta. Org. Jan. 1, '89. James H. Williams, pres.; S. L. Osborne, sec.

**Brunswick Wheelmen**, Brunswick. Org. Sept. '92. 15 members. C. E. Elliott, pres.; A. B. Rowe, sec.

**Capital Cycle Club**, 745 Equitable Bldg., Atlanta. Org. Aug. 10, '92. 40 members. W. A. Gregg, pres.; J. G. Williams, Auditor Seaboard Air Line, sec.

**Columbus Wheelmen**, Columbus. Org. June 8, '92. 25 members. J. H. Polhill, pres.; T. L. Ingram, sec.

**Gate City Wheelmen**, Atlanta. Org. March 5, '92. 24 members. R. B. Grubbs, pres.; B. F. Atherton, sec.

**H. T. Bicycle Club**, Savannah. Org. Aug. 22, '92. 6 members. W. W. Gross, pres.; G. M. Butler, 142 Congress st., sec.

**Savannah Wheelmen**, Savannah. C. S. Richmond, pres.; W. W. Gross, sec.

## ILLINOIS.

**Ashland Cycling Club**, 575 Washington b'ld., Chicago. Org. Oct., '89. 53 members. L. A. Lange, pres.; J. H. Emery, 213 Warren ave., sec.

**Aurora Cycling Club**, 26 Fox st., Aurora. Org. Oct. 10, 1887. 36 members. G. S. Webb, pres.; Will H. Davis, 165 Downer Place, sec.

**Evans Cycling Club**, 174 Evergreen ave., Chicago. Org. Aug. 1, '87. 226 members. H. G. Keats, pres.; P. Wittenberg, sec.

**Batavia Cycling Club**, Patchen's drug store, Batavia. Org. May 2, '90. 30 members.

**Bloomington Cycling Association**, a. w. cor. Main and North sts., Bloomington. Org. April, '91. 37 members. E. Manley, pres.; Lee Whitmer, People's Bank, sec.

**Blue Island Cycling Club**, Blue Island. Org. May 1, '90. 18 members. Eugene Rinkenberger, pres.; Fay Reed, sec.

**Chicago Cycling Club**, Fifty-seventh st. and Lake ave., Chicago. Org. '79. 327 members. W. F. Cameron, pres. pro tem.; M. G. O'Brien, 5,816 Washington ave., sec.

**Celestial City Cycling Club**, Pekin. 15 members. Tom B. Smith, pres.; H. C. Saltsontall, sec.

**Cook County Wheelmen**, 218 S. Leavitt st., Chicago. Org. Dec., '90. 220 members. C. E. Graham, pres.; Edw. St. Clair, 218 S. Leavitt st., sec.

**Calumet Cycling Club**, 257 Clybourn ave., Chicago. Org. May 25, '91. 44 members. H. C. Jacob, pres.; Wm. C. Jacob, 268 Clybourn ave., sec.

**Columbia Wheelmen**, 311 W. Division st., Chicago. Org. Jan. 31, '91. 180 members. John A. Erickson, pres.; John F. Lang, sec.

**Capital City Cycling Club**, 212 S. Sixth st., Springfield. Org. Sept. 23, '87. 49 members. C. H. Robinson, pres.; J. H. Coleman, sec.

**Carrollton Cycling Club**, Carrollton. Org. 1890. 12 members. E. L. Davis, pres.; A. T. Sharon, sec.

**Calumet Cycle Club**, Chicago. C. C. Koester, pres.; W. Jacob, sec.

**Danville Cycling Club**, 18 W. Main st., Danville. Org. March 28, '90. 67 members. Will A. Connelly, pres.; Walter Berry, 16 W. Main st., sec.

**Dispatch Bicycle Club**, Moline. P. A. Keller, pres.; J. E. Walker, sec.

**Englewood Cycling Club**, Sixty-fifth and Wentworth ave. Org. April, '83. 200 members. F. H. Gere, pres.; T. E. Rees, sec.

**Featherstone Cycle Club**, Sixteenth and Clark sts. Org. July, '91. 50 members. Paul Hoag, pres.; Robert Rushaw, sec.

**First National Bank Cycling Club**, First National Bank, Chicago. Org. Aug. 10, '91. 99 members. J. C. Hansen, pres.; H. W. Harris, sec.

**Grand Crossing Cycling Club**, Seventy-sixth st. and Ellis ave. Grand Crossing. Org. May, '91. 17 members. I. J. Wightman, pres.; W. H. Phillips, box 658, sec.

**High School Cycle Club**, Peoria. Org. Sept., '93. 67 members. Godfrey G. Luthy, pres.; Reginald A. Trefethen, 116 N. Elizabeth st., sec.

**Illinois Cycling Club**, 1,008 Washington bld., Chicago. Org. Aug. 10, '86. 300 members. Tru. L. Sloan, pres.; Wm. A. Davis, 1,065 Washington bld., sec.

**Kankakee Ramblers**, 208 Court st., Kankakee. Org. Jan., '88. 35 members. F. H. Holmes, pres.; D. L. Durham, sec.

**Kenwood Road Club**, Kenwood. Org. April 15, '83. 38 members. Robt. J. Thorne, pres.; Robt. Boak, Jr., 47 Kimbark ave., sec.

**Lincoln Cycling Club**, 1 Ogden Front, Chicago. Org. Sept. 14, '87. 222 members. Wm. Herrick, pres.; Ferd Goss, sec.

**Ladies' Auxiliary Oak Park Cycling Club**, Oak Park. Org. Dec. 2, '90. 65 members. Mrs. F. H. Sturtevant, pres.; L. Grau Miner, 406 Lake st., sec.

**Lockwood Cycling Club**, Opera House block, Jacksonville. Org. Feb., '92. 30 members. Dr. J. W. Hairgrove, pres.; R. M. Starr, sec.

**Lake Fine Cycling Club**, 1,729 Wrightwood ave. Org. May 7, '91. 75 members. H. R. Parsons, pres.; Charles F. J. Swain, 302 Wabash ave., sec.

**Mason City Cycling Club**, 171 Chestnut st., Mason City. Org. June 17, '92. 18 members. Judd Mitchell, pres.; R. H. Abbott, 171 Chestnut st., sec.

**M. & W. Cycling Club**, 331 West Lake st., Chicago. Org. Oct. 19, '92. 32 members. F. W. Morgan, pres.; C. B. Van Dyke, sec.

**Maywood Athletic and Cycling Club**, Maywood. Org. '92. 30 members. Clyde Barrett, pres.; Charles Bulot, box 177, sec.

**Minnette Cycling Club**, 1,044 West Monroe st., May, 1892. 300 members. Harry E. Myers, pres.; E. F. Grammont, sec.

**Ottawa Cycle Club**, 217 Main st., Ottawa. Gus Kneusel, pres.; W. Hamilton, sec.

**Oak Park Cycle Club**, Oak Park. Org. Feb. 23, '89. 145 members. H. R. Pebbles, pres.; O. L. Cox, sec.

**Oaks Bicycle Club**, Chicago. Org. Nov. 30, '92. 230 members. S. J. Crofts, pres.; George Thurber, sec.

**Plzen Cycle Club**, 856 S. Ashland ave., Chicago. Joseph Kastner, sec.

**Princeton Cycle Club**, Princeton. Org. April 25, '88. F. A. Johnson, pres.; George Streeter, sec.

**Peoria Bicycle Club**, 301 N. Jefferson ave., Peoria. Org. Jan. 23, '81. 118 members. J. A. Bush, Jr., pres.; Charles P. Watson, 909 N. Jefferson ave., sec.

**Princeton Bicycle Club**, Princeton. Org. April 1, '89. 27 members. L. L. Wickersham, pres.; C. A. Trimble, sec.

**Pullman Cycling Club**, 6 and 8 Arcade Bldg., Pullman. Org. Feb. 24, '91. 40 members. Fred Wild, pres.; Claude F. Hobson, lock box 1,279, sec.

**Rushville Cycling Club**, Rushville. Org. Oct. '90. 28 members. Humphrey Griffith, pres.; Mortimer Ayres, sec.

**Rockford Cycling Club**, 604 W. State st., Rockford. W. E. Lathrop, pres.; H. L. Winter, Third National Bank, sec.

**Sheridan Cycling Club**, 323-325 Davis st., Evanston. Org. June 7, '92. 47 members. G. W. Muir, pres.; R. Gnaderhook, 425 Church st., sec.

**Taylorville Cycling Club**, Taylorville. Org. Feb., '92. 33 members. Warren A. Powell, pres.; Cilius A. Prater, sec.

**Twin City Cycle Club**, La Salle and Peru. Richard Zeising, pres.; W. L. Parks, La Salle, sec.

**Twin City Cycle Club**, Moline and Rock Island. Org. July 27, '92. 89 members. E. H. Sleight, pres.; Paul A. Keller, Moline, sec.

**Vikings Cycling Club**, 751 Jane st., Chicago. Org. June 6, '90. 50 members. George Hagen, pres.; Fred C. Beck, 92 W. Huron st., sec.

**Waverly Wheelmen**, Waverly. Org. July 1, '89. 47 members. W. B. Rogers, pres.; J. H. Ritchie, sec.

**Wicker Park Cycle Club**, 46 Potomac ave., Chicago. Org. May, '92. 60 members. E. Emerson, pres.; F. R. Margetts, sec.

**Warwick Wheelmen**, Chicago. G. F. Ketchum, pres.; F. F. Wildrick, sec.

**West Division High School Cycling Club**, Chicago. Org. May 24, '92. 50 members. S. M. Fowler, pres.; C. E. Keener, 507 West Monroe st., sec.

**Y. M. C. A. Cycling Club**, Freeport. Org. June 21, '92. 32 members. W. A. Merrifield, pres.; H. E. Hirst, sec.

**Y. M. C. A. Bicycle Club**, Y. M. C. A. Bldg., Peoria. Org. March 20, '92. 42 members. Robt. Schofield, pres.; John Kilpatrick, Jr., 310 North Monroe st., sec.

**Y. M. C. A. Bicycle Club**, 250 Ninety-second st., South Chicago. Org. June, '92. 35 members. Oliver W. Hahn, pres.; Arthur Bacon, sec.

**Y. M. C. A. Cycling Club**, Dixon. 15 members. Capt. Perry W. Cowles, pres.; E. B. Raymond, sec.

**Y. M. C. A. Cycling Club**, Locust st., Sterling. Org. May 26, '90. 30 members. C. E. Bensing, pres.; R. N. Clark, 11 E. Third st., sec.

**Y. M. C. A. Bennett Block**, Ravenswood. Org. July, '92. R. J. Bennett, pres.; H. W. Mixsell, box 119, sec.

## INDIANA.

**Ariel Bicycle Club**, 213 S. Main st., Goshen. Org. July '90. 47 members. H. C. Wilson, pres.; A. J. Chappell, sec.

**Bourbon Bicycle Club**, Bourbon. Org. 1890. 12 members. K. Shaw, pres.; C. M. Parks, sec.

**Columbus Cycling Club**, 437 Third st., Columbus. Org. '92. 30 members. Frank Donner, pres.; O. J. Mobley, sec.

**Clinton Cycle Club**, Frankfort. Org. May 30, '90. 12 members. Charles E. Fennell, pres.; Dr. N. C. Davis, West Clinton, sec.

**Evansville Cycle Club**, Evansville. Org. April 1, '92. 45 members. W. Neal Walden, pres.; W. A. Walker, 524 Line st., sec.

**El River Valley Wheelmen**, Denver. Org. May 22, '92. 10 members. M. D. Tilman, pres.; F. T. Purdy, Raann, sec.

**Eckhart Bicycle Club**, Eckhart. Otis Thompson, pres.; W. D. Bishop, sec.

**Fort Wayne Cycling Club**, 16 W. Wayne st., Fort Wayne. Org. May 26, '92. 77 members. H. R. Pickard, pres.; John L. Hanna, 288 W. Berry st., sec.

**Greenfield Bicycle Club**, Greenfield. B. W. Cline, pres.; E. H. Lakne, sec.

**Glen Miller Cycle Club**, Dickson Bldg., Richmond. W. J. Stabler, pres.; J. F. Thompson, sec.

**Ladies' Cycling Circle**, Room 20 Bank Block, Fort Wayne. Org. June, '92. 25 members. Miss Maud Vreeland, pres.; Miss Maud Graham, sec.

**South Bend Cycling Club**, 207 S. Main st., South Bend. Org. Feb. 22, '92. 38 members. Lester F. Ryer, pres.; John Singler, Jr., sec.

**Social Wheelmen**, South Bend. Org. Jan. 15, '90. 32 members. Edward Baer, pres.; Frank J.



## TWO WAYS TO BUILD BICYCLES.

### One Way:

Buy the pieces,  
 Forgings here,  
 Tires there,  
 Saddles anywhere,  
 So on throughout.

Put these pieces together in a so-called bicycle factory to imitate, as nearly as may be, some successful model. Cover with nickel and enamel and call it a bicycle.

Victor Bicycles are NOT Built That Way.

### Another Way:

A complete bicycle factory  
 Equipped better than any other,  
 The finest machinery,  
 Only best material,  
 A corps of experts in every department.  
 The entire bicycle from A to Z made on the premises,  
 And guaranteed by a company responsible beyond all question.

Victor Bicycles ARE Built That Way.

## OVERMAN WHEEL COMPANY,

Boston.

Washington.

Denver.

San Francisco.

P. S.—Did you ever notice that the makers of Victor Bicycles talk about bicycles and mechanical devices which improve the machines, and do not try to change the subject by talking about bicycle races. It is a good way to divert attention, but it has very little bearing on the main question, that is, the question as to what is the best road bicycle to buy. If you are a racer don't buy a bicycle at all. Get one given to you for nothing. If you are a rider buy the best machine you can find without regard to any maker's advertising schemes. Records come high, but high-grade bicycles come higher.



May 12, '92. 40 members. W. L. McArthur, pres.; R. J. Miller, sec.

**Davenport Cycling Club**, Main st. between Second and Third, Davenport. Carl Frasin, pres.; B. Hanssen, sec.

**Des Moines Cycling Club**, Des Moines. Org. '91. 125 members. Will Harbach, pres.; Alvah Green, Union Mercantile Co., sec.

**Dubuque Cycling Club**, Y. M. C. A. rooms, Dubuque. Org. March 9, '92. 25 members. E. F. Kiene, pres.; W. N. Tice, 905 Bluff st., sec.

**Fort Madison Cycling Club**, 110 Market st., Fort Madison. E. M. Roberts, pres.; M. G. West, sec.

**Grinnell Cycling Club**, Grinnell. Org. '85. 20 members. S. A. Crovath, pres.; D. L. Taylor, sec.

**Iowa College Bicycle Club**, Blair Hall, Grinnell. Org. 1889. 49 members. E. S. Van Gorder, pres.; B. M. Culver, Box 32, sec.

**Keokuk Cycling Club**, Keokuk. Org. '91. 30 members. H. T. Graham, pres.; W. B. Brinkman, 412 Main st., sec.

**Le Mars Cyclists**, Le Mars. Org. April 15, '91. 25 members. John Lurawski, pres.; Cliff Brown, sec.

**Marengo Bicycle Club**, Marengo. Org. July 14, '91. 11 members. A. F. Morton, pres.; S. H. Rowland, sec.

**Spencer Cycle Club**, Spencer. Ackley Hubbard, pres.; C. W. Crawford, sec.

**Sigourney Bicycle Club**, Sigourney. Org. June, '90. 34 members. E. A. Johnston, pres.; P. G. Daut, sec.

**Touch Club**, 1,312 Allison ave., Grinnell. Org. Dec. 15, '91. 14 members. E. M. Martin, pres.; Frank W. Darling, sec.

**Waterloo Bicycle Club**, Waterloo. Org. Sept., '92. 35 members. Dr. J. Hildebrand, pres.; O. H. Sweeney, sec.

**Y. M. C. A. Bicycle Club**, 223 Iowa ave., Muscatine. Org. Sept., '92. Fred Beach, pres.; J. E. Mungler, sec.

**Y. M. C. A. Cyclers**, Des Moines. Org. April, '92. 31 members. George Tones, pres.; L. Segar, sec.

## KANSAS.

**Arkansas City Cycling Club**, W. Fifth ave., Arkansas City. Org. '91. 13 members. Charles Epwih, pres.; Harry L. Simmons, sec.

**Central Cycling Club**, Junction City. Org. March 26, '90. 10 members. C. S. Davis, pres.; W. S. Lydecker, sec.

**Leavenworth County Wheelmen**, 414 Delaware st., Leavenworth. Org. May 18, '91. 30 members. Henry Flynn, pres.; William W. Hooper, sec.

## KENTUCKY.

**Blue Grass Cyclers**, 306 Main street, Frankfort. Org. Sept., '91. 20 members. Benj. Marshall, pres.; B. F. Crutcher, sec.

**Campbell County Cyclers**, Newport. Org. Jan., '92. 35 members. Jule Plummer, pres.; John S. Roebuck, sec.

**Independent Cyclers**, Walnut and Third sts., Louisville. W. E. Castle, pres.; Geo. Riner, sec.

**Lexington Wheel Club**, Lexington. F. V. Bartlett, pres.; E. J. Richards, sec.

**Louisville League Wheelmen**, Louisville. A. C. Thumpe, pres.; Wm. Rhea, sec.

**Louisville Cycle Club**, 716 Second st., Louisville. 92 members. H. B. Tilston, pres.; John H. Page, Court House, sec.

**Mayville Bicycle Club**, Mayville. Org. '92. P. Jenkins, pres.; C. A. Day, sec.

**Nicholasville Wheelmen**, Nicholasville. Org. Apr. '89. 5 members. F. L. Sears, pres.; D. P. Hemphill, sec.

## MAINE.

**Arvonia Bicycle Club**, Ellsworth. Org. '87. J. F. Carver, pres.; Geo. Curry, sec.

**Leviston and Auburn Wheel Club**, 188 Main st., Leviston. Org. March 31, '91. 66 members. W. K. Stevens, pres.; Chas. A. Litchfield, 10 Gibson st., sec.

**Pine Tree Wheelmen**, Portland. Org. Feb. 13, '90. 13 members. Geo. G. Babcock, pres.; C. Southworth, 105 Middle st., sec.

**Portland Wheel Club**, 74 Union st., Portland. Org. Oct. 2, '91. 50 members. G. H. Scanlan, pres.; L. C. Gilson, sec.

**Queen City Bicycle Club**, Bangor. F. C. Weston, pres.; J. H. Boardman, sec.

**Richmond Wheel Club**, 23 S. Front st., Richmond. Org. Sept., '92. 25 members. C. D. Newell, pres.; T. J. Southard, sec.

**Saco Cycle Club**, Saco. Org. Aug. 12, '91. 37 members. Albert B. Seavey, pres.; G. H. Dyer, Box 152, sec.

**Skowhegan Cycle Club**, 45 Water st., Skowhegan. Org. Nov. 24, '91. 23 members. R. T. Patten, pres.; S. W. Philbrick, sec.

**White Diamond Cycle Club**, Stockton Springs. A. M. Ames, sec.

**York County Wheelmen**, 184 Main st., Biddeford. Org. Sept. 4, '92. 80 members. C. L. Bachelier, pres.; Ralph D. Littlefield, Saco, sec.

## MARYLAND.

**American Cycle Club**, Baltimore. H. F. Albaugh, pres.; C. Rody, sec.

**Baltimore Cycle Club**, 1,821 Eutaw Place, Baltimore. Org. May, '89. 132 members. Albert J. Arnold, pres.; Joseph L. Cochran, club house, sec.

**Chesapeake Wheelmen**, Fulton and Lafayette ayes, Baltimore. Org. June 4, '88. 94 members. W. O. Nelson, pres.; H. J. Rolker, sec.

**Clifton Wheelmen**, Baltimore. M. F. Thomas, pres.; Frank Kirk, sec.

**Centaur Cycle Club**, 2,019 E. Pratt st., Baltimore. Org. Feb. 8, '87. 70 members. W. W. Search, pres.; C. L. Mitchell, box 823, sec.

**Cycling Ramblers**, Westminster. Org. June 30, '92. 26 members. B. Frank Crouse, pres.; Wm. D. Reese, sec.

**Frederick Bicycle Club**, Frederick. Org. Jan. 16, '91. 33 members. A. S. McDaniel, pres.; J. A. Kennedy, act. sec.

**Hagerstown Bicycle Club**, 2nd National Bank Building, Hagerstown. Org. '84. 110 members. N. B. Scott, Jr., pres.; C. R. Hays, sec.

**Iroquois Cycle Club**, 1,334 Argyle ave., Baltimore. Org. Aug. '91. 46 members. M. Baumgardner, pres.; A. Kauffman, 145 W. Lanvale, sec.

**Maryland Bicycle Club**, Mt. Royal Terrace, Baltimore. Org. March 14, '82. 192 mem-

bers. Thomas J. Lindsay, pres.; Wm. W. Cloud. 1807 Bolton st., sec.

**Potomac Wheelmen**, Y. M. C. A. rooms, Cumberland. Org. Sept. 7, '92. 30 members. Charles S. McCowen, pres.; Will Gulland, sec.

**Riverside Wheelmen**, 11 E. Montgomery st., Baltimore. Org. Aug. 13, '90. 50 members. S. A. Van Trump, pres.; W. F. May, 1,541 Light st., sec.

**Y. M. C. A.**, Charles and Saratoga sts., Baltimore. Joshua Levering, pres.; J. Wilson Cole, Central Savings Bank, sec.

**Y. M. C. A. Wheelmen**, Hagerstown. Org. June, '92. 15 members. Theodore W. Fahrney, pres.; C. R. Hays, sec.

## MASSACHUSETTS.

**Alpha Cycle Club**, Brockton. Org. Aug. 25, '80. L. E. Chamberlain, pres.; Miss Annie Gardner, sec.

**Association Cycling Club**, Y. M. C. A., Pittsfield. Org. March, '92. 33 members. Jos. E. Pierson, pres.; F. M. Miller, Y. M. C. A., sec.

**Bellevue Cycle Club**, South st., Rosindale. Org. July 15, '91. 23 members. H. Spencer, pres.; Miss L. Weimer, sec.

**Boston Bicycle Club**, with Town Club, Boylston st., Boston. Org. Feb. 5, '78. 30 members. E. C. Hodges, pres.; J. S. Dean, 28 State st., sec.

**Brockton Bicycle Club**, 19 East Elm st., Brockton. Org. March '92. 31 members. Joseph D. Donovan, pres.; Ernest E. Leonard, Campello, sec.

**Beverly Bicycle Club**, Beverly. Org. June 7, '92. H. N. Anderson, pres.; Charles W. Adams, sec.

**Berkshire County Wheelmen**, Pittsfield. Org. May, '80. 15 members. Charles L. Barker, pres.; F. M. Miller, P. O. box 1,234, sec.

**Bay State Bicycle Club**, 35 Pearl street, Worcester. Org. Feb. 5, '87. 64 members. Robert M. Spiers, pres.; Harry C. Young, Park Ave. and Agricultural st., sec.

**Cambridgeport Cycle Club**, 555 Main st., Cambridgeport. Org. '92. 63 members. P. C. Spring, pres.; Percy Rideout, 14 Austin st., sec.

**Chelsea Ramblers Bicycle Club**, Third st., Chelsea. Org. June 10, '86. 60 members. Walter H. Pratt, pres.; George B. May, sec.

**Columbia Cycle Club**, Worcester. Charles A. E. Clark, pres.; Albert N. Wiggins, sec.

**Creighton Cycle Club**, Rockland. Org. May 27, '92. H. Chase, pres.; A. L. Creed, sec.

**Clarendon Cycle Club**, West Somerville. Org. July 1, '92. Mrs. Emma Libby, pres.; Mrs. Foster, sec.

**Concord Cycle Club**, Concord. Org. Aug. 1, '92. 11 members. Herbert S. Russell, pres.; Winslow Russell, box 71, sec.

**College Wheelmen's Association**, Boston. D. J. Cartwright, pres.; M. A. Sullivan, sec.

**Canton Cycle Club**, Grand Army Hall, Canton. Org. May, '92. 61 members. Richmond L. Weston, pres.; John W. Thomas, sec.

**Clinton Bicycle Club**, 60 High st., Clinton. Org. Feb. 7, '92. 31 members. Charles F. Martin, pres.; R. E. Patterson, Pearl st., sec.

**Columbia Bicycle Club**, North Attleboro. Org. March 10, '81. 75 members. W. F. Swift, pres.; Carl C. Schubart, sec.

**Columbia Cycle Club**, 5 Pleasant st., Worcester. Org. July 1, '90. 40 members. Harry J. Heslor, pres.; Albert N. Wiggins, 6 Fruit st., sec.

**Creighton Cycle Club**, Bancroft House, New Bedford. Geo. D. Richards, pres.; Frank Wordell, sec.

**Dedham Cycle Club**, Phenix Block, Dedham. Org. May 24, '92. 30 members. William E. Patemando, pres.; S. B. Jacobs, sec.

**Dudley Association Wheel Club**, 21 Clifford st., Roxbury. Org. April, '88. 23 members. John A. Hunneeman, pres.; N. S. Robinson 50 Vernon st., sec.

**Easthampton Cycle Club**, Easthampton. Charles J. Kelly, pres.; H. W. Rust, sec.

**Edgeworth Bicycle Club**, Edgeworth. John Wettergren, pres.; John Hoar, sec.

**Franklin Wheel Club**, Central Square, Franklin. Org. Jan. 1, '91. 30 members. Le Roy Stott, pres.; W. B. Sommers, lock box 834, sec.

**Fall River Ramblers**, Mellon Block, Fall River. Org. April, '87. 50 members. William A. Nichols, pres.; H. Elmer Renches, p. o. box 131, sec.

**Fall River Cycle Club**, 87 N. Main st., Org. Aug., '92. 75 members. George Sharples, pres.; Charles E. Hunt, 65 N. Main st., sec.

**Fitchburg Wheelmen**, Laurel st., Org. Apr. '91. 20 members. R. H. Allen, pres.; E. W. Crowfoot, sec.

**Hyde Park Cycle Club**, Hyde Park ave., Hyde Park. Org. July 17, '91. 38 members. W. Scott, pres.; H. A. Hydacker, 63 West st., sec.

**Haverhill Cycle Club**, 153 Merrimack st., Haverhill. Org. '90. 50 members. A. L. Shattuck, pres.; Fred L. Hale, sec.

**Hudson Cycling Club**, Hudson. Org. Aug., '91. 25 members. C. S. Jackson, M. D., pres.; Charles P. Tucker, sec.

**Harvard University Cycling Association**, Cambridge. Org. '90. 220 members. Philip W. Davis, pres.; T. R. Kimball, 7 Linden st., sec.

**Highland Cycle Club**, Marlborough. Org. April 27, '92. 34 members. N. F. Parker, pres.; H. F. Wood, sec.

**Holyoke Bicycle Club**, 235 High st., Holyoke. Org. Sept. 14, '91. 55 members. Gene Sawin, pres.; W. W. Case, 370 High st., sec.

**Hudson Cycle Club**, Hudson. Org. August, '91. 20 members. C. S. Jackson, M. D., pres.; Charles P. Tucker, 9 Summer st., sec.

**Inter Club Road Racing Association**, Boston. Org. June '90. 300 members. J. J. Feitit, pres.; Geo. H. Perry, 1 Beacon st., sec.

**Inn Cycle Club**, Boston. Org. Feb. 4, '92. J. H. Odell, pres.; J. A. Langford, sec.

**Ipswich Bicycle Club**, Wilde's block, Central st., Ipswich. Org. Oct. 29, '91. 21 members. Frank Nelson, pres.; C. S. Tyler, box 188, sec.

**Lee Bicycle Club**, Lee. Org. Oct. 5, '92. 21 members. James A. Rice, pres.; B. F. Gale, sec.

**Lynn Wheel Club**, Lynn. Org. '89. 13 members. W. W. Griffin, pres.; W. C. Paul, Washington and Monroe sts., sec.

**Lovell Cycle Club**, 147 Washington st., Boston. Org. May 9, '91. 40 members. Henry L. Lovell, pres.; D. R. Harvey, sec.

**Linden Bicycle Club**, Linden. Org. March

'88. 30 members. Capt. Arthur B. Atwood, pres.; Berthold H. Ehler, box 173, Melrose, sec.

**Massasoit Cycle Club**, Fuller Block, Springfield. Org. Oct. 5, '92. 60 members. L. C. Grant, pres.; C. S. Potter, Mass. Mutual Life Ins. Co., sec.

**Mystic Wheel Club**, 53 Cottage st., Everett. Org. June 1, '89. 22 members. G. J. McArthur, pres.; Mabel E. Beers, sec.

**Mount Washington Bicycle Club**, 598 Broadway, S. Boston. Org. May 11, 1891. 36 members. Fred W. McArdie, pres.; Arthur H. Dolbeare, sec.

**Massachusetts Bicycle Club**, 6 Batavia st., Boston. Org. March 8, '79. 260 members. J. Emory Tippet, pres.; Edward C. Wade, City Hall, sec.

**Mattapan Road Club**, Mattapan. Org. May 30, '91. 35 members. Fred H. Hird, pres.; William B. Chipman, Jr., sec.

**Malden Bicycle Club**, Malden. Org. Apr. 30, '91. 51 members. Spencer T. Williams, pres.; George W. Donatie, 410 Pleasant st., sec.

**Medway Wheel Club**, Milford. L. B. Stone, pres.; Edw. Childs, sec.

**Newton Bicycle Club**, Newton. Abbot Bassett, pres.; H. C. Nickerson, sec.

**Norfolk Cycle Club**, Fogg Bldg., Norfolk. Org. May 28, '91. 48 members. J. Howard Field, pres.; Walter L. Bates, box 415, South Weymouth, sec.

**New Bedford Cycle Club**, Cummings Bldg., New Bedford. Org. March 31, '87. 70 members. Allen W. Swan, pres.; Albert M. Farlow, Cummings Bldg., 123 Fifth st., sec.

**North Adams Wheelmen**, North Adams. S. J. Temple, pres.; R. R. Cota, sec.

**Proprie Wheel Club**, 419 Main st., Springfield. Org. May, '91. 55 members. A. G. Padde, pres.; W. M. Haradon, 135 State st., sec.

**Pittsfield Bicycle Club**, Pittsfield. Org. Aug. 4, '92. 35 members. Wm. H. Sheridan, pres.; E. J. Combs, 42 North st., sec.

**Press Cycling Club**, 44 and 46 Warren ave., Boston. Org. June 14, '91. 180 members. J. C. Kerison, pres.; A. J. Ochs, 356 Washington st., sec.

**Quannapowitt Bicycle Club**, 408 Main st., Wakefield. Org. Oct., '91. 130 members. Frank H. Atwood, pres.; Eugene A. Cann, sec.

**Rovers Cycle Club**, Hancock sq., Charlestown. Org. March 27, '88. 34 members. Henry W. Robinson, pres.; Robert B. Loring, 38 Essex st., sec.

**Rovers Bicycle Club**, Lynn. Jos. Johnson, pres.; E. A. Hopkins, sec.

**Rockland Bicycle Club**, Rockland. Org. May 25, '92. 30 members. Henry W. Chace, pres.; A. Lynn Creed, box 56, sec.

**Roxbury Bicycle Club**, 162 Main st., Fitchburg. Org. Aug. 1, '92. 32 members. Harry G. Morse, pres.; F. W. Fodick, 98 Pleasant st., sec.

**Roxbury Bicycle Club**, 118 Roxbury st., Boston. Org. June, '86. 57 members. John J. Feitit, pres.; A. M. Lloyd, 120 Blue Hill ave., sec.

**Salem Bicycle Club**, cor. North and Federal sts., Salem. Org. April 1, '91. 65 members. E. E. Brown, pres.; J. A. Robson, 30 Boston st., sec.

**Shoe City Wheelmen**, 21 Cottage st., Brockton. Org. Sept. 1, '92. 116 members. A. N. Matson, pres.; A. A. Foster, 24 Center st., sec.

**Somerville Rovers**, Broadway and Marshall sts., Somerville. Org. April 11, '92. 37 members. Frank A. Ware, pres.; Wm. F. Nelson, 40 Adams st., sec.

**Somerville Cycle Club**, Gilman Square, Org. July 14, '84. 93 members. F. S. McCauland, Jr., pres.; George A. Taplin, 42 Elm st., Charleston, sec.

**Star Cycle Club**, 252 High st., Holyoke. Org. Sept. 13, '92. 16 members. Harry Thayer, pres.; W. H. Ross, 352 High st., sec.

**South Framingham Bicycle Club**, South Framingham. A. E. Martin, pres.; Edgar Twitchell, sec.

**Stonington Cycle Club**, Stonington. Org. '92. H. E. Holbrook, pres.; Edw. Johnson, sec.

**Scorchers Cycle Club**, Worcester. 25 members. Fred Stowe, sec.

**Shawmut Cycle Club**, Dorchester. Org. April 28, '92. 15 members. W. J. Hudson, pres.; F. W. Hayes, Norfolk and Whitfield st., sec.

**Springfield Bicycle Club**, 126 Worthington st., Springfield. Org. May 6, '81. 335 members. D. Edward Miller, pres.; Willard C. Colton, P. O. box 107, sec.

**South End Bicycle Club**, Boston. Org. July 6, '92. M. Bushman, pres.; I. Spinoza, sec.

**Taunton Cycle Club**, 38 Wintrop st., Taunton. Org. June 9, '85. 60 members. William H. Pendleton, pres.; George A. Closson, 14 Everett st., sec.

**Union Bicycle Club**, Hingham Center. Org. June 4, '92. 25 members. Joseph Wilder, pres.; W. Hixley, sec.

**Union Bicycle Club**, 48 Boylston st., Boston. Org. April 10, '91. 58 members. Howard L. Coburn, pres.; E. A. Reynolds, 33 Kingston st., sec.

**Victor Wheel Club**, Main st., Chicopee Falls. Org. '82. 60 members. James H. Loomis, pres.; George W. Whitehouse, sec.

**Waltham Cycle Club**, 4 Crescent st., Waltham. Org. Sept. 21, '85. 96 members. E. L. Averell, pres.; H. E. Hartford, 291 Crescent st., sec.

**Warren Bicycle Club**, Warren. Org. Aug. 30, '92. 32 members. G. A. Campbell, pres.; Harry E. Reed, sec.

**West Lynn Rovers**, West Lynn. Org. April '91. 35 members. Henry J. Fote, pres.; George L. Cain, 97 Pine Grove ave., sec.

**Whittinsville Bicycle Club**, Whittinsville. Org. Feb. 7, '89. 48 members. Frank G. Foster, pres.; W. W. Dudley, sec.

**Whittenton Cycle Club**, Bay and King sts., Taunton. Org. June 3, '90. 47 members. John S. Copeland, pres.; Arthur E. Pepper, 11 King st., sec.

**Winnisnet Cycle Club**, 126 Winnisnet st., Chelsea. Org. Aug. 12, '91. Hon. A. B. Chaplin, pres.; J. M. Linscott, 258 Broadway, sec.

**Woodbridge Bicycle Club**, Woodbridge Gymnasium, North Cambridge. Org. Feb. 7, '91. 32 members. Miss M. E. Clark, pres.; Miss Nina G. Corey, Beech st., sec.

**Worcester Wheel Club**, Room 41 Knowles Bldg., Worcester. Org. May 26, '91. 30 members. J. W. Buzzell, pres.; W. E. Trafton, sec.

**Y. M. C. A. Hickory Bicycle Club**, 8 Chatham st., Worcester. Org. June, '90. 35 mem-

bers. Miss Sybil M. Gray, pres.; Miss Josie B. Matthews, 17 Shepherd st., sec.

**Y. M. C. A.**, 66 West River st., Hyde Park. Org. '85. 230 members. C. L. Alden, pres.; W. P. Porter, sec.

**Y. M. C. A. Wheelmen**, Y. M. C. A. Bldg., Worcester. Org. June, '91. 50 members. H. L. Sale, pres.; B. F. Curtis, 8 Brigham st., sec.

**Y. M. C. A. Bicycle Club**, 43 Merriman st., Haverhill. Org. May, '90. 20 members. Fred Lovejoy, pres.; Fred Thomas, sec.

**Y. M. C. A.**, 246 Main st., Fitchburg. Org. '86. 300 members. Frederick Fodick, pres.; Carl S. Bishop, sec.

## MICHIGAN.

**Adrian Wheel Club**, Adrian. Org. April 13, '91. 25 members. George M. Tripp, pres.; Guy Hutton, 11 W. Maumee, st., sec.

**Alpena Cycle Club**, Alpena. Org. June. 20 members. Arthur Pack, pres.; Dan T. Cutting, sec.

**Belle Isle Cycle Club**, Detroit. H. J. Erbe, hardt, pres.; J. B. Kelly, sec.

**Benton Harbor Wheelmen**, 107 East Main st., Benton Harbor. Org. Feb. 6, '90. Fred Hallister, pres.; H. B. Huntington, sec.

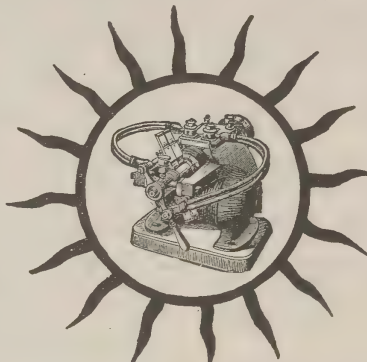
**Business Men's Cycle Club**, Detroit. Org. Sept., '91. 52 members. Dr. Polgaize, pres.; C. J. Lowrie, Whitney Opera House Bk., sec.

**Boulevard Cyclers**, 10 S. First st., Ann Arbor.



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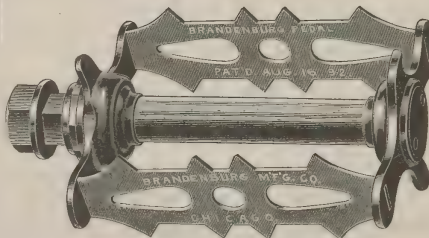
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Feb. 26, '92, 15 members. Wm. G. McLaughlin, pres.; Fred J. Rowland, sec.

**South Side Cycle Club**, 3750 Lafayette ave., St. Louis. Org. June 16, '92. 38 members. Robert Holm, pres.; Charles F. Zukoski, 823 Washington ave., sec.

**Sedalia Cyclers**, Sedalia. Org. April 30, '88. 15 members. John H. Kelly, pres.

**St. Louis Cycling Club**, 316 N. Ewing ave., St. Louis. Org. '89. 65 members. A. J. Emery, pres.; O. L. Kule, 65 Laclede's bld., sec.

**Taylorville Cycle Club**, Taylorville. Org. '92. W. A. Powell, pres.; C. A. Prater, sec.

## NEBRASKA.

**Capital City Cycling Club**, 122 N. Fourteenth st., Lincoln. Org. Sept. 15, '92. 60 members. J. E. Howe, pres.; E. K. Milwine, sec.

**Hastings Cycle Club**, Hastings. Org. Nov. '91. 60 members. J. A. George, pres.; M. L. Averill, sec.

**Ladies' Omaha Wheel Club**, Omaha. 20 members. Miss Olive Rhodes, pres.; Miss May Gould, care Mrs. J. Bensons, sec.

**Omaha Wheel Club**, cor. Seventeenth and Chicago sts., Omaha. Org. March 19, '81. 80 members. James E. Ebersole, pres.; F. E. Pearce, 1405 Harney st., sec.

**Tourist Wheelmen**, Omaha. 85 members. W. M. Barum, pres.; Harry K. Smith, care Lininger & Metcalf Company, sec.

**Y. M. C. A. Bicycle Club**, Y. M. C. A. Bldg., Omaha. May 8, '92. 18 members. M. A. Grant, pres.; W. J. Broatchie, sec.

## NEW HAMPSHIRE.

**Centaur Road Club**, 2 Middle st., Portsmouth. Org. Oct. 3, '92. 19 members. Dr. H. F. Clark, pres.; Austin P. Locke, Langdon st., sec.

**Dover Cycle Club**, Dover. Org. June 15, '92. 15 members. Roscoe E. Berry, pres.; Harry Dore, sec.

**Exeter Bicycle Club**, Exeter. Org. '87. 12 members. Samuel Smith, pres.; Charles H. Walker, 28 School st., room 56, Boston Mass., sec.

**Granite State Wheel Club**, 27 Hanover st., Nashua. Org. July 23, '92. 30 members. Thomas McAfee, pres.; Malcolm S. French, 27 Hanover st., sec.

**Manchester Wheel Club**, Hanover st., Manchester. R. H. Scott, pres.; H. Dodge, sec.

**Rockingham Bicycle Club**, Portsmouth. Org. May 8, '80. 75 members. Charles A. Hazlett, pres.; Charles W. Brewster, 21 Islington st., sec.

## NEW JERSEY.

**Asbury Park Wheelmen**, Asbury Park. Org. Sept. 24, '90. 95 members. Alfred C. Atkins, pres.; Taulman A. Miller, sec.

**Associated Cycling Clubs of New Jersey**, Newark. J. S. Holmes, Jr., pres.; Fred Keer, sec.

**Atlanta Wheelmen**, 50 Clinton st., Newark. Org. March 6, '90. 134 members. A. N. Terbell, pres.; W. W. Delnap, sec.

**Bergen County Wheelmen**, Ridgeland. Org. April '89. 91 members. Fred S. Bennett, pres.; George H. Nash, sec.

**Belleville Wheelmen**, Belleville. Org. Oct. 1, '91. 50 members. H. W. Taylor, pres.; T. M. Watson, Jr., 146 Stephens st., sec.

**Business Men's Cycle League**, 84 Park Place, Newark. Org. April, '90. 108 members. Herbert W. Knight, pres.; Edgar J. Decker, 140 Pennsylvania ave., sec.

**Brunswick Bicycle Club**, Masonic Hall, New Brunswick. Org. Dec. 1890. 24 members. H. G. Parker, pres.; F. H. Dunham, sec.

**Bergen County Wheelmen**, Ridgeland. Org. May 23, '90. 10 members. Fred S. Bennett, pres.; George H. Nash, Edgewater, sec.

**Bergen Lady Cyclers**, Jersey City. Miss Agnes Collard, pres.; Miss Maud Sargent, sec.

**Bloomfield Cyclers**, Spragues Pavilion, Bloomfield. Org. Aug. '92. 40 members. H. B. Davis, pres.; H. H. Lake, p. o. box 52, Glenridge, sec.

**Burlington Wheelmen**, Miller Row, Burlington. Org. June 19, '88. 20 members. Wm. J. Horn, pres.; Irvin Carson, box 40, sec.

**Camden Wheelmen**, 211 N. Fifth st., Camden. Org. 1885. 80 members. Jos. W. Cooper, president; R. N. Hamstead, Jr., 211 N. Fifth st., sec.

**Crawford Cycling Club**, Union ave., Crawford. Org. April, '90. 40 members. G. G. Teller, pres.; J. C. Edgcombe, sec.

**Crecent League Wheelmen**, East Second st., Plainfield. Org. April '91. 140 members. Chas. F. Leggett, pres.; G. H. Macon, sec.

**Castle Point Cyclers**, 1308 Hudson st., Hoboken. Org. Sept. 29, '91. 40 members. Charles J. Jeanneret, pres.; Clifford H. Terry, 1,008 Bloomfield st., sec.

**Columbia Cyclers**, Newark. Org. Dec. 11, '91. Hy. Tegen, pres.; Louis Atz, sec.

**Communipaw Wheelmen**, Jersey City Heights. Benj. Horth, pres.; W. Stony, sec.

**Elizabeth Athletic Cyclers**, West Grand st., Org. '91. 75 members. Robert Smith, pres.; F. J. Pope, sec.

**Elizabeth Wheelmen**, Elizabeth. Org. June 7, '83. 95 members. John F. Digner, pres.; Louis B. Bennett, 414 S. Broad st., sec.

**East Orange Cyclers**, East Orange. Org. '90. 64 members. E. W. Ketcham, Jr., pres.; A. S. Meeker, 14 Burnet st., sec.

**Englewood Wheelmen**, Englewood. Org. '80. 40 members. James Barber, pres.; F. S. Bennett, sec.

**Freehold Cyclers**, Freehold. 42 members. Joseph McDermott, pres.; John A. DeRoche, sec.

**Flemington Bicycle Club**, Deats Building, Flemington. Org. '86. 25 members. H. E. Deats, pres.; Joseph S. Fauss, sec.

**Greenville Wheelmen**, 634 Ocean ave., Jersey City. Org. March 11, '91. 17 members. Louis A. Kreiser, pres.; Charles McIntyre, 155 Pearsall ave., sec.

**Hackensack Cyclers**, Hackensack. Org. March 1, '92. 20 members. Charles S. Conklin, pres.; Willard A. Curtis, sec.

**Hudson County Wheelmen**, 111 Belmont ave., Jersey City. Org. Oct. '83. 118 members. William V. Garrison, pres.; Edward Romaine, 158 Academy st., sec.

**Irrington Cycle Club**, Springfield ave., Irvington. Org. Feb. 22, '90. 24 members. E. M. Moore, pres.; David Longfelder, box 97, sec.

**Jersey City Cyclers**, 535 Communipaw ave., Jersey City. Org. July '92. 50 members. B. F. Horth, pres.; A. T. Lawrence, 339 Communipaw ave., sec.

**Merced County Wheelmen**, 128 N. Warren st., Trenton. Org. Nov. 13, '89. 110 members. Harry D. Leacitt, pres.; James C. Tatterfall, 308 S. Warren st., sec.

**Mercury Wheelmen**, Elizabeth. W. E. Clum, pres.; M. Miller, sec.

**May's Landing Bicycle Club**, May's Landing. D. B. Frazier, pres.; E. Kendall, sec.

**Menotomy Wheel Club**, Arlington. Org. April, '92. 24 members. Leunel Pope, Jr., pres.; John H. Beaumont, box 164 Arlington Heights, sec.

**Montclair Wheelmen**, 437-447 Bloomfield ave., Montclair. Org. Aug. 9, '92. 53 members. C. O. Howard, pres.; J. F. Creamer, box 103, sec.

**Ont Bicycle Club**, Church st., Borden-town. Org. July 10, '92. 20 members. J. B. Reynolds, pres.; Charles E. Burr, sec.

**Orange Wheelmen**, Orange. Dr. T. N. Gray, pres.; Harry Miller, sec.

**Pasaden Bicycle Club**, West Hoboken. A. V. Grashoff, pres.; Robert Patterson, sec.

**Passaic County Wheelmen**, Paterson. C. Egbert, pres.; R. Cambridge, sec.

**Passaic City Wheeling and Athletic Association**, cor. Prospect and Erie sts., Passaic. Org. Feb. '88. 160 members. William L. Clark, pres.; E. W. Guiterman, sec.

**Plainfield Bicycle Club**, Sycamore st., Plainfield. Org. '83. 100 members. August S. C. Marsh, pres.; D. H. Lenox, sec.

**Passaic Falls Wheelmen**, Little Falls Turnpike, Paterson. Org. April 18, '91. 80 members. Samuel Crowthers, pres.; Ed B. Hindley, 332 Potowata ave., sec.

**Palma Cycle Club**, Jersey ave. and Bright st., Jersey City. Org. Sep. 2, '82. 500 members. Nelson J. H. Edge, pres.; James A. Hansell, Jersey ave. and Bright st., sec.

**Raritan League Wheelmen**, 37 Church st., New Brunswick. Org. Sept. 1, '92. 28 members. J. W. Miller, pres.; L. M. Humsteel, sec.

**Red Bank Cyclers**, Red Bank. Harry Curtis, pres.; Jos. Field, sec.

**Roselle Ramblers**, Roselle. Org. '85. 25 members. W. A. Keddie, pres.; O. T. Peck, sec.

**Rutherford Wheelmen**, Rutherford. Org. March, '85. 65 members. Ray W. Tyler, pres.; G. C. Brinkerhoff, sec.

**Somerset Wheelmen**, West End A. club house, Somerville. Org. May 5, '92. 48 members. James L. Griggs, pres.; C. B. Mathewson, M. D., sec.

**Trenton Club**, 26 E. State st., Trenton. N. J. Org. '84. 27 members. Gardner H. Cain, pres.; Walton M. Watson, 224 E. State st., sec.

**Tonawanda Cycle Club**, 145 Ellison st., Paterson. Org. '90. 97 members. Richard R. Chiswell, pres.; Henry H. Tattersall, box 686, sec.

**Union League Wheelmen**, Westfield. Org. Sept. 20, '91. 25 members. John D. Glick, pres.; Harry V. Cohen, sec.

**Union County Roadsters**, Main st., Rahway. Org. Aug. 10, '90. 150 members. Dr. C. B. Holmes, pres.; J. L. Martin, Box 13, sec.

**Vineland Lady Cyclers**, Vineland. Org. April 15, '91. 35 members. Mrs. H. C. Harvey, pres.; Mabel W. Parsons, sec.

**Vineland Wheelmen**, Vineland. Org. '90. 40 members. H. C. Harvey, pres.; Victor Thompson, sec.

**Waverly Wheelmen**, Jersey City Heights. Hy. Mahler, pres.; George Conrad, sec.

**West Jersey Cyclers**, Camden. B. J. Miller, pres.; Frank Cramer, sec.

**Westfield Athletic Club Wheelmen**, Westfield. Org. Dec. 5, '89. 24 members. A. L. Russett, pres.; Isaac Townley, sec.

**Y. M. C. A., Passaic**, Org. March 20, '91. 137 members. Dr. C. M. Howe, pres.; F. A. Baker, 9 Garden st., sec.

**Y. M. C. A. of the Oranges**, 419 Main st., Orange. Org. '84. R. M. Colgate, pres.; M. J. Treneary, sec.

## NEW YORK.

**Allegany County Wheelmen**, 16 Main street, Friendship. Org. June, 1882. 15 members. E. G. Latta, pres.; S. G. Latta, sec.

**Amsterdam Cycle Club**, 27 Church st., Amsterdam, N. Y. Org. June 8, 1892. 30 members. Seely Conover, pres.; J. E. Williams, 6 Grand st., sec. 50-5.

**Ariel Cycling Club**, Glens Falls. Org. April, 1892. 15 members. George Parks, pres.; H. W. Knight, sec.

**Attica Cyclers**, Attica. Org. May, '88. 25 members. Hugh Miller, pres.; L. C. Wilkie, sec.

**Albany Wheelmen**, 267 Lark st., Albany. Org. March, 17, 1896. 60 members. B. I. Carhart, pres.; E. J. M. Nicholson, 665 Central ave., sec.

**Auburn Cyclers**, 60 North st., Auburn. Org. May 1, 1891. 88 members. Goldsborough C. Smith, pres.; William B. Haefner, 96 Genesee st., sec.

**Aaron Wheelmen**, Fifty-fifth st. and Second ave., Brooklyn. S. J. Campbell, pres.

**Anity Wheelmen**, Meserole ave., near Manhattan, Brooklyn.

**Albany Bicycle Club**, 373 Hudson ave., Albany. John S. Patterson, pres.; Wm. E. Palmer, sec.

**Bohemian Wheelmen**, 136 Willow st., Brooklyn.

**Bedford Cycle Club**, 980 Bedford ave., Brooklyn. Org. May 26, '90. 110 members. G. W. Titus, pres.; L. G. Hoppe, sec.

**Brooklyn Bicycle Club**, 62 Hanson Place, Brooklyn. Org. '90. 150 members. Isaac B. Potter, pres.; Benj. Rice, sec.

**Buffalo Ramblers Bicycle Club**, 529 to 533 Main st., Buffalo. Org. Jan. 26, '85. 170 members. B. L. Crooker, pres.; C. P. Spaulding, 531 Main st., sec.

**Buffalo Athletic Club Cycling Section**, Washington and Mohawk sts., Buffalo. Org. May, '90. 60 members. H. C. Palmer, pres.; J. A. Pfard, sec.

**Brooklyn Ramblers**, 375 Flatbush ave., Brooklyn. Org. Jan. 4, '90. 65 members. J. H. Mellor, pres.; F. C. Green, 887 Union st., sec.

**Buffalo Bicycle Club**, 138 College st., Buffalo. Org. Feb. 22, '79. 125 members. R. K. Smith, pres.; C. G. Gething, 10 W. Eagle st., sec.

**Cortland Wheel Club**, 9-14 Democrat Bldg.,

Cortland. Org. Nov. 7, '90. Dr. Ellis M. Santee, pres.; C. G. Smith, 40 Greenbush st., sec.

**Chatham Cycling Club**, 10 Park Row, Chatham. Org. April '89. 23 members. Dr. C. M. Harmon, pres.; F. H. Bristol, sec.

**Cortland Wheelmen**, Peekskill. Org. Feb. 22, '82. 23 members. Frank Manser, pres.; Dudley C. Hasbrouck, sec.

**Columbia Wheelmen**, Stockport. Org. June 19, '88. 10 members. R. B. Reynolds, pros.; Joshua Reynolds, sec.

**Camden Cycling Club**, Camden. Org. July 17, '91. 15 members. Howard Delemater, pres.; Ralph W. Stone, sec.

**Central City Cycling Club**, cor. N. Salina and Danforth st., Syracuse. Org. March 15, '91. 12 members. Herbert F. Smith, pres.; Dr. Louis K. Peck, 308 N. Alford st., sec.

**Carthage Cycle Club**, 110 State st., Carthage. Org. May, '92. George E. Spicer, pres.; Charles M. Brownell, sec.

**Cortland Wheelmen's League**, 9-14 Democrat Bldg., Cortland. Org. Feb. 9, '92. 350 members. A. A. Sprague, pres.; E. M. Mills, sec.

**Crystal City Cycle Club**, Corning. Org. June 17, '92. 15 members. H. C. Way, pres.; F. E. Wait, sec.

**Centaur Club**, Ogdensburg. Org. June 30, '92. 13 members. Charles S. Westbrook, pres.; E. C. J. Smith, 76 Ford st., sec.

**Cohoes Wheelmen**, 141 Remen st., Cohoes. Org. Sept. 29, '91. 54 members. William K. Monro, pres.; Harry T. O'Brien, sec.

**Camden Bicycle Club**, C. E. Conant, pres.; Ralph W. Stone, sec.

**Cayadutta Cycling Club**, Gloversville. Org. June '93. 12 members. Frank Bradt, pres.; A. L. Austin, 34 South Main st., sec.

**Conrads Cycling Club**, Best and Rich sts., Buffalo. Org. Aug. 1, '91. 45 members. John Koebel, pres.; J. A. Schlehr, 119 Spruce st., sec.

**Columbia Bicycle Club**, 573 574 Genesee st., Buffalo. Org. May, '89. A. B. Bulena, pres.; J. M. Spahn, sec.

**Crecent Cycle Club**, 177 Court st., Rochester. Org. June, '90. 70 members. S. S. Brame, pres.; W. F. Chandler, 232 Averil ave., sec.

**Elks Bicycle Club**, 409 William st., Buffalo. Org. Oct. '92. 20 members. Henry Hartmetz, pres.; Edward Maas, 278 Spring st., sec.

**Fort Orange Wheelmen**, 373 Hudson ave., Albany. Org. Sept. 30, '91. 45 members. John S. Patterson, pres.; Wm. E. Palmer, 270 North Pearl st., sec.

**Flower City Wheelmen**, 360 E. Main st., Rochester. Org. Mar. 14, '89. 64 members. Frank B. Weeks, pres.; W. R. Pollock, sec.

**Flushing Athletic Club Wheelmen**, 86 Sanford ave., Flushing. L. I. Org. Jan. 15, '92. 23 members. T. R. Pell, pres.; J. R. Bennett, 85 Sanford ave., sec.

**First Baptist Church Cycling Club**, Goshen. Org. Aug. '91. 20 members. Dr. E. G. Parker, pres.; Geo. N. Millsbaugh, sec.

**Glens Falls Cycle Club**, H. W. Knight, pres.; J. R. Loomis, Jr., sec.

**Genesee Bicycle Club**, Rochester. Org. '83. 115 members. Fred J. McCall, pres.; A. McLean, 60 Locust st., sec.

**Goshen Bicycle Club**, Goshen. Org. Aug., '91. 20 members. Dr. E. G. Parker, pres.; George N. Millsbaugh, sec.

**Haverstraw Bicycle Club**, Haverstraw. Org. Sept. 21, '91. 28 members. Oscar O. Speck, pres.; F. B. Kennedy, sec.

**Hudson Bicycle Club**, Hudson. Org. March 14, '92. 60 members. Samuel B. Coffin, pres.; L. H. Payne, care C. H. Evans & Sons, sec.

**Harlem Wheelmen**, New York City. Org. Nov. '81. 79 members. C. C. Ellis, pres.; Frank N. Lord, Fifth ave. and 133d st., sec.

**Holley Bicycle Club**, Holley. Org. March 3, '92. 30 members. C. C. Hayden, pres.; Bert W. Robb, sec.

**Ilion Cycle Club**, Ilion. P. A. Stubbleborn, pres.; George Hakes, sec.

**Iroquois Athletic Club Cycling Section**, Onondaga. Org. April 15, '91. 50 members. A. Roeder, Jr., 214 Locust st., sec.

**Knickerbocker Wheelmen**, 907 Tremont av., New York. Org. '89. 45 members. S. Wray, pres.; Wm. L. Littlewood, Fairmount Place, near Prospect ave., sec.

**Kanawaca Cycle Club**, Elmira. Org. '90. 125 members. A. J. Robertson, pres.; A. W. Post, sec.

**Kings County Wheelmen**, 1,255 Bedford av., Brooklyn. Org. '81. 160 members. John Ben-singer, pres.; J. Foster, sec.

**Lenox Wheelmen**, New York City. William Holzman, pres.; J. Lowenstein, sec.

**Ladies' Auxiliary Lake View Wheelmen**, 1 Phelps ave., Rochester. Org. Oct. 10, '90. 25 members. Mrs. Chas. H. Crouch, pres.; Mrs. Wm. W. Armstrong, 63 Emerson st., sec.

**Lake View Wheelmen**, 1 Phelps ave., Rochester. Org. July 23, '89. 150 members. Dr. F. H. Sawers, pres.; J. H. Brown, sec.

**Ladies' National Bicycle Club**, 31 North Fitzhugh st., Rochester. Org. Aug. 20, '90. 20 members. Mrs. C. R. Webster, pres.; Mrs. G. A. White, 19 Saratoga ave., sec.

**Ladies' and Gentlemen's Bicycle Riding Club**, Syracuse. Org. April 5, '92. 53 members. Mrs. J. W. Watkins, pres.; Genevieve E. Morgan, 309 E. Genesee st., sec.

**Le Roy Bicycle Club**, Le Roy. Org. June, '91. 36 members. E. P. Cochran, pres.; William Gilmore, sec.

**Lowville Cycling Club**, Lowville. Org. March 31, '91. 25 members. F. C. Snyder, pres.; E. A. Agans, sec.

**Lockport Wheelmen**, 35 Walnut st., Lockport. Org. '86. 60 members. A. S. Cook, pres.; Harry Van Horn, 67 Main st., sec.

**Long Island Wheelmen**, 1,281 Bedford ave., Brooklyn. Org. Nov. '83. 140 members. Chas. H. Luscomb, pres.; H. F. Pierce, 79 Water st., sec.

**Metropolitan Wheelmen**, 19 West 124th st., New York. F. C. Dreyer, pres.; H. Barr, sec.

**Medina Cyclers**, 43 Main st., Medina. Org. May, '92. 28 members. Fred Tinkham, pres.; Thos. F. Owens, Box 472, sec.

**Mechanicville Wheelmen**, Park ave., Mechanicville. Org. June, '92. 15 members. G. H. Whitney, pres.; J. R. Ladow, Jr., sec.

**Middletown Wheelmen**, Middletown. Org. Aug. 1, '91. 35 members. W. G. Slauson, pres.; H. A. Smith, box 230, sec.

**Mt. Vernon Cyclists**, 54 Fourth ave., Mt. Vernon. Org. Feb., '92. 48 members. F. A. Coleman, pres.; George Jennings, South Third ave., sec.

**Montauk Wheelmen**, 360 Schermerhorn st., Brooklyn. S. E. Giberson, pres.; W. G. Yates, sec.

**Mohawk Athletic and Cycling Club**, Mohawk and Pearl sts., Buffalo. Org. March 12, '92. 120 members. Frank L. Beyer, pres.; H. W. A. Becker, Y. M. C. A. building, sec.

**Manhattan Bicycle Club**, 1,790 Broadway, New York. Org. June 16, '87. 110 members. Charles A. Sheehan, pres.; Robert R. McFarland, 35 Clinton Place, sec.

**Mercury Wheel Club**, Bridge st., Flushing. L. I. Org. Apr. '91. 31 members. James Hunting, pres.; Fred R. Long, 307 Franklin Place, sec.

**Newburgh Wheelmen**, Water and Third's, Newburgh. Org. Oct. 1, '90. 40 members. W. C. Cornell, pres.; George M. Callahan, 4 Washington Place, sec.

**Niagara Bicycle Club**, Lockport. E. J. Ewert, pres.; Lyman Wheeler, sec.

**Natavva Cycle Club**, Brooklyn. Fred Miles, pres.; C. B. Nolloy, sec.

**Niagara Falls Bicycle Club**, Arcade Bldg., Niagara Falls. Org. '81. 33 members. I. J. F. Klug, pres.; W. H. Houston, 55 First st., sec.

**Olean Cycle Club**, Olean. J. W. Plant, pres.; W. H. Yarl, sec.

**Orange County Wheelmen**, Warwick. G. F. Ketchum, pres.; Frank C. Hock, Goshen, sec.

**Oxford Wheel Club**, Oxford. Org. April 28, '91. 20 members. B. Ira Lewis, pres.; F. J. Dedrick, sec.



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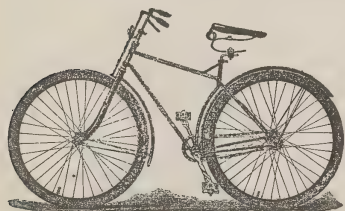


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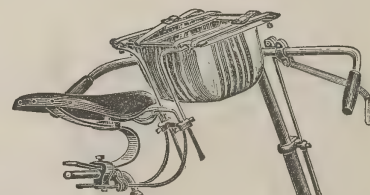
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W. J. Packwood, pres.; Henry Adema, 91 Poplar ave., sec.

**Women's Wheel and Athletic Club**, 132 College st., Buffalo. Org. July 3, '85. 54 members. Dr. Ida C. Bender, pres.; Miss Anna Crandall, 163 Prospect ave., sec.

**West End Bicycle Club**, Fitzhugh and Church sts., Rochester. Org. Sept., '87. 72 members. Arthur L. White, pres.; L. B. Vincent, 207 Mill st., sec.

**Watsonia Bicycle Club**, Richfield Springs. Org. '88. 50 members. E. A. Binds, pres.; John F. Lanning, sec.

**Wappingers Wheel Club**, Wappingers Falls. Org. Oct. 19, '82. 19 members. H. H. Brown, pres.; Chas. H. Manning, sec.

**Watertown Cyclers**, Opera House Bldg., Watertown. Org. Aug., '90. 35 members. F. A. Shurman, pres.; C. N. Shurman, sec.

**Washington Wheelmen**, N. W. cor. Bathgate ave. and 15th st., New York. Org. March 15, '82. 67 members. Fred W. Seward, pres.; R. Ward Hillman, 1,845 Vanderbilt ave., Tremont.

**Wheelmen's Outing Club**, 505 South st., Cortland. Org. Aug. 15, '90. 12 members. H. L. Frost, pres.; Benj. C. Everingham, Jr., Peckskill, sec.

**Williamsburg Cycling Club**, 154 Deroe st., Brooklyn. Org. June 10, '92. 35 members. M. J. Martin, pres.; J. C. Acker, sec.

**Yahnadashis Cycling Club**, 8 Albany st., Utica. Org. Aug. 1, '92. 28 members. A. C. Selboth, pres.; W. C. Williams, 10 Hubbell st., sec.

**Yonkers Bicycle Club**, Yonkers Savings Bank Building, Org. Nov. 19, '79. 60 members. Charles P. Ward, pres.; A. L. Taylor, 26 Union Place, sec.

**Y. M. C. A.**, 345 Warren st., Syracuse. Jas. B. Brooks, pres.; A. S. Durston, Empire House, sec.

**Y. M. C. A. Bicycle Club**, Warsaw. Org. April 7, '92. 15 members. Robert Miller, pres.; George W. Gardner, sec.

**Y. M. C. A. Bicycle Club**, Y. M. C. A. Bldg., Rochester. Org. May, '92. 55 members. J. D. Golden, pres.; Frank Vosburg, Jr., sec.

**Y. M. C. A. Wheelmen**, Y. M. C. A. rooms, Elmira. Org. '90. 22 members. F. W. White, pres.; H. Arnold, sec.

## OHIO.

**Athletic Cycle Club**, 198 Court st., Cincinnati. Org. April 4, '90. 31 members. George E. Day, pres.; A. A. Bennett, 182 Main st., sec.

**Akron Bicycle Club**, Akron. Org. July, '91. 35 members. W. B. Baldwin, pres.; Charles E. Howland, 103 S. Forest st., sec.

**Brighton Bicycle Club**, 280 McKicken ave., Cincinnati. Org. '82. 56 members. Harry Elard, pres.; Thos. J. Tufty, 59 Webster st., sec.

**Buckeye Ladies' Cycling Club**, 88 1-2 N. High st., Columbus. Org. Sept., '90. 25 members. Miss Margaret Holt, pres.; Miss Kate Moore, sec.

**Chillicothe Wheelmen**, Chillicothe. Org. April 14, '90. 25 members. Jas. McNecker, pres.; Arthur B. Howson, Carlisle Bk., sec.

**Columbus Cycling Club**, Columbus. Org. Oct. 16, '91. 74 members. Louis O. Glover, pres.; M. W. Bliss, Jr., Room 8 Hoster Bk., sec.

**Chio Cycle Club**, Y. M. C. A. rooms, Hamilton. Org. May 1, '91. 21 members. William Schweizer, pres.; D. M. McClung, sec.

**Century Cycle Club**, Room 6 College Bldg., Cincinnati. Org. May, '92. 150 members. W. C. Munro, pres.; David Spritz, 180 Ross st., sec.

**Cleveland Lady Cyclists**, Cleveland Wheel Club, Cleveland. Org. June 15, '91. 20 members. Mrs. W. H. Chubb, pres.; Miss C. A. Skinkle, Case Bldg., sec.

**Columbus Cycling Club**, 46 W. Gay st., Columbus. Org. May, '90. 95 members. J. M. Kisor, pres.; E. P. Moore, 70 W. First ave., sec.

**Clipper Cycle Club**, Cleveland. A. A. Thomas, pres.; Paul B. Huyette, sec.

**Cement City Bicycle Club**, Akron. Dr. G. H. Simonds, pres.; F. M. Stage, sec.

**Crescent Wheelmen**, 587 W. Seventh st., Cincinnati. 22 members. W. W. Schueler, pres.; P. H. Rabe, sec.

**Cleveland Wheel Club**, room 11 Case bldg., Org. April 9, '90. 160 members. W. F. Sayle, pres.; Geo. L. Ralston, sec.

**Canton Bicycle Club**, E. Fourth st., Canton. Org. July 25, '83. 40 members. E. E. Miller, pres.; Ed. L. Monnot, 143 N. Cleveland ave., sec.

**Dayton Bicycle Club**, 37 W. Fourth st., Dayton. Org. '82. 15 members. Elmer H. Houck, pres.; Clarence P. Folsom, sec.

**Fostoria Bicycle Club**, 107 1-2 N. Main st., Fostoria. Org. June 25, '88. 54 members. A. E. Mergenthaler, pres.; S. L. Ghaster, 106 W. Main st., sec.

**Fremont Cycling Club**, 112 N. Front st., Fremont. Org. Oct., '91. 25 members. P. J. Gottroff, pres.; Charles L. Stevens, 53 Garrison st., sec.

**Licking Cycling Club**, 10 1-2 E. Church st., Newark. Org. Sept., '92. 40 members. H. J. Hoover, pres.; E. S. Browne, 287 N. Third st., sec.

**Lakeside Cycling Club**, 271 Clinton st., Cleveland. Org. Oct. 1, '91. 125 members. Geo. M. Edmondson, pres.; J. H. Ammon, 166 Newell st., sec.

**Mahoning Cycle Club**, Youngstown. Org. Oct., '89. 33 members. Wm. S. McGeehon, pres.; F. B. Dunlap, box 303, sec.

**Muskingum County Wheelmen**, 50 North Sixth st., Zanesville. Org. May, '91. 47 members. P. D. Grath, pres.; S. M. Culbertson, sec.

**Mystic Tie Club**, Smith Bldg., Springfield. Org. Oct. 14. 26 members. Orrin Parsons, pres.; Albert L. House, sec.

**Mt. Vernon Cycling Club**, Mt. Vernon. Org. May 2, '92. 25 members. A. C. Dickinson, pres.; John Brunner, sec.

**Oberlin Cycle Club**, Oberlin. Org. July, '92. 55 members. A. G. Comings, pres.; F. H. Wood, sec.

**Parkopolis Wheelmen**, 302 Elm st., Cincinnati. Org. March 11, '90. 45 members. O. L. Graeser, pres.; E. Howells, 334 Richmond st., sec.

**Richland Ramblers**, 26 W. Park ave., Mansfield. Org. '87. 55 members. J. H. Krause, pres.; F. D. Gadsby, 77 E. Third st., sec.

**Steenbenville Cyclers**, 129 North Fourth st., Steenbenville. Org. Nov. 17, '88. 35 members. F. S. Maxwell, pres.; W. W. Griffith, 315 Market st., sec.

**Springfield Wheelmen**, 27 East Main st.,

Springfield. Org. July 25, '92. 25 members. Howard Olds, pres.; Harry G. Grant, sec.

**Star Cycle Club**, Court st., Hamilton. Org. April 8, '92. 42 members. Benj. E. Geyer, pres.; Wm. J. Ehrnschwender, box 1, sec.

**Springfield Safety Cycle Club**, 52-54 Arcade, Springfield. E. J. Wally, pres.; J. C. Chorpennig, sec.

**Trojan Cycling Club**, N. E. cor. Public Sq., Troy. Org. March, '92. 22 members. J. H. Julian, pres.; F. E. Childs, sec.

**Toledo Cycling Club**, Toledo. Org. Feb. 13, '89. 299 members. John C. Keller, pres.; E. S. Ludlow, sec.

**Tuscarora Cycling Club**, First National Bank Bldg., Wellsville. Org. Sept. 1, '92. 21 members. W. O. Hamilton, pres.; C. R. McDonald, sec.

**Wyandott Wheelmen**, Upper Sandusky. Org. April 24, '92. 18 members. J. W. Henderson, pres.; S. A. Cunes, sec.

**Y. M. C. A.**, Zanesville. Org. June, '91. 23 members. F. E. Straugh, pres.; G. Casac, sec.

**Y. M. C. A. Wheelmen**, 34 E. Fourth st., Dayton. Org. April, '91. 93 members. S. R. Jones, pres.; C. C. Fletcher, 228 N. Jefferson st., sec.

**Y. M. C. A. Wheelmen**, Springfield. Org. June, '92. 71 members. F. H. Coblent, pres.; Horace Spencer, sec.

## PENNSYLVANIA.

**Allegheny Wheelmen**, Frankford and Allegheny aves., Philadelphia. Org. June, '91. 32 members. August Frazier, pres.; Charles Clemens, 2,034 Madison ave., sec.

**Alpha Wheelmen**, 2,506 N. Broad st., Philadelphia. Org. Jan. 20, '91. 55 members. S. L. Van Buskirk, M. D., pres.; G. L. Creager, sec.

**Americus Wheelmen**, S. W. cor. Tenth and Oxford sts., Philadelphia. Org. May 28, '91. 10 members. H. C. Hochstadter, pres.; Louis Guggenheimer, Germantown ave., above Lehigh, sec.

**Allegheny Cyclers**, 91 Irwin avenue, Allegheny. Org. Oct. 14, 1885. 75 members. W. J. Weisser, pres.; Frank H. Oller, 322 Federal st., sec.

**Associated Cycle Clubs**, Philadelphia. W. R. Tucker, pres.; J. R. E. Edwards, sec.

**Beaver Valley Wheelmen**, Beaver Falls. Org. Jan., '84. 47 members. S. H. Dawson, pres.; W. F. Bell, sec.

**Clover Wheelmen**, Belmont and Elm aves., Philadelphia. Org. March 20, '90. 16 members. M. R. Mionich, pres.; A. W. Fell, 319 N. Sixteenth st., sec.

**Century Wheelmen**, 1,506 N. Broad st., Philadelphia. Org. April 22, '86. 247 members. Thos. Hare, pres.; Charles McGlathery, 1,606 N. Broad st., sec.

**Chester Bicycle Club**, 143 Central Exchange, Chester. Org. Nov. 20, '83. 38 members. Alfred P. Stahler, pres.; Charles Palmer, P. O. box 318, sec.

**City Cycle Club**, Philadelphia. Org. Sept. 18, '91. 24 members. Horace P. Fry, pres.; D. G. Mellory, sec.

**Century Wheelmen**, 1,606 N. Broad st., Philadelphia. Org. April 20, '86. 259 members. Thos. Hare, pres.; Charles McGlathery, 1,540 Park ave., sec.

**Carbondale Cycle Club**, Carbondale. Org. June 1, '91. 24 members. Emmons E. Peck, pres.; Ulysses S. Wonnacott, sec.

**Columbia Wheelmen**, Columbia. Org. Nov. 1, '91. 25 members. Wm. T. Garrison, pres.; Samuel C. Brandt, sec.

**Columbia Cyclers**, Philadelphia. Org. Oct. 4, '88. 60 members. H. C. Lawser, pres.; Fay Dankelberger, sec.

**East End Wheelmen**, Philadelphia. Jas. T. Barry, pres.; T. F. Ramsperger, sec.

**Emporium Bicycle Club**, Emporium. Org. July 22, '92. 30 members. Dr. S. S. Smith, pres.; Grant S. Allen, sec.

**Eclipse Wheelmen**, 3,031 Lancaster ave., Philadelphia. Org. August 14, '92. 51 members. Charles Miller, pres.; E. H. Beihl, sec.

**Erie Wanderers Cycling Club**, Becker Block, Erie. Org. Sept. 4, '90. 40 members. G. A. Walmsley, pres.; H. E. Tidman, 333 W. Twentieth st., sec.

**Frankford Bicycle Club**, 4,351 Frankford ave. Org. Aug. 8, '91. 51 members. Richard Crankshaw, pres.; Robt. Matthews, 4,632 Worth st., sec.

**Franklin Bicycle Club**, Franklin. R. K. Kimmerdall, pres.; Will Rider, sec.

**Girard Avenue Wheelmen**, Philadelphia. J. F. Neill, pres.; S. H. Miller, sec.

**Harrisburg Wheel Club**, 107 N. Second st., Harrisburg. Org. Aug. 6, '80. 19 members. George A. Hutman, pres.; C. A. Shanno, 107 N. Second st., sec.

**Juniata Wheelmen**, cor. Sixth and Penn sts., Huntingdon. Org. May 1, '88. 50 members. Hugh Lindsay, pres.; D. S. Drake, sec.

**Johnstown Cycle Club**, 68 Franklin st., Johnstown. Org. July 28, '92. 46 members. W. Dick Shupe, pres.; S. R. Schaeffer, 26 Water st., sec.

**Keystone Bicycle Club**, 5,732 and 5,734 Howe st., Pitsburg. Org. Dec. 14, '79. 125 members. O. H. Allerton, Jr., pres.; J. W. McGowin, 610 Wood st., sec.

**Liberty Wheelmen**, 1,225 Ridge ave., Philadelphia. Charles Porster, Jr., pres.; F. W. Forster, sec.

**Liberty Cycling Club**, Noble Block, Erie. Org. Aug. 12, '92. 35 members. William Cram, pres.; E. G. Reeder, sec.

**Lu Lu Wheelmen**, Philadelphia. Org. Aug. 1, '91. 5 members. Harry Weinman, pres.; Louis E. Fischer, 1,019 Franklin st., sec.

**Lebanon Wheel Club**, 31 N. Eighth st., Lebanon. Org. April 31, '91. 18 members. John H. Cilly, pres.; C. D. Weirick, Ninth and Willow sts., sec.

**McKeesport Cyclers**, Fifth ave., McKeesport. Org. Aug. 1, '87. 20 members. Howard Macrum, pres.; Charles V. McLean, sec.

**Mt. Vernon Wheelmen**, S. E. cor. Twelfth and Mt. Vernon sts., Philadelphia. Org. Mar. 26, '88. 100 members. M. F. Travillo, pres.; C. E. Rahn, N. E. cor. Twelfth and Mt. Vernon sts., sec.

**Meadville Cycling Club**, Meadville. Org. May 15, '90. 25 members. Fred Lord, prez.; H. S. Robinson, 972 Water st., sec.

**Manheim Wheelmen**, Manheim. Org. Apr.

13, '99. 19 members. F. B. Brosey, pres.; Charles S. Witmyer, sec.

**Mountain Wheel Club**, Second and Beaver sts., Phillipsburg. Org. Aug., '89. 30 members. Thomas J. Lees, pres.; James A. Dawidde, sec.

**Norristown Wheelmen**, 52 E. Main st., Norristown. Org. March 26, '91. 45 members. Irvin P. Knipe, pres.; Walter Derr, sec.

**Northwest Wheelmen**, 2,121 N. Broad st., Philadelphia. Org. Oct. 14, '90. 63 members. Dr. W. B. Lake, pres.; George A. Lowe, 2,024 North Thirteenth st., sec.

**North End Wheelmen**, 1,856 Frankford ave., Philadelphia. Org. March, '80. 45 members. F. Norris Hewson, pres.; Frank G. Buckley, 1,123 Marlborough st., sec.

**North East Wheelmen**, 1,860 Frankford ave., Philadelphia. 30 members. Frank, '90. T. N. Hewson, pres.; F. G. Buckley, sec.

**Oxford Wheelmen**, 2,401 Oxford st., Philadelphia. Org. Aug. 17, '89. 73 members. F. W. Buch, pres.; Samuel H. Gossler, club room, sec.

**Oil City Wheelmen**, 909 Seneca st., Oil City. Org. Aug. 1, '92. 25 members. F. H. Parkhurst, pres.; E. Otto Weidner, sec.

**Ormonde Wheelmen**, Philadelphia. J. H. McNeely, pres.; Chas. L. Scott, sec.

**Park Avenue Wheelmen**, 2,013 N. Broad st., Philadelphia. Org. June 13, '90. 140 members. O. S. Bunnell, pres.; W. B. Devlin, 2,933 Camac st., sec.

**Penn Wheelmen**, 120 N. Fifth st., Reading. Org. March 26, '89. 100 members. Frank B. James, pres.; F. Arthur Demarest, box 304, sec.

**Pennsylvania Bicycle Club**, 3,940 Girard ave., Philadelphia. Org. Aug. '82. 175 members. Arthur H. MacOwen, pres.; Lee R. McKinstry, 3,944 Girard ave., sec.

**Pottsville Wheeling Club**, Pottsville. R. J. Mills, pres.; S. Schaliu, sec.

**Penn City Wheelmen**, Philadelphia. R. M. Davenport, pres.; S. H. Crawford, sec.

**Philadelphia Bicycle Club**, Twenty-sixth and Perot sts., Philadelphia. Org. May, '79. 140 members. E. W. Burt, pres.; H. A. Blakiston, sec.

**Quaker City Wheelmen**, 1,400 Oxford st., Philadelphia. Org. Jan. 20, '90. 130 members. E. H. Thoman, pres.; Jas. Artman, sec.

**South End Wheelmen**, 1,701 S. Broad st., Philadelphia. Org. Dec. 4, '86. 140 members. Gordon Chambers, pres.; C. D. Coulter, sec.

**Scranton Bicycle Club**, 345 Washington av., Scranton. H. C. Wallace, pres.; A. Godfrey, sec.

**Scranton Ladies' Club**, Scranton. Org. April 8, '92. Mrs. C. A. Burr, pres.; Miss Annie Van Nort, sec.

**Sylvaan Cyclers**, Kane. Org. April 11, '92. W. H. Davis, pres.; F. M. Brooder, sec.

**Williamsport Wheel Club**, Market square, Williamsport. Org. Sept., '92. 10 members. G. M. Robinson, pres.; P. J. Campbell, P. O. box 594, sec.

**Wissahickon Wheelmen**, 4,667 Germantown ave., Philadelphia. Org. July 26, '84. 85 members. O. N. Middleton, pres.; J. G. Wehner, sec.

**Wellsboro Wheelmen**, Wellsboro. Org. May, '84. 15 members. Thomas Clarendon, Niles Valley, sec.

**Warren Cycle Club**, Warren. Org. Feb. 6, '89. 70 members. A. C. McAlpin, pres.; W. B. Heck, sec.

**Wyoming Bicycle Club**, Wyoming. Org. July 30, '92. 20 members. Dr. C. P. Knapp, pres.; Charles E. Fowler, sec.

**West Philadelphia Cyclers**, S. E. cor. Preston and Brown, Philadelphia. Org. Oct. 5, '92. 92 members. J. F. Neill, pres.; George M. Miller, 916 N. Forty-second st., sec.

**Wikesbarre Bicycle Club**, 20 W. Market st., Wilesbarre. Org. May 20, '80. Dr. Hollister, pres.; Warren Bowman, sec.

**Wanderers Cycling Club**, Erie. George A. Walmsly, pres.; H. E. Tidman, sec.

**White Front Wheelmen**, Germantown. John Trout, pres.; Charles Reeves, sec.

**York Cycle Club**, 10 S. George st., York. Org. July 19, '88. 34 members. Wm. P. Swartz, pres.; Walter C. Sudic, sec.

**Y. M. C. A. Wheelmen**, Fifteenth and Chestnut sts., Philadelphia. Org. Dec., '89. 250 members. Philip E. Howard, pres.; George B. Bartlett, sec.

## RHODE ISLAND.

**Aquidneck Cycle Club**, 56 Thames st., Newport. Org. Aug. 20, '92. 36 members. George S. Stoddard, pres.; J. T. Lewis, 56 Thames st., sec.

**Bristol County Wheelmen**, Warren Conway's block, Bristol. Fred A. Bliss, pres.; Chas. N. Wheaton, sec.

**Cumberland Bicycle Club**, Providence. Thomas Harrison, pres.; Moses M. Brown, sec.

**Friends Cycle Club**, Friends School, Providence. Org. Sept. 26, '92. 17 members. Alpheus G. Varneys, pres.; Irving L. Lewis, Friends School, Providence, R. I., sec.

**Neutakantant Wheelmen**, Providence. E. A. Johnson, pres.; H. Coughurst, sec.

**Narragansett Wheelmen**, 34-36 Pearl st., Providence. Org. May 7, '91. 104 members. Robt. L. Stanon, pres.; Frank W. Crandall, 17 Foster st., sec.

**Providence Cycling Club**, Providence. S. G. Burlingame, pres.; G. W. Howlett, sec.

**Providence Ladies' Cycling Club**, 60 Stewart st., Providence. Org. Feb. 4, '90. 21 members. Miss Ethel Warner, pres.; Miss Marion L. Albro, 40 Stewart st., sec.

**Panther Valley Wheelmen**, Riverpoint. Org. Sept. '80. 35 members. George Russell, pres.; Fred C. Nicholas, box 305, sec.

**Phenix Cycle Club**, Org. Sept. '91. 25 members. William A. Lewis, pres.; Charles R. Matte-son, sec.

**Rhode Island Wheelmen**, 120 High st., Providence. Org. Feb. '87. 150 members. H. S. Perkins, pres.; C. E. Eddy, Gorham Manufacturing Company, sec.

**Y. M. C. A.**, 165 Thames st., Newport. T. M. Seabury, pres.; J. D. Richardson, cor. Franklin and Thames sts., sec.

## TENNESSEE.

**Capital City Cycling Club**, 314 N. Sumner st., Nashville. Org. '91. 75 members. J. Clay Combs, pres.; Charles P. Rose, Combs Building, sec.

**Chickasaw Cycle Club**, Memphis. Org. Nov.

27, '92. 20 members. Fred Kubler, pres.; James Riggs, 35 Linden st., sec.

**Jackson Cycle Club**, Jackson. Org. Feb. 8, '92. 20 members. W. T. Harris, pres.; R. H. Stovall, 202 E. Main st., sec.

**Lookout Wheelmen**, Chattanooga. Org. July 15, '92. 28 members. Frank Steffner, pres.; A. T. Bennett, 114 Market st., sec.

**Memphis Cycle Club**, 290-292 Second st., Memphis. Org. '85. 60 members. T. J. Dupree, Jr., pres.; E. D. Craig, 242 Linden st., sec.

**Queen City Wheelmen**, Knoxville. William Mooney, pres.; Chas. R. Ogden, sec.

**Rock City Wheelmen**, Sumner st., Nashville. R. E. Munger, pres.; H. R. Ross, sec.

**Road City Wheelmen**, Nashville. Org. Jan. 28, '92. J. C. Combs, pres.; R. H. Page, sec.

**Vanderbilt Bicycle Club**, West Side Row, Vanderbilt University, Nashville. Org. '89. 12 members. C. W. Scarrett, pres.; A. B. Sanders, sec.

## TEXAS.

**Commercial Cycling Club**, Overland and Oregon sts., El Paso. Org. July 21, '92. 15 members. J. A. Smith, pres.; John Steffan, sec.

**Cleburne Cycle Club**, Cleburne. Org. July 25, '92. 8 members. Chas. Thacker, pres.; J. D. Barnes, sec.

**Galveston Wheel Club**, Harmony Hall, Galveston. Org. Aug., '92. 25 members. Dr. Alex. A. Dyer, pres.; Gus McLean, cor. 24th and Ave. C, sec.

**Happologia Cycling Club**, 1,003 Main st., Houston. Org. Sept. 1, '92. 44 members. N. C. Munger, pres.; A. J. Schurman, sec.

**Valasco Wheel Club**



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Superior. Org. March 5, '81. 57 members. C. H. Thornton, pres.; H. A. Burgess, sec.

**University of Wisconsin Cyclers.** Madison. Org. Oct. 14, '91. 32 members. L. W. Myers, pres.; W. L. Ball, sec.

**Wausau Bicycle Club.** Wausau. Org. Sep. 1, '92. 20 members. L. A. Bradt, pres.; James McKay, sec.

**Waukesha Wheelmen.** 507 Clinton st. Org. '85. 67 members. Dr. C. E. Wardrobe, pres.; W. A. Pierce, sec.

**Winnebago Cyclers.** Fond du Lac. V. M. Weeks, pres.; F. J. Rueping, sec.

**Y. M. C. A. Cycle Club.** Y. M. C. A. bldg., Racine. 25 members. A. K. James, pres.; George A. Crane, Racine Hardware M'fg Co., sec.

## MISCELLANEOUS.

**Aberdeen Bicycle Club.** 323 Ninth ave., E. Aberdeen, S. Dakota. Org. June, '91. 40 members. Chas. A. Howard, pres.; M. C. Johnson, sec.

**Audubon Bicycle Club.** cor. Prytania and Napoleon aves., New Orleans, La. Org. Sept. 15, '91. 20 members. R. J. Godberry, pres.; Peter Casse, Prytania, near Valence st., sec.

**Alameda Bicycle and Athletic Club.** Cycle Park, Alameda, Cal. Org. Jan. 1, '92. 150 members. J. P. Ives, pres.; H. R. Williams, Jr., Central ave. near McPherson st., sec.

**Business Men's Bicycle Association.** 109 N. Third st., Grand Forks, N. D. Org. '91. 45 members. W. W. Hall, pres.; J. A. Canniff, sec.

**Blue Jacket Wheelmen.** Greenville, N. C. Org. Sept. 15, '92. 30 members. Eugene F. Bates, pres.; B. A. Morgan, sec.

**Berkeley Cyclers.** Brooklyn, N. Y. Org. April 11, '90. 19 members. W. F. Treadwell, pres.; E. L. Stabler, 155 Willow st., sec.

**Carolina Cycle Club.** box 813, Wilmington, N. C. Org. May 19, '91. 33 members. F. A. Lord, pres.; F. Heinsberger, Jr., sec.

**Capital City Cycle Club.** Phoenix, Ariz. Org. March 23, '89. 30 members. Hon. Nathan O. Murphy, pres.; Miss M. G. McElwain, sec.

**Cheyenne Wheelmen.** Ferguson bet. 16th and 17th sts., Cheyenne, Wyo. Org. Nov. '82. 34 members. Frank D. Vreeland, pres.; W. H. Goetz, 611 E. 16th st., sec.

**Charlestown Ramblers.** Charlestown, S. C. 25 members. James M. Wilson, pres.; H. B. Whilden, sec.

**Carleton Wheelmen.** 3,800 Vincennes ave., Chicago. Org. May 1, '92. 50 members. W. C. Stubbs, pres.; Ed. McKeand, sec.

**Capital City Wheelmen.** 7 E. Fourth st., Olympia, Wash. Org. April 21, '92. 21 members. J. W. Pierce, pres.; W. A. Van Epps, 613-617 E. Fourth st., sec.

**Dayton Bicycle Club.** Dayton, Wash. Org. March '92. 30 members. Dr. E. H. Van Patten, pres.; Ulrich Z. Ellis, sec.

**Dayton Bicycle Club.** Dayton, Wash. Org. '92. N. Z. Ellis, sec.

**Farragut Bicycle Club.** 3,016 Lake Park ave., Chicago. Org. March, '90. 25 members. George J. Adams, pres.; C. N. Sherwood, 200 Adams st., sec.

**Great Falls Bicycle Club.** Great Falls, Mont. Org. Sept. 15, '91. 63 members. Hiram A. Pratt, pres.; S. W. Matteson, Jr., sec.

**Helena Wheelmen.** rooms 10 and 11 Independent block, Helena, Mont. Org. June 13, '91. 42 members. George R. Fisher, pres.; H. B. Gibson, care A. D. Edgar, sec.

**Louisiana Cycle Club.** Octavia st., New Orleans, La. J. M. Sherouse, pres.; Louis A. Dodge, sec.

**Lakota Cycling Club.** Lakota, N. D. Org. April 21, '92. 24 members. J. S. Rankin, pres.; H. W. Kent, sec.

**Ladies' Club.** City Mission Bldg., Hartford, Conn. Org. July 19, '90. 23 members. Miss Jesse I. Nevers, pres.; Miss Eleanor D. Atwood, 8 Wooster st., sec.

**Mitchell Wheelmen.** Mitchell, S. D. Org. '86, reorg. April, '92. A. C. Pollard, pres.; W. J. Healey, sec.

**New Orleans Bicycle Club.** Carondelet st., New Orleans, La. Wm. Grimshaw, pres.; A. P. Keahey, sec.

**Oregon Bicycle Club.** Portland, Ore. Org. '81. 70 members. Dr. C. C. Newcastle, pres.; Dr. E. E. Miller, sec.

**Peerless Cycle Club.** 152 N. Market st., Wichita, Kas. Org. March 10, '92. 31 members. Dr. J. A. Shultz, pres.; C. H. Bartlett, 152 North Market st., sec.

**Rambler Bicycle Club.** 613 Garrison ave., Fort Smith, Ark. Org. May 8, '92. 21 members. F. D. Nichols, pres.; A. A. Rowe, sec.

**Rawlins Cycling Club.** 8 France Blk., Rawlins, Utah. Org. March, '92. 45 members. Chas. E. Blydenburg, pres.; O. E. Brown, sec.

**Riverside Wheelmen.** Reno, Nev. 25 members. N. E. Wilson, pres.; Fred Stadtmuller, sec.

**Spencer Cycling Club.** Spencer, Ia. Org. June, '92. 26 members. David Painter, pres.; W. B. C. Cruver, sec.

**Solid City Wheelmen.** Boston Bldg., Fort Scott, Kas. Org. May 1, '91. 32 members. Chas. W. Pennington, pres.; Henry E. Harris, sec.

**Spring City Cycling Club.** Pearson Bldg., Huntsville, Ala. Org. May, '91. 24 members. P. W. Lowner, pres.; W. O. Knudson, sec.

**Salt Lake Social Wheel Club.** Salt Lake City, Utah. Org. Feb. 10, '90. 35 members. Harry R. Browne, pres.; S. E. Robbins, sec.

**Social Wheel Club.** Salt Lake City, Utah. H. R. Browne, pres.; S. B. Robbins, sec.

**Statesville Cycling Club.** Statesville, N. C. Org. '92. J. L. Scales, pres.; W. Morrison, sec.

**Wilmington Cycling Club.** Wilmington, N. C. C. H. Cooper, pres.; F. Heinsberger, Jr., sec.

**Washington Heights Wheelmen.** Oak and 99th sts., Washington Heights, Ill. Org. July 30, '92. 32 members. John E. Clark, pres.; O. W. Childs, sec.

**Wilmington Wheel Club.** 907 Shipley st., Wilmington, Del. Org. '83. 75 members. S. W. Merrihew, pres.; E. Mekhior, Jr., 214 King st., sec.

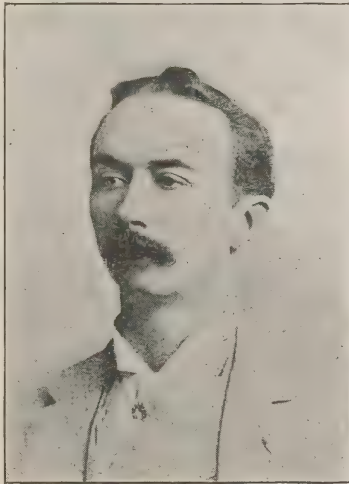
**Wilmington Cycle Club.** Wilmington, N. C. C. H. Cooper, pres.; F. Heinsberger, Jr., sec.

The Norman Wheel Company of Philadelphia has adopted maroon as the color of its rims. If we mistake not, maroon is already in use.

## ZIMMIE SCOOTED.

*He was Afraid of Mr. Raymond or the Spike Tail Suits.*

If there ever was such a being as a "pure amateur" in cycling, then Henry E. S. Itonstall, broker of Wall street and resident of Elizabeth, N. J., will about fill the bill. Here is a man who is head and shoulders in love with the sport in all its phases. As a racer he can reel off his five miles in quick time, and as a road devotee he ranks with any. Mr. Saltonstall is one of the valued members of the Elizabeth Athletic Club, an institution which ranks over any other in America for the size of the town, and the writer has seen about all of them. Everything that goes to make a first-class club is included in the outfit of the E. A. C. Mr. Saltonstall wanted to show his appreciation for the sport that had given him so much pleasure, so offered a \$1,000 prize for international competition—and there the true amateur spirit crops out again. Mr. Saltonstall paid the REFEREE's eastern office a visit and wished to make the point that the prize was to be for international perpetual competition—and not given right out the first time. Of course some of the



H. E. SALTONSTALL.

speedy ones will not favor that clause much, but I trust the generous, sportsmanlike offer will win their regards. To further testify his love for the sport and those interested in it, the Elizabeth man invited some thirty people to a dinner last Thursday night. Among the invited ones were H. E. Raymond, chairman; Henry Crowther, A. A. Zimmerman, L. C. Boardman, Joseph McDermott, and others of more or less fame. A funny thing happened just before the dinner. A. A. Zimmerman had arrived an hour before Sydney Bowman and the writer. After visiting Mr. Saltonstall he learned that we had not arrived, so started out to look for Bowman (so he said). Instead of that the "skeeter" scooted, and took either a train or some other conveyance for New York. Poor Bowman was in a flurry and hunted the town over. There was either one or two things that frightened the champion of champions—he either got wind of Raymond's coming or saw the generous display of shirt fronts. Zimmerman may have heard that the writer was to speak on "Our Old-time Professionals," and he possibly thought the orator might get mixed in his allusions. Anyhow the incident was a funny one, and much in keeping with Arthur Augustus' bashfulness. The speeches were really excellent and above the average—especially were those of Mr. Raymond, Mr. Crowther, Dr. Brown and John C. Wetmore, editor of *Town*

*Tattle*, who is the old cycling writer, "Jonah." How the three speakers, Mr. Raymond, Dr. Brown and Jonah, did "rub it into" the writer, Mr. Raymond making a special effort when he said that he was glad to see the representative of a Chicago paper present, although for the past few weeks he had been spared the infliction of reading what he (the representative) had said about him, whereupon Mr. Raymond was asked to read the back-numbers. He promised to do so. Dr. Brown referred to a tour on the ordinary nine years ago; the editor of *Tattle* tattled about the press and pressing business.

Crowther, when speaking of the amateurs, used large dictionary words, and although he made a mighty effort he failed to score. Like an attorney who knows the hopelessness of his case, he fought with a desperation worthy of a better cause.

Host Saltonstall, who acted as toastmaster, was always ready with a suitable introduction to the several speeches. The toasts being replied to were: "L. A. W.," G. Carleton Brown; Digestive Organs," Howard E. Raymond; "The Press," C. C. McBride; "The Amateur," H. E. Crowther; "Our Racing Men," Sydney B. Bowman; "Sporting and Social Press," John C. Wetmore; "Old-Time Professionals," W. J. Morgan; "Our Would-be Racers," F. J. Pope; "Our Slow Riders," A. T. Pendleton; "The Ladies," George W. Morrison.

Mr. Saltonstall was a Chicago boy and was "brought up" in the city by the lake.

## Two Deaths from Centuria at Buffalo.

Both the Ramblers B. C. and the Comrade C. C. are compelled to regret the loss by death of a member. These unfortunate circumstances were the indirect result of "centuria." One of these men had not been well since making a double century, and the other broke down while making a single. Much has been said about over-training, and all of it applies to the injudicious use of the wheel. One may be able to do any quantity of hard riding and, apparently, be never the worse for it, while it is quite the reverse with the next. Now—before the riding season begins—will be a good time to consider the advisability of taxing the system to such a great extent. Next year promises to see any amount of devotees to "centuria" upon the road and the fever promises to run very high. As soon as one sees that he cannot endure the great exertion necessary, it is high time to be very cautious and very gradually get into the proper training. A word to the wise is sufficient.

## C. C. W. Nominees.

The Cook County Wheelmen, ably managed in the past, evidently intends to be in the future from the enthusiasm shown at the caucus held last Thursday evening. The regular ticket is as follows: President, O. R. Barnett; vice-president; L. R. Crawford, secretary; R. R. Craigie; financial secretary, F. C. Stubbs; treasurer, J. E. Crump; directors, P. D. Feen, H. B. Hart; captain, William Blair. The following members will run independently: President, E. G. Morrow, C. E. Graham; vice-president, F. B. Hart; secretary, E. H. St. Clair; captain, F. B. Hart, H. E. Skinner, P. H. Greene; financial secretary, H. A. Hoyt, C. H. Browne; director, C. H. Morrow.

## The Philadelphia Show.

As will be noticed in another portion of the REFEREE, a diagram of the show is shown—or at least, the greater part—with the numbers and names of stalls. The management has made application to the trunk lines for a reduced rate of

one fare for the round trip during the show, but the probability is that a rate of one and one-third is the best that can be secured. About as contemptible a thing as ever appeared in the cycling press was the attack of the Philadelphia correspondent of one of the cycling papers on Thomas Hare, chairman of the committee of the A. C. C. show. It was a personal attack throughout as was evinced by the misstatements regarding Mr. Hare's club connections and was undoubtedly actuated solely by a desire to get even by the man who penned the article, the committee having in former years employed him in various capacities but this season decided that it could do without his services.

## Julius Andrae Cycle Company.

Among the first in America to recognize the correct style in cycles was Julius Andrae, the pioneer cycle dealer of Milwaukee, whose works are located at 186 Second street, with office and salesroom at 225 West Water street. In 1892 Mr. Andrae began to manufacture with the experience of years. His line will consist of the Andrae light roadster, thirty-eight pounds; road racer, thirty pounds, and path racer, twenty-five pounds, finished in colors if desired. The racer will have nickel plated rims, long head, long wheel base, dust proof pedals and tangent spokes.

The Andrae company is well known in the commercial world, having been established for over thirty-two years in Milwaukee. Julius Andrae is still active in the business, looking after the mechanical part of the shops, assisted by his son Terry. The sales department is in charge of Henry P. Andrae, who is manager of the entire business, and J. C. Schmidt-bauer. The concern is represented on the road by Harry J. Warner, who has an extended acquaintance throughout the northwest, a live, hustling traveler.

## Kalamazoo Cycle Company.

The mail carrier attachment, manufactured by the Kalamazoo Cycle Company, consists of a clamp to attach to the handlebar and head of the bicycle, two holes nearly vertical in the clamp to receive the ends of the rod which is bent up to make the frame. From the clamp on the bicycle, each side of the frame is inclined forward and upward and the rod is doubled over at the highest point to form horns, which are adapted to receive the rings on the regular U. S. mail bag.

From this point the rod is dropped downward and inclined forward to form a U-shaped part for the side of the mail bag while it hangs from the horns above.

The postman can hang the bag on the frame, where it will ride and carry the contents in perfect safety, as the frame is elastic, being made of spring steel. The frame is also adjustable up and down, and made to fit the bicycle.

## Central Cycle Manufacturing Company.

The specifications of the Central are here given: Driving wheel, 28 inches; steering wheel, 30 inches; 40 tangent spokes in the rear, and 36 in the front; finest quality of steel wire, number 13 gauge; nicked to intersection, balance enameled; rims of cold rolled steel; Morgan & Wright tires; balls to all parts; frame of weldless imported tubing and drop forgings; drop handlebar of cold drawn steel tubing, 7-8 of an inch, with cork handles; crank shaft, cranks, pedal pins, pedal ends, sprockets and all other parts of the best drop forgings obtainable; plunger brake to front wheel; chain, 3-8 inch, solid steel center; beautifully enameled in black, and bright parts plated on copper; scorcher saddle of most approved pattern; weight stripped, 35 pounds.



ROYALS 1893.

1893 ROYALS.

ROYAL



CYCLES

ROYAL LIMITED,  
27 POUNDS.

ROYAL LIGHT  
ROADSTER.

LADIES' ROYAL,  
PERFECT IN WORKMANSHIP,  
BEAUTIFUL IN FINISH. . .

—SAMPLES NOW READY.—

ROYAL CYCLE WORKS,  
Marshall, Michigan.

*Send For Catalogue.*



## A PAGE FOR THE MELANCHOLY.



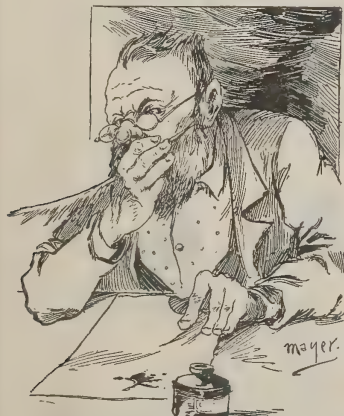
Subscriber: No, we don't think any foot ball games will be played on bicycles this year.—Ed.

O, beginners on the cycle,  
Perseverance is the best;  
You just press upon the pedals,  
And the bike will do the rest.



O, you who will get in the way  
And cluster on the racing track;  
Please take a warning, or some day  
A bike will scamper up your back.

Yowler: "I made a fifty-mile run Sunday."  
Growler: "On the eight or the ten hour a day system?"



Dear Max Editor  
My nephew has got  
a besicble that has one  
of them new faugled tires  
called the pneumatic  
Sulowmit - morkumat,  
penuma - gneumat,  
well since I come to think  
about it, I guess he has  
either. No more at present.  
Yours truly  
Johannes

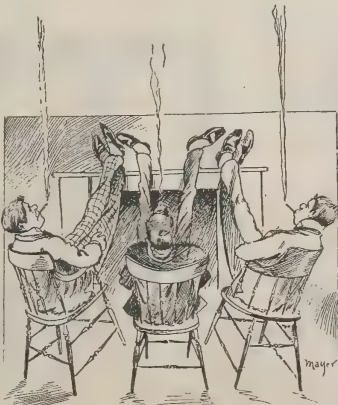


Doodleigh: "Miss Mawy, it is such wough  
widing on this woad that I can habdly keep on  
the saddle, don't you know."

Miss Mary: "Well, I always thought that you  
ought to ride in a basket; you could stay in that  
better."



Mr. De Short: "Did you ride in the last cen-  
tury, Miss Von Snapp?"  
Miss Von Snapp: "In the last century, Mr. De  
Short? I'd have you to know that I only began  
to ride a wheel in the latter part of this century.  
Anyway, your hat is there on the hook."



Now 'round the grate the wheelmen throng;  
Last season's deeds come not amiss,  
And many a spin about so long —  
Is stretched out to the length of this —

If the wheel is made much lighter,  
And more power gets to revealing,  
Men will soon be climbing trees and  
Spinning 'round about the ceiling.

No lazy man will ride a bike,  
The fact is daily proven;  
Once on it, you can bet he's got  
To keep his muscles movin'.



"Well, Uncle Hayrick, has your boy broken the  
record on his wheel yet?"

"It wasn't his record; the doctor said it was his  
collar bone."



"My bicycle is mounted with a great deal of  
silver."

"Hum! Mine is mounted with a great deal of  
difficulty."



"That wheelman, there, is exceedingly well  
heeled."

"I notice that he is, and judging from their  
longitude I should say that he is well toed."



The poet grasped the handle bars,  
He saw the heavens with orbs aglow;

He struck a stone! He saw more stars  
Than Yerkes' telescope will show.

"So you've given up the wheel?"  
"Yes, I couldn't make it. When I want any  
locomotion exercise for my health I'll just go  
down town and ride up and down on an elevator."

"When a man has mastered the wheel he must  
feel pretty well set up."  
"Yes, it is the most setupping of all upsetting  
things."

Hibbard, Spencer, Bartlett & Co.'s Line.

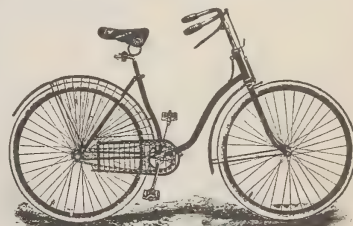
We are in receipt of advance sheets of  
catalogue showing Hibbard, Spencer,  
Bartlett & Co.'s line for '93. This vast  
concern is, as usual, one of the first on  
the market, and this year, with an un-  
usually fine line of machines. This  
branch of their business has grown from  
a small beginning to one of immense  
proportions, the house having recently  
contracted for the entire output of the  
St. Nicholas Manufacturing Company  
for all the western country and a good  
share of the east as well. The wheels  
now being turned out are, from the 24-  
inch boys' diamond frame to the best  
gentlemen's wheel, all built on the latest  
and most approved lines, long wheel  
base, long steering head, etc., and all  
are fitted with either pneumatic or  
cushion tires, so that the small boy who  
can ride nothing larger than the 24-inch  
can enjoy all the latest improvements,  
including the pneumatic tire. The Var-  
sity and Vassar, for beauty of outline  
and finish, are far ahead of anything  
previously presented by the factory.  
Their line of machines will be fitted with  
Morgan & Wright or New York Belting  
and Packing Company's self-healing  
tires, choice of which is left entirely to  
the trade.

The Varsity has 28-inch wheels, dia-



mond frame, long head, round cranks.

The Vassar is similarly constructed



with the exception, of course, of the low  
dropped frame

The Courier has diamond frame, long



wheel base and ball bearings all around.

These three wheels are shown in the  
accompanying illustrations.

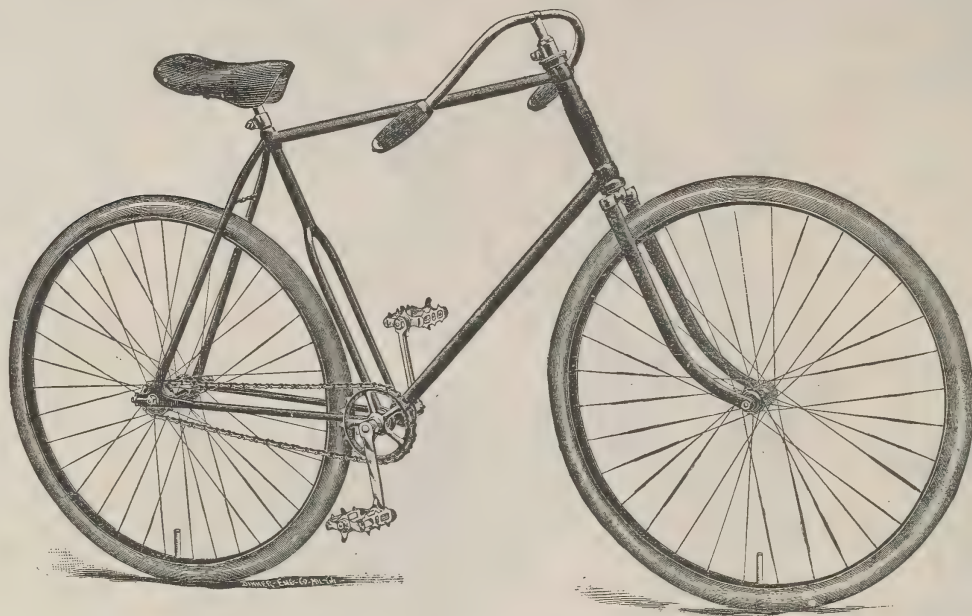
George F. Taylor has written a letter  
to Messrs. J. & H. Brookes, in which he  
says: "The Brookes light roadster,  
which I had from you last summer, I  
have thoroughly tested and am delighted  
with its running qualities. The tires  
fitted to this wheel I consider a perfect  
success."



# 1893 HIGH GRADE BICYCLES. 1893

☉ SOME OF OUR LEADERS: ☉

Ariel,  
Titania,  
Fowler,  
Rochester  
Clipper,



And  
A Full  
Line of  
Medium  
Grade  
Wheels.

**THE GEORGE WORTHINGTON CO.,**

95 AND 99 ST. CLAIR STREET, CLEVELAND, OHIO.

Write for Discounts and Territory.

WAIT TILL YOU SEE OUR

BEAST OF THE SHRINE!

FAMILLIARLY CALLED

◀ **“GO IT”** ▶

**MARBLE CYCLE MFG. CO.,**

WHOLESALE AND RETAIL DEPOT:

**271 Wabash Ave.,**

GEO. K. BARRETT, Manager, CHICAGO.

FACTORY:

**Plymouth, Indiana.**

P. S.— Our Output is Not Placed Yet. Our inducer is still placing agencies  
We are also agents in Illinois for Zimmerman's Raleighs.





H.C. Tyler.



W.W. Windle.



A.A. Zimmerman

ENGLISH  
AND  
AMERICAN  
RECORD  
HOLDERS.  
1892

RECORDS  
1892

ZIMMERMAN  
1/4 MILE - 1M. 01 1/2 S.

OSMOND.  
10 MILES - 24 M. 50 1/2 S.

WINDLE  
1 MILE - 2M. 03 1/2 S.

SCHOFIELD  
1/2 MILE - 1M. 02 S.

TYLER  
1 MILE - 2 M. 08 1/2 S.



F.J. Osmond.



J.W. Schofield.

Geo. Vercaut



THE HANDSOMEST CYCLE STORE.  
The Coventry Machinists' Company's  
Chicago Depot.

It gives us pleasure to present to our readers, in this special number, a handsome half-tone illustration showing the front of what is universally acknowledged to be by far the handsomest and most complete cycle establishment in America. Space will not allow our going into details, but the illustration will show more than could well be told in type, and the main thing to impress upon the reader is that the whole establishment is fully in keeping with this front.

The Coventry Machinists' Company have been promising all this past summer that as soon as trade slackened up, so as to give them the opportunity, they

designs, from hard woods and fancy glass works.

In the rear of the salesroom is a large stock and packing room, and at the extreme rear of the store is a perfect repair shop, containing every modern device required in that line of work.

The building is lighted throughout with electricity and heated with steam, and equipped with an elaborate system of electric call bells, speaking tubes, etc., and is kept as neat as a pin from front to rear; in fact, one is struck particularly with the fact that everything seems to be kept upon the very highest and most perfect plane.

We strongly urge our readers from both the city and country to embrace the very first opportunity to visit this

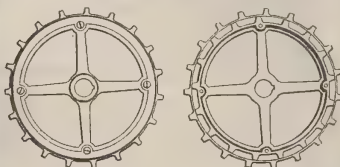
*The Sterling's Specifications.*

No wheel recently put on the market has taken better than the Sterling, a splendidly designed, beautifully finished and thoroughly made machine. The Spe-



cial has some new ideas embodied in its construction. The weight is twenty-seven pounds, wheel base forty-three and a half inches, and head ten and three-quarter inches. For the wheels, which are 28-inch front and rear, a special form of hollow rim will be used, made by Warwick. The spokes are specially drawn piano wire and will stand a tensile strain of 950 pounds. A new process of rolling the thread on the spokes avoids decreasing the diameter of same. The Sterling corrugated hub is a distinct advantage, as it avoids the necessity of either hot or cold bending of the spokes, also supplying all the good points in both the direct and tangent styles.

The supplemental gear on the main sprocket will be a strong point in this machine. The small inner sprocket will



give the rider a gear of sixty inches for road riding. The supplemental sprocket ring, increasing the gear to sixty-seven, can easily be attached by four screws provided for that purpose. Provision has been made for changing the length of the chain by a removable link.

The bearings, pedals and cranks are all of the very highest grade, the latter being the round form and toughened by a special treatment. The pedal is absolutely dust proof, the outer end being

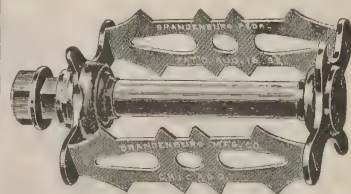
inum tips, causing a noticeable absence of that brassy appearance usually observed on the grips of any machine a week old.

*Mr. Sturmeys' Promised Article.*

The trade article promised by Henry Sturmeys, editor of the *Cyclist*, for this issue, has not come to hand up to the time of going to press.

*A Thoroughly Dust-Proof Pedal.*

The cut shown herewith represents a pedal that is thoroughly dust proof. At any rate it will hold gasoline without losing a drop and yet works to perfection. No nuts are exposed, the adjusting



cone on the outer end of the pedal being under a dust cap, which screws into the plate. It is not easy to describe the workings of the bearings; they should be seen. Up to this time it is the nearest to a perfect dust-proof pedal of any we have seen. It is light, thoroughly made and handsomely finished. The Brandenburg Manufacturing Company, Portland block, Chicago, makes the pedal.

The cover of this issue was printed by the Corbett & Skidmore Company, Plymouth place, Chicago. The drawing and color work is the production of Henry Mayer, as are many of the other illustrations. The Regan Printing House is responsible for the presswork, while all the engravings were made by the Columbian Engraving Company of the Caxton Building. The Chicago Paper Company furnished the stock.

A. W. Moore, the western representative of William. Read & Sons, manufacturers of the New Mail, reports a lively demand for his wheels and the appointment of several good agencies. He is also receiving considerable correspon-



would make such alterations in their building as should make it a model establishment. In fulfilling this promise they have been overrun with mechanics and artisans of nearly every character for upwards of nearly two months. The finished work, however, is ample compensation for the expense they have incurred and inconvenience they have suffered.

Walking down Wabash avenue one's eye is sure to light upon a familiar sight in the Swift trade mark, in magnificent gold letters, upon one of the very largest plate glass windows in Chicago, set in a modern iron front of lavish and artistic design. The entrance is at the side, through a massive oak door. Beside the door, and at one side of the window, are immense French plate mirrors, while in the center is a supporting column covered with mirrors. The ceiling is paneled in oak, and the floor of the window finished in a beautiful design of wood mosaic, on which repose samples of the finest pattern Swift wheels, resting upon Turkish and Smyrna rugs, potted ferns being interspersed between the machines and the window backed up by a massive antique bronze rail.

The salesroom proper extends back sixty-five feet. Along one side is a platform, covered with a handsome carpet, on which are shown the finer patterns of Swift wheels, the celebrated Holbein model being conspicuous among them, also one of their new and wonderfully light 21-pound racers. On the opposite side is shown a very full line of other pattern Swifts, while in the center of the floor a couple of geared ordinaries attract much attention. At the rear is a handsome plate glass case containing sundries, which adjoins the offices of the company, the latter being spacious and very handsomely constructed in latest

establishment.

The equipment of a salesroom and depot of this size and style, together with the building of a large and in every way ideal factory at Richmond, Ind., from which to produce their goods for the American trade, indicates clearly that the Coventry Machinists' Company is laying the wires to place themselves in as



THE TELEGRAM CYCLING CLUB.

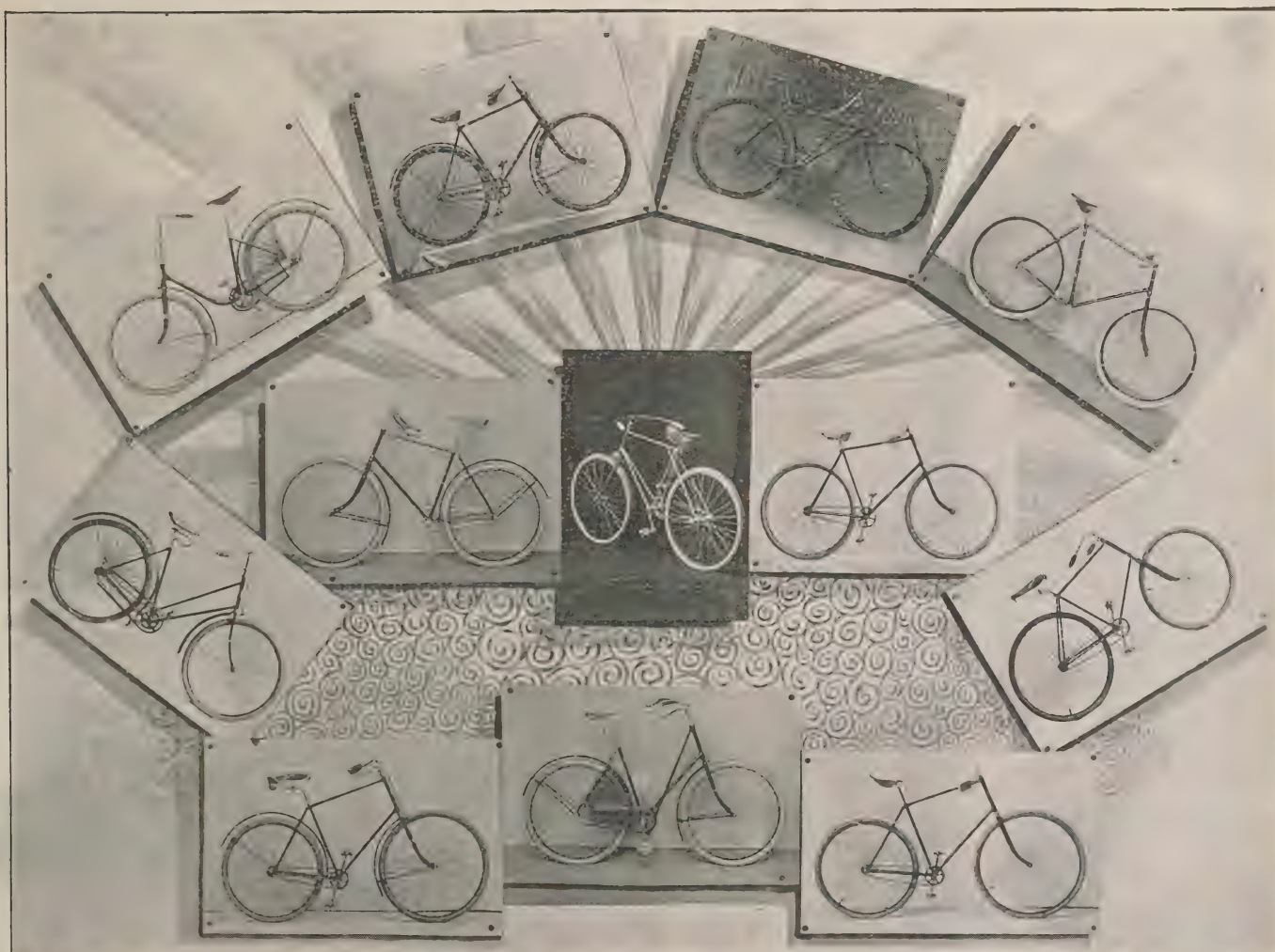
high a position in American trade as they have for years occupied in England and continental Europe.—Adv.

covered by a screw cap easily removed, when necessary, for adjustment of balls. The cork handles are fitted with alum-

dence in reference to Belsize agencies, He is the sole United States representative for the English wheel.



SOME 1893 PATTERNS.



LADIES' ROYAL.  
CLEVELAND LADIES'

BUFFALO LIGHT ROADSTER.  
NIAGARA ROADSTER.  
ROYAL LIGHT ROADSTER.

THE DAVIS.  
NIAGARA LADIES'

PLANET.

BUFFALO SCORCHER.  
ROYAL LIMITED.

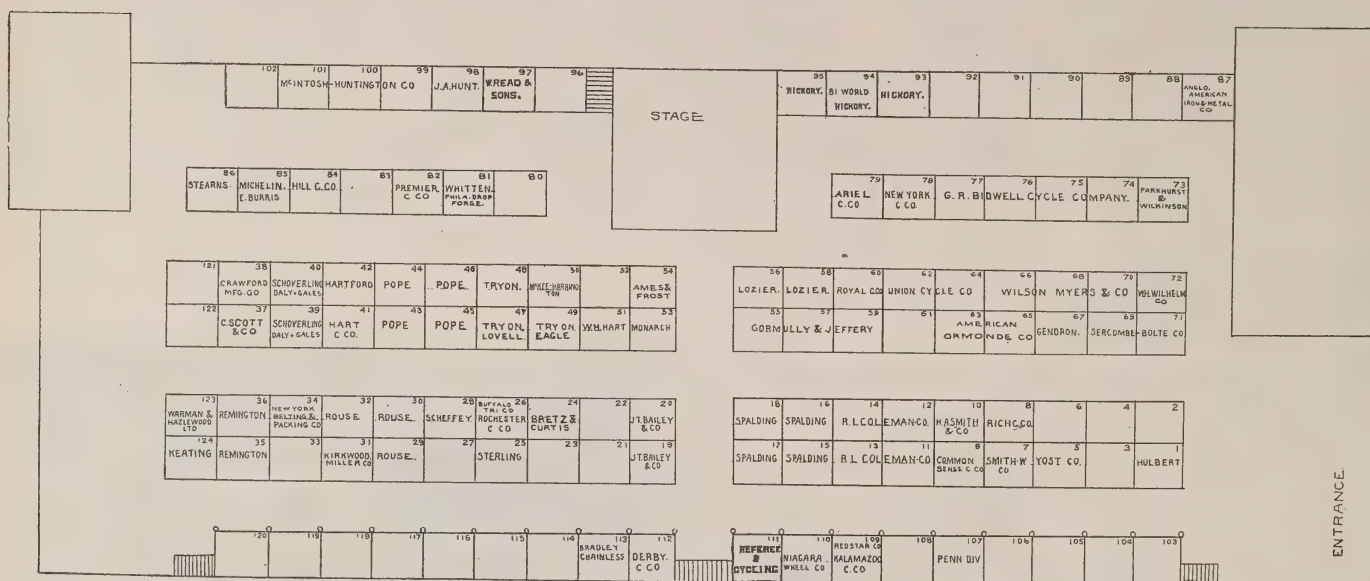
NIAGARA RACER.  
CLEVELAND PEERLESS.

SOME 1893 PATTERNS.



## THE PHILADELPHIA SHOW.

Plan of the Hall, Showing the Positions of the Principal Exhibitors.



The following is a complete list of exhibitors, as furnished by Secretary Baker. The secretary declined to furnish the numbers of the stands allotted, but we have secured, by telegraph, the particulars supplied below and in the diagram. Those whose numbers are not furnished, failed to reply to our requests for information, up to 10 a. m. on Thursday, 22nd.

Ames & Frost Company, Chicago, stand 54.  
 American Ormonde Company, New York, stand 63-65.  
 Acme Bicycle Carriage Company, Newark.  
 Ariel Cycle Company, Goshen, Ind., stand 79.  
 Anglo-American Iron & Metal Company, New York, stand 87.  
 Atlantic Refining Company, Philadelphia.  
 American Dunlop Tire Company, New York and Chicago.  
 E. Burris, New York, stand 85.  
 Bradley Chainless Bicycle Company, Albany, stand 113.  
 Bidwell, George R., Cycle Company, New York, stands 74, 75, 76, 77.  
 Bretz & Curtis Manufacturing Company, Philadelphia, stand 24.  
 Bailey, John T., & Co., Philadelphia, stands 19-20.  
 Buffalo Wheel Company, Buffalo.  
 Buffalo Tricycle Company, Buffalo, stand 26.  
 Bicycling World, Boston, stand 94.  
 Coleman, R. L., & Co., New York, stands 11, 12, 13, 14.  
 Coventry Machinists' Company, Boston.  
 Codman & Shurtleff, New York.  
 Common Sense Bicycle Manufacturing Company, Philadelphia, stand 9.  
 Crawford Manufacturing Company, Hagerstown, Md., stand 38.  
 Clemmens, F., Philadelphia.  
 Cushman & Dennison, New York.  
 Cyclist, Hartford.  
 Derby Cycle Company, Chicago, stand 112.  
 Dalsen, C. W., Cycle Company, Philadelphia.  
 Elliott Hickory Cycle Company, Newton, Mass., stands 93, 94, 95.  
 Eagle Cycle Company, Torrington, Conn., stand 49.  
 Excelsior Chemical Company, Sandusky, O.  
 Gormully & Jeffery, Chicago, stands 55, 57, 59.  
 Gendron Iron Wheel Company, New York, stand 67.  
 Grant Anti-Friction Ball Company, Fitchburg, Mass.

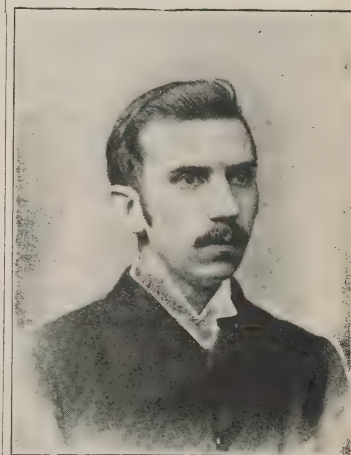
Hulbert Brothers & Co, New York, stand 1.  
 Hartford Cycle Company, Hartford, stand 42.  
 Hart Cycle Company, Philadelphia, stand 41.  
 Hill Cycle Company, Chicago, stand 84.  
 Hart, Wm. H. Jr., Philadelphia, stand 51.  
 Hunt, J. A., & Co., Westboro, Mass., stand 98.  
 Indiana Bicycle Company, Indianapolis.  
 Kalamazoo Cycle Company, Kalamazoo, Mich., stand 109.  
 Kirkwood, Miller & Co., Peoria, Ill., stand 81.  
 Keating Wheel Company, Holyoke, Mass., stand 124.  
 Lovell, J. P., Arms Company, Boston, stand 47.  
 Levy, S. D., Philadelphia.  
 Lozier, H. A., & Co., Cleveland, O., stands 56, 58.  
 McKee & Harrington, New York, stand 50.  
 Metropolitan Cycle Company, Reading, Pa., stand 91.  
 Monarch Cycle Company, Chicago, stand 53.  
 New York Cycle Company, New York, stand 78.  
 Norman Wheel Company, Philadelphia.  
 Niagara Machine Company, Buffalo, stand 110.  
 New York Belting and Packing Company, New York, stand 34.  
 McIntosh, -Huntington Comp'y, Cleveland, stands 99, 100, 101.  
 Michelin Pneumatic Tire Company, stand 85.  
 Overman Wheel Company, Boston.  
 Outing Company, New York, stand 107-1-2.  
 Pope Manufacturing Company, Boston, stands 43, 44, 45, 46.  
 Peerless Cycle Company, Cleveland, O.  
 Parkhurst & Wilkinson, Chicago, stand 73.  
 Pennsylvania Division L. A. W., Philadelphia, stand 107.  
 Philadelphia Drop Forge Company, Philadelphia, stand 81.  
 Premier Cycle Company, stand 83.

Royal Cycle Company, Marshall, Mich., stand 60.  
 Rochester Cycle Company, Rochester, stand 26.  
 Rouse, Hazard & Co., Peoria, Ill., stands 29, 30, 32.  
 Read, Wm., & Sons, Boston, stand 97.  
 Rich, J. B., Cycle Company, Philadelphia, stand 8.  
 Remington Arms Company, New York, stands 35, 36.  
 Rimington Brothers Company, New York.  
 Red Star Manufacturing Company, Philadelphia, stand 109.  
 Sercombe-Bolte Manufacturing Company, Milwaukee, stands 69-71.  
 Spalding & Bros., Philadelphia, stands 16, 17, 18.  
 Schoverling, Daly & Gales, New York, stands 39, 40.  
 Scheffey, A. M., New York, stand 28.  
 Smith, Howard A., Newark, stand 10.  
 Smith Wheel Manufacturing Company, Washington, stand 7.  
 Scott, Charles, & Company, Philadelphia, stand 37.  
 Stearns, E. O. & Co., Syracuse, stand 86.  
 Singer & Co., Boston.  
 Sulzner, Charles, Philadelphia.  
 Smith, C. S., & Co., Phila., 57, 59, 61.  
 Sterling Cycle Company, Chicago, stand 25.  
 Tryon, E. K., Philadelphia, stands 47, 48, 49.  
 Union Cycle Company, Boston, stands 62, 64.  
 Whitten, Godding & Co., Providence, R. I., stand 81.  
 Wilson, Myers & Co., New York, stands 66, 68, 70.  
 Wilhelm, W. N., & Co., Reading, Pa., stand 72.  
 Wheel, The, New York, stand 2.  
 Warman & Hazelwood, Chicago, stand 123.  
 Yost Manufacturing Company, Toledo, stand 5.

The Vincent Cycle Company of Buffalo has recently fitted up its factory with special machinery and a complete nickel-plating outfit, the latter of which was furnished by the Zucker & Levett Chemical Company of New York city.

## Loyd, Read &amp; Co.—The Overstone.

The new Overstone races and semi-racer, made by Loyd, Read & Co., of Coventry, are two handsome wheels, weighing twenty and twenty-five pounds, respectively, with Dunlop tires. They



A. E. FLAVELL.

have 28-inch wheels, tangent spokes, 15-8 and 13-4-inch tires, respectively, and 64 or 68-inch gear. The semi-racer, when fitted with guards and brake, weighs twenty-eight pounds. The cut



herewith represents the semi-racer. Arthur E. Flavell, formerly maker of the Reform, but now representing Loyd, Read & Co., will be in Chicago this week, having sailed on the Teutonic on the 14th. He will place agencies for the Overstone in this country. Letters addressed to him care the REFEREE will reach him.



## THE IDEAL BICYCLE STAND.



Fills a long-felt want for a stand that will not allow the wheels to fall, hold any size wheel regardless of kind of tire. Guaranteed not to injure finish, and wheels may be released in a second.

List \$1.25. Liberal discount to the trade.

**HAY & WILLITS**  
70 North Penn St.,  
Indianapolis, - Indiana.

### Chicago Trade Jottings.

A. J. Nicolet enters the employ of the Grand Rapids Cycle Company this week, for which he will travel.

L. A. Howell left Chicago last week for the Stokes company selling Sterlings. He will visit the larger towns between here and Philadelphia.

C. H. Weld, assistant manager of the Royal Cycle Works, of Marshall, Mich., is again in Chicago, having placed no local agency as yet.

Proctor E. Seas, of the Yost Manufacturing Company, of Toledo, was in Chicago last week. An agency may be established in this city.

Horton, Gilmore, McWilliams & Co. will this year handle as a high grade line the Coventry Cross cycles and the Featherstone complete line in medium grades.

C. G. Field, now in the west for the Sterling Cycle Works, is selling numbers of the Sterling '93 model and quite a number of the double frame wheel, the Sterling of '92.

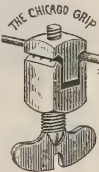
M. A. Meader, of the Ariel Cycle Company, Goshen, Ind., left Chicago last Wednesday morning for a two months' trip throughout the west selling Ariels. Mr. Meader will go to Denver, thence south into New Mexico and west through Utah to California, stopping at Los Angeles, Sacramento and San Francisco, thence to Portland, Ore., returning via Seattle, Tacoma and the northern route.

### Sercombe-Bolte Manufacturing Company.

The Sercombe-Bolte Manufacturing Company, which began operations in a small way, has grown and enlarged to a wonderful extent. The plant is at 355 and 357 East Water street, where the company occupies the entire five stories and basement. This company is one of the first to complete its line of samples for 1893. The company places six styles of Telegrams upon the market, none weighing over thirty-five pounds. Should the prosperity of this company continue, Milwaukee will occupy a conspicuous place as a bicycle manufacturing center.

### William Read & Sons.

This house will make an exhibit at the Philadelphia show. Its stand is No. 99. Mr. Atwell writes: "We shall exhibit nothing but wheels. Our '93 New Mail has a 30-inch front wheel and 28-inch rear 13-4-inch pneumatic tires, single butt end tangent spokes, tied and nickled, new patent lap rim, low handlebars, cork handles, 3-8 chain (1-inch pitch), 6 1-2 inch throw, round cranks, dust-proof pedals, either rat trap or rubber, with tools complete, best Credenda tubing and all drop forgings; weight stripped, 35 pounds; price, \$125.



FOR  
**Tangent and Direct  
Spokes.**  
For Sale by All Dealers or Sent  
Postpaid for 75c.  
**AVERY & JENNESS,**  
5756 Madison-av., CHICAGO.

**WANTED—BY A THOROUGHLY EXPERIENCED and competent traveling man, position with reliable house. References A 1. Answer quickly. Address, Salesman, REFEREE Office.**

### Willing to Wait.

Mr. Sercombe writes the *Tribune* that he does not care to withdraw his \$500 deposit in the Sanger-Zimmerman match. He admits that Zimmerman cannot get into shape, everything considered, inside of the next six months, but is perfectly willing to wait. Inasmuch as Mr. Sercombe is willing to wait until Zimmerman is in shape to race, we take it that he is quite in earnest about the challenge. As long as he is willing to wait we see no other course for Jimmy to pursue than to ride against Sanger.

### The Ames & Frost Company.

Imperials, the product of the above concern, will be exhibited at stand 54 in the Philadelphia cycle show. Five styles will be shown—model A, 40 pounds; scorcher, 35 pounds; ladies', 38 pounds; road racer, 28 pounds, and track racer, 25 pounds. All these machines will be fitted with numerous improvements—new handlebar and head adjusting clamp, something entirely new; Imperial patent dust cap to bearings; round cranks, dust proof pedals, and Imperial pneumatic tires.

### The Wisconsin Division.

Messrs. Simonds, Morawetz, Jones, Baldwin, Powers, Moore, Pearson, Warner, Zeidt, Liebkemann, Kraus, Andrae and Warner have been selected as delegates to the national assembly from the Wisconsin division. The division now has 583 members, an increase of 20 per cent over last year. Ripon was selected as the place for holding the annual meet July 4.

### The Pullman Road Race.

President Randall and Secretary Erwin of the Associated Cycling Clubs, R. D. Garden and Agent Appleyard of the Pullman Company held a conference Tuesday relative to the Pullman road race for 1893. It was practically decided to hold the race over the old course, finishing at Pullman as heretofore. Mr. Appleyard will do all he can to aid in making the event a success, but the Hotel Florence will not be open to the wheelmen, except the dining room. Arrangements will be made to use the rooms on Athletic Island for dressing quarters.

## D. SNITJER,

1118 Olive St., St. Louis, Mo.,

Desires to thank his many friends and customers for past favors, and through this medium extend to them the compliments of the season, adding, in conclusion, that he expects to be in the field early in 1893, with a full line of Bicycles, manufactured by such well-known makers as the Warwick Cycle Manufacturing Co., the Central Cycle Manufacturing Co., the Western Wheel Works, the Indiana Bicycle Co., and others, embracing a large variety of all sizes for men, women and children.

His Fifth Annual Catalogue will be out in January, and will be mailed free to all who send their names to

## D. SNITJER,

1118 Olive St., St. Louis, Mo.

### ROBERTSON'S

**Au Fait Trouser Clip.**

Price, 15 cents. Enamel Finish.

**LIGHT, STRONG, NEAT.**

"Au Fait"  
Trouser Clips

Patent  
Applied For.

Will more firmly hold the trousers, not nearly so conspicuous, do not take up so much space in the pocket, easily reshaped if bent, and are superior to all others on the market. Send for sample pair. Living discount to the trade.

"Au Fait"  
Trouser Clips

Patent  
Applied For.

MANUFACTURED BY.

Wm. T. Robertson, - 739-41 9th Street, Washington, D. C.

## Holland Automatic Safety Stand.

(PATENT APPLIED FOR.)

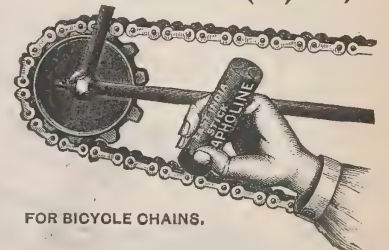
Easily and Speedily Attached to any Central Tube, Diamond or Drop Frame Safety. NEVER IN THE WAY OF THE RIDER. Will hold machine upright on any level place. Machine cannot fall either way. Both arms work in unison, up or down, when operated from either side of machine. It cannot rattle. Adds to the appearance of the machine and weighs but a trifle. Full Nickel-plated with Rubber Tips—cannot mar the finish. PRICE, \$3.00.

LINCOLN HOLLAND, Inventor and Manufr., S. Framingham, Mass

## WORK FOR US

a few days, and you will be startled at the unexpected success that will reward your efforts. We can be found on the face of this earth. \$45.00 profit on \$75.00 worth of business is being easily and honorably made by and paid to hundreds of men, women, boys, and girls in our employ. You can make money faster at work for us than you have any idea of. The business is so easy to learn, and instructions so simple and plain, that all succeed from the start. Those who take hold of the business reap the advantage that arises from the sound reputation of one of the oldest, most successful, and largest publishing houses in America. Secure for yourself the profits that the business so readily and handsomely yields. All beginners succeed grandly, and more than realize their greatest expectations. Those who try it find exactly as we tell them. There is plenty of room for a few more workers, and we urge them to begin at once. If you are already employed, but have a few spare moments, and wish to use them to advantage, then write us at once (for this is your grand opportunity), and receive full particulars by return mail. Address, TRUE & CO., Box No. 400, Augusta, Me.

## USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

**PRINCE WELLS**  
KENTUCKY BICYCLE AGENCY,  
626 Fourth Ave. LOUISVILLE, KY.

## LEARN SOMETHING ABOUT OILERS.

An oil can should not only be clean and tight but should also be able to regulate the supply of oil. No oil should overflow causing dirt to collect on the wheel and soiling the hands and clothes. An oil can seems an unimportant article, but a poor oiler will cause a large amount of trouble. Look into the matter and buy the best. It will repay you. Price, 25c. each.



### "PERFECT" POCKET OIL HOLDER

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. Price, 25c. each.

CUSHMAN & DENISON  
172 9th Ave., - New York.

HALF  
SIZE.

CUSHMAN & DENISON,  
172 Ninth Ave., N. Y.



### "PERFECT" Pneumatic Pump Holder

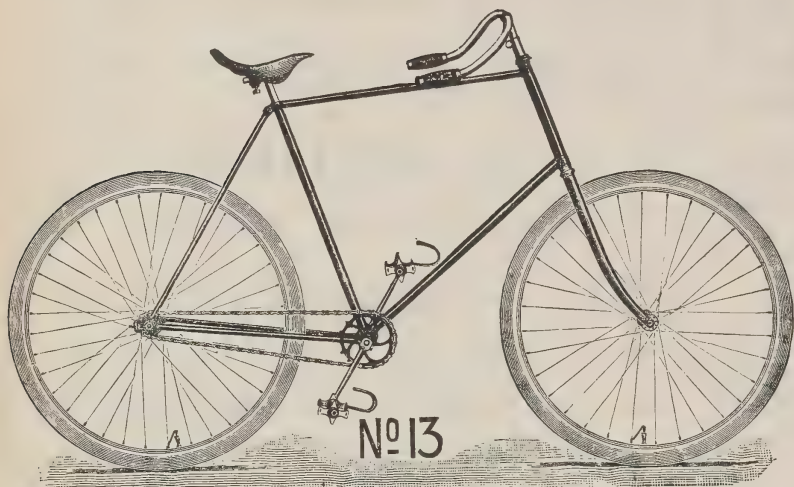
Similar to oiler holder, but slightly larger. Pump is always convenient and vexatious delays avoided; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON  
172 9th Ave., - New York.



# COVENTRY CROSS CYCLES.

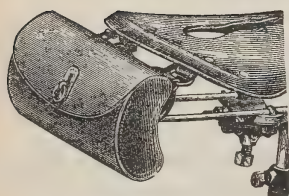
Warman & Hazlewood, Ltd., LAKE<sup>191</sup> ST., Chicago.



Coventry Cross Track Racer.  
Weight, 26 Lbs.



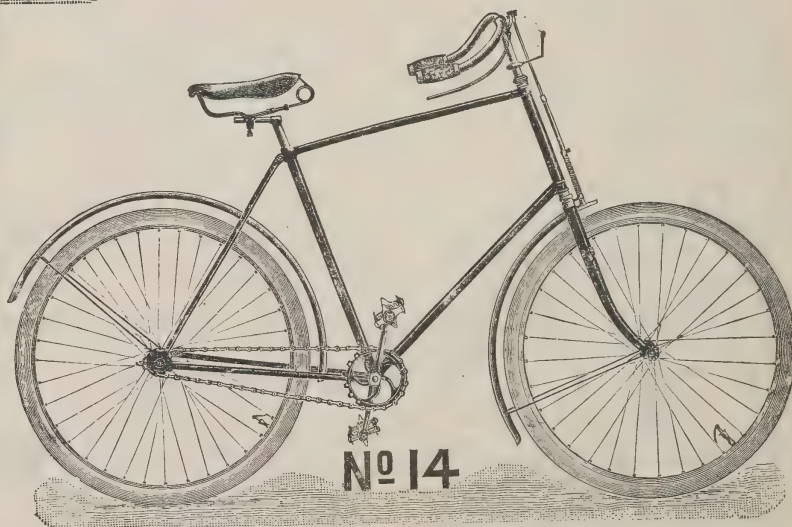
HAMMOCK SADDLES.  
A. 60.



Tool Bag, No. 100.



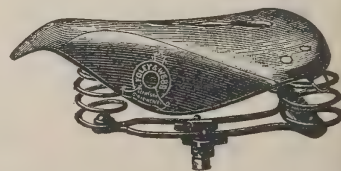
Tool Bag, No. 131



Coventry Cross Full Roadster.  
Weight, 36 Lbs. Strips to 32 Lbs.



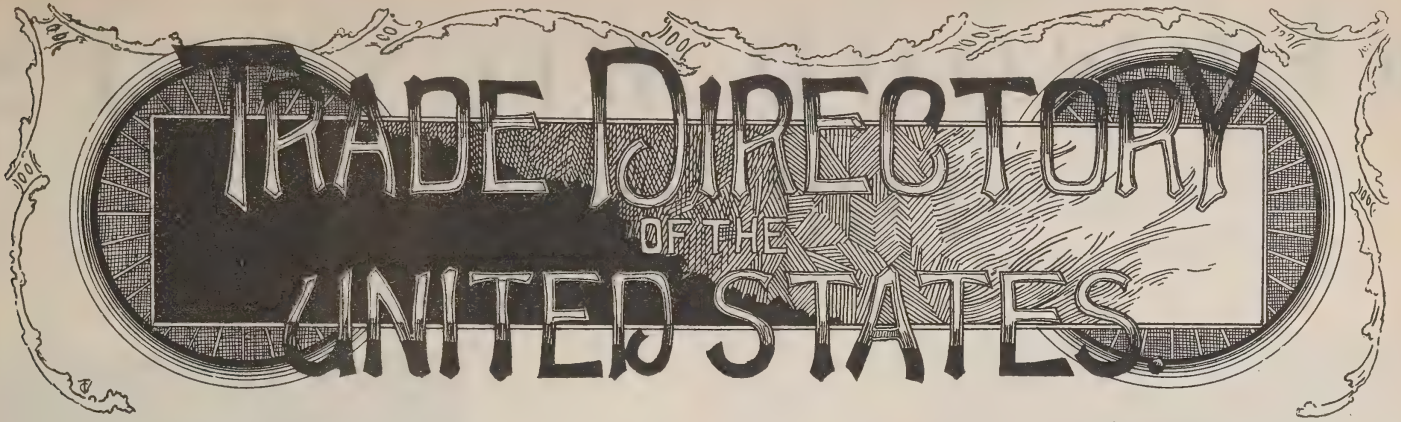
Coventry Cross Full Roadster.  
Weight, 38 Lbs. Strips to 34 Lbs.



Popular 3-Spring Saddle.  
B. 90.

Responsible agents wanted to sell the famous COVENTRY CROSS CYCLES.  
Liberal Terms. 1893 patterns now ready; free on application.





The following lists are intended to contain the names and addresses of every person, firm and company engaged in the various branches of the cycle trade. No doubt some have been overlooked, but this is the result rather of their own negligence than ours. We have used every available means to secure full and accurate reports. On the completion of the lists proof slips were sent to each house mentioned, with a request that they be approved or corrected and returned. Nearly all have replied, so that we feel assured that the information furnished is about as correct as it is possible to make it. Our thanks are extended to friends who have favored us with information in connection with this undertaking, and to those who, by prompt and careful replies to our questions, have facilitated the work.

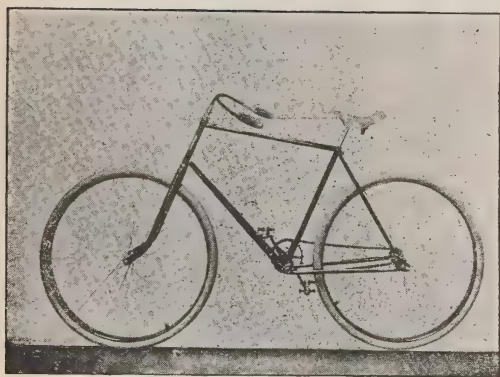
### MANUFACTURERS OF BICYCLES.

| NAME.                                | ADDRESS.                                | WHEELS MANUFACTURED.                                   | NAMES COPYRIGHTED. | ADV.<br>PAGE |
|--------------------------------------|-----------------------------------------|--------------------------------------------------------|--------------------|--------------|
| American Cycle Co.                   | Jackson bvd. and Sangamon st., Chicago. |                                                        |                    | 20           |
| Ames & Frost Co.                     | 302-304 Wabash avenue, Chicago.         | Imperial, five styles.                                 | Imperial.          |              |
| Ames Manufacturing Co.               | Chicopee, Mass.                         | To order only.                                         |                    | 149          |
| Andræ, Julius, Cycle Works.          | Milwaukee, Wis.                         | Andræ.                                                 |                    | 150          |
| American Ormonde Co.                 | Seventh ave. and 124th st., New York.   | Ormonde.                                               |                    | 82           |
| Ariel Cycle Manufacturing Co.        | Goshen, Ind.                            | Ariel, Titiana and Geared Ordinary.                    |                    |              |
| Beacon Cycle Co.                     | Westboro, Mass.                         |                                                        |                    |              |
| Berlin Machine Works.                | Beloit, Wis.                            | Decker.                                                |                    | 118          |
| Bidwell, George R., Cycle Co.        | 306-310 West Fifty-ninth st., New York. | Tourist.                                               |                    |              |
| Bloomington Manufacturing Co.        | Bloomington, Ill.                       | Eli.                                                   |                    |              |
| Bradley Chainless Bicycle Co.        | Niverville, N. Y.                       | Bradley Chainless.                                     |                    |              |
| Brown Brothers Manufacturing Co.     | Jackson and Clinton streets, Chicago.   | Greyhound.                                             |                    |              |
| Buffalo Cycle Works.                 | Buffalo, N. Y.                          | Buffalo, three styles.                                 |                    | 19           |
| Buffalo Tricycle Co.                 | 640 Linwood avenue, Buffalo, N. Y.      | { Envoy, Unique and Fleetwing, and<br>{ Gem tricycles. |                    | 7            |
| Buffalo Wheel Co.                    | Buffalo, N. Y.                          | Niagara.                                               | Niagara.           | 84           |
| Campbell & Co.                       | 76 Weybosset street, Providence, R. I.  | To order only.                                         |                    |              |
| Campbell Manufacturing Co.           | 21-23 Center street, New York.          | Campbell.                                              |                    |              |
| Cataract Wheel and Supply Co.        | Niagara Falls, N. Y.                    |                                                        |                    |              |
| Central Cycle Manufacturing Co.      | 20 Garden street, Indianapolis, Ind.    | Ben Hur.                                               |                    | 147          |
| Chautauqua Cycle Co.                 | Jamestown, N. Y.                        |                                                        |                    |              |
| Clinton Cycle Works.                 | 114 Clinton street, Buffalo.            | Globe, three styles.                                   |                    |              |
| Comet Cycle Mfg. Co.                 | Otsego, Mich.                           | Comet.                                                 |                    |              |
| Common Sense Bicycle Mfg. Co.        | Philadelphia.                           | Common Sense.                                          |                    |              |
| Columbus Manufacturing Co.           | Williamsport, Pa.                       | Columbus.                                              | Columbus.          | 55           |
| Coventry Machinists' Co., Ltd.       | Richmond, Ind.                          | Swift.                                                 | Swift.             | 70           |
| Crawford & Co.                       | Hagerstown, Md.                         |                                                        |                    |              |
| Derby Cycle Co.                      | 161-16 South Canal street, Chicago.     | Derby.                                                 | Derby.             | 82           |
| Dugmore, Vincent & Co.               | 194-196 Columbus avenue, Boston.        | Perfecto.                                              |                    | 124          |
| Eagle Bicycle Manufacturing Co.      | Torrington, Conn.                       | Eagle.                                                 |                    |              |
| East Side Cycle Co.                  | 417 Madison street, Buffalo, N. Y.      | Banner.                                                |                    |              |
| Eclipse Bicycle Co.                  | Beaver Falls, Pa.                       | Eclipse.                                               |                    | 154          |
| Elmore Manufacturing Co.             | Elmore, Ohio.                           | Elmore.                                                |                    |              |
| Fay Manufacturing Co.                | Elyria, Ohio.                           | Fay Tricycle.                                          |                    |              |
| Featherstone, A.                     | Sixteenth and Clark streets, Chicago.   | Road King and Queen, etc.                              |                    | C. 4         |
| Freeport Bicycle Manufacturing Co.   | Freeport, Ill.                          | Elliptic.                                              |                    | 151          |
| Fulton Machine Co.                   | Fulton street, Chicago.                 | Thistle.                                               |                    |              |
| Gendron Iron Wheel Co.               | Toledo, New York, Chicago, St. Louis.   | Gendron, three styles.                                 |                    | 21           |
| Gibson & Prentiss Cycle Co.          | 500 Washington street, Buffalo, N. Y.   | Bison.                                                 |                    | 15           |
| Gormully & Jeffery Manufacturing Co. | 221-229 North Franklin street, Chicago. | Rambler.                                               |                    | 40-41        |
| Grand Rapids Cycle Co.               | Grand Rapids, Mich.                     | Clipper.                                               |                    | 10           |
| Hackney Bicycle Co.                  | Cleveland, Ohio.                        | Hackney.                                               |                    |              |
| Hartford Cycle Co.                   | Hartford, Conn.                         | Hartford.                                              |                    | 4            |
| Harber Brothers Co.                  | Bloomington, Ill.                       | Harber.                                                |                    | 93           |

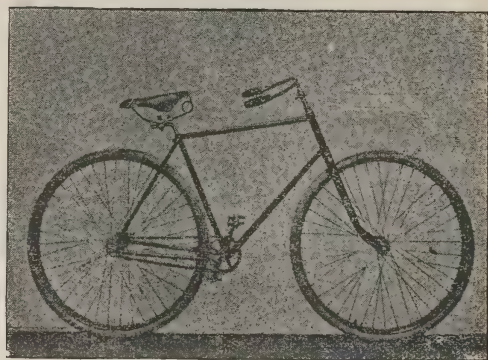


# KENWOOD BICYCLES

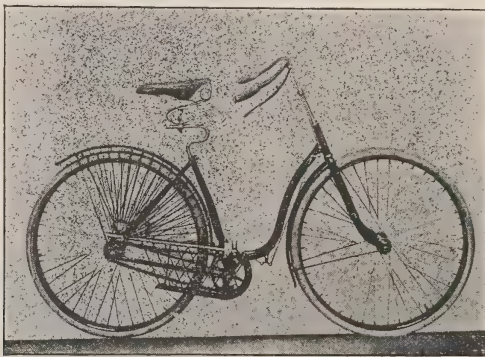
## —FOR 1893.—



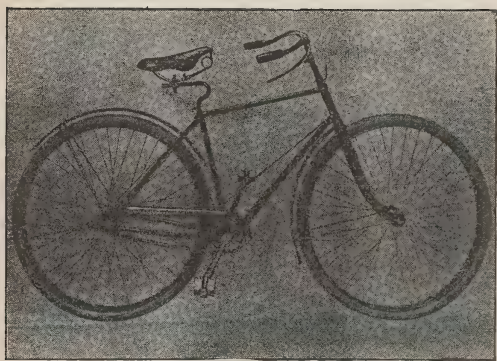
PATH RACER.



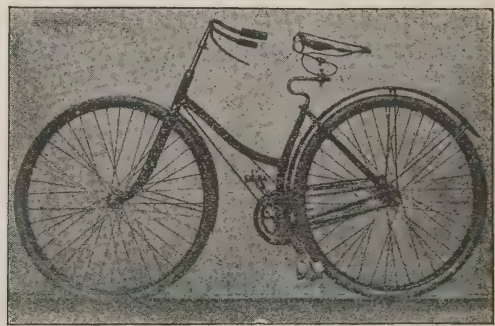
ROAD RACER.



LADIES' SPECIAL.



QUADRANT ROADSTER



DIAMOND ROADSTER

The above wheels are fitted with Improved Patent Kenwood Pneumatic Tires.

# KENWOOD MFG. COMPANY,

253-255 SOUTH CANAL ST., CHICAGO.

Retail Representatives: F. L. Douglas Cycle Co., 284-286 Wabash ave. 265 57th St. (after May 1st.)



MANUFACTURERS OF BICYCLES.—Continued.

| NAME.                                        | ADDRESS.                              | WHEELS MANUFACTURED.                                             | NAMES COPYRIGHTED.  | ADV. PAGE |
|----------------------------------------------|---------------------------------------|------------------------------------------------------------------|---------------------|-----------|
| Hammond & Cooley.                            | Batavia, N. Y.                        | Batavia.                                                         |                     |           |
| Hill Cycle Manufacturing Co.                 | 142-148 West Washington st., Chicago. | Fowler.                                                          |                     | 140       |
| Hulbert Brothers & Co.                       | 26 W. Twenty-Third st., New York.     | Majestic L. R.                                                   | Majestic L. R.      |           |
| Ide, J. F., & Co.                            | Peoria, Ill.                          | To order.                                                        |                     |           |
| Illinois Cycle Works.                        | Chicago.                              | Flyer and Isabelle.                                              | Flyer and Isabelle. | 93        |
| Indiana Bicycle Co.                          | Indianapolis, Ind.                    | { Leader, Fashion, Arlington, Princeton<br>and Waverly.          |                     | 80        |
| Iver Johnson & Co.                           | Fitchburg, Mass.                      |                                                                  |                     |           |
| Joliet Cycle Co.                             | Joliet, Ill.                          | Joliet Light Roadster.                                           |                     |           |
| Jordan, Louis.                               | 71-73 Randolph street, Chicago.       | Jordan Special.                                                  |                     | 15        |
| Keating Wheel Co.                            | Holyoke, Mass.                        | Keating.                                                         |                     |           |
| Kenwood Manufacturing Co.                    | Canal street, Chicago.                | Kenwood.                                                         |                     | 116       |
| Kenyon Bicycle Manufacturing Co.             | Des Moines, Ia.                       | Pacemaker.                                                       |                     |           |
| Kingman & Co.                                | Peoria, Ill.                          | { Hustler, Mermaid, Umpire, Glideway,<br>Athlete, Witch, Sprite. |                     | 24        |
| Lamb Knitting Machine Co.                    | Chicopee Falls, Mass.                 |                                                                  |                     |           |
| League Cycle Co.                             | Hartford, Conn.                       | League Chainless.                                                |                     |           |
| Light Bicycle Co.                            | Pottstown, Pa.                        |                                                                  |                     |           |
| Lovell, John P., Arms Co.                    | Washington street, Boston.            | Lovell Diamond.                                                  |                     |           |
| Lozier, H. A., & Co.                         | Cleveland, O.                         | Cleveland.                                                       |                     | 65        |
| Marble Cycle Manufacturing Co.               | Plymouth, Ind.                        | Smalley, four styles.                                            |                     | 108       |
| March-Davis Cycle Co.                        | 62-66 S. Canal street, Chicago.       | March.                                                           |                     |           |
| Marion Cycle Co.                             | Marion, Ind.                          | Halladay-Temple Scorcher.                                        |                     | 11        |
| McCune Cycle Co.                             | Everett, Mass.                        | McCune.                                                          |                     | 83        |
| McKee & Harrington.                          | 173-175 Grand street, New York.       | Lyndhurst.                                                       |                     | 104       |
| Mohrig, E.                                   | San Francisco, Cal.                   | Mohrig Special.                                                  |                     |           |
| Monarch Cycle Co.                            | 42-52 North Halstead street, Chicago. | Mon arch, four styles.                                           | Monarch.            | 2-3       |
| National Bicycle Co.                         | Indianapolis, Ind.                    | Axtell.                                                          |                     |           |
| National Cycle Manufacturing Co.             | Bay City, Mich.                       | Goodwin.                                                         |                     | 81        |
| Nebraska Cycle Co.                           | Lincoln, Neb.                         | Lincoln.                                                         |                     |           |
| New York Cycle Co.                           | 17 E. Fourteenth st., New York.       | New York.                                                        | New York.           | 104       |
| Overman Wheel Co.                            | Chicopee Falls, Mass.                 | Victor.                                                          |                     | 98        |
| Peerless (The) Manufacturing Co.             | Cleveland, Ohio.                      | Triangle, America and Buckeye Junior.                            |                     | 21        |
| Pope Manufacturing Co.                       | 221 Columbus avenue, Boston.          | Columbia.                                                        |                     | C. 1      |
| Pratt & Letchworth.                          | Buffalo, N. Y.                        |                                                                  |                     |           |
| Queen City Cycle Co.                         | 550 Main st., Buffalo, N. Y.          | Sun.                                                             |                     |           |
| Raleigh Cycle Co., Ltd.                      | Greenwich & Bank streets, New York.   | Raleigh, four models.                                            | Raleigh.            | 148       |
| Read, William & Sons.                        | Washington street, Boston.            | New Mail.                                                        |                     | 74        |
| Relay Manufacturing Co.                      | 753-755 Cherry street, Reading, Pa.   | Relay.                                                           |                     |           |
| Remington Arms Co.                           | 313 Broadway, New York.               | Remington.                                                       |                     | 94        |
| Rochester Cycle Manufacturing Co.            | Rochester, N. Y.                      | Rochester, three styles.                                         |                     | 23        |
| Royal Cycle Works.                           | Marshall, Mich.                       | Royal, three styles.                                             | Royal.              | 106       |
| Rouse-Duryea Cycle Co.                       | Peoria, Ill.                          | Sylph                                                            |                     | 35        |
| Rouse, Hazard & Co.                          | Peoria, Ill.                          | Rudge and Overland.                                              | Overland.           | 35        |
| Scanlon (The) Co.                            | Portland, Me.                         | Puritan.                                                         |                     |           |
| Schack, W. G.                                | Buffalo, N. Y.                        | Schack.                                                          |                     | 144       |
| Schoepflin Brothers.                         | Gardenville, N. Y.                    | Automatic.                                                       |                     |           |
| Sercombe Bolte Manufacturing Co.             | Milwaukee, Wis.                       | Telegram and Sanger Racer.                                       | Telegram.           |           |
| Shire, John                                  | Detroit, Mich.                        | Velocipedes.                                                     |                     |           |
| Smith, H. A., & Co.                          | Newark, N. J.                         | Prince and Ranger.                                               |                     | 25        |
| Smith, H. B., Machine Co.                    | Smithville, N. J.                     | Star and Lever safety.                                           |                     |           |
| Smith Wheel Manufacturing Co.                | 42-50 W. Sixty-Seventh st., New York. | Dart.                                                            | Dart.               | 138       |
| Spalding, A. G., & Bros.                     | New York and Chicago                  | Credenda.                                                        |                     | 28        |
| Spiers Manufacturing Co.                     | Worcester, Mass.                      | Majestic.                                                        |                     |           |
| Stall, W. W.                                 | 509 Tremont st., Boston.              | Stall Special.                                                   |                     |           |
| Standard Manufacturing Co.                   | Martinsburgh, W. Va.                  | Standard.                                                        |                     |           |
| Standard Mfg. Co.                            | Virginia avenue, Indianapolis, Ind.   | Planet, four styles.                                             |                     | 25        |
| Stearns, E. C., & Co.                        | Syracuse, N. Y.                       | Stearns.                                                         |                     | 62        |
| Sterling Cycle Co.                           | Newton, Mass.                         |                                                                  |                     |           |
| Sterling Cycle Works.                        | 236-240 Carroll avenue, Chicago.      | Sterling.                                                        |                     | 50        |
| St. Louis Refrigerator and Wooden Gutter Co. | St. Louis, Mo.                        | Banner, four styles.                                             | Banner.             |           |
| St. Nicholas Manufacturing Co.               | 218-228 Fullerton avenue Chicago.     | { 'Varsity, Oxford, Peerless, Courier,<br>Scorcher, Electric.    |                     |           |
| Stover Bicycle Mfg. Co.                      | Freeport, Ill.                        | Phoenix.                                                         |                     | 132       |

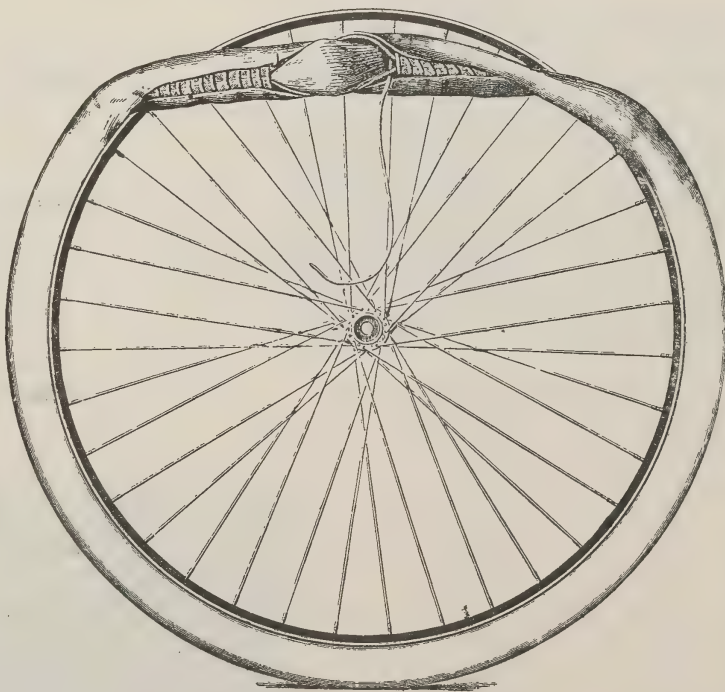




# Can I Repair My Pneumatic Tire?

That is what it comes to finally with the rider—he wants to  
know if he can repair easily and quickly.

THAT'S JUST WHAT YOU CAN DO  
WITH THE 1893 BIDWELL TIRE. . .



## GEO. R. BIDWELL CYCLE CO.

306, 308 and 310 WEST FIFTY-NINTH ST.,

NEW YORK.

Pneumatic Tire Factory,

49-51 W. 66th St., N.Y. City.



## MANUFACTURERS OF BICYCLES.—Continued.

| NAME.                           | ADDRESS.                                  | WHEELS MANUFACTURED.                                                                             | NAMES COPYRIGHTED.     | ADV. PAGE |
|---------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------|-----------|
| Sunol Bicycle Co.               | Sixteenth and Jefferson streets, Chicago. | Sunol.                                                                                           | Sunol and Nancy Hanks. |           |
| Taylor Cycle Co.                | 270-272 Wabash avenue, Chicago.           | Rex.                                                                                             | Rex.                   | 145       |
| Toledo Bicycle Co.              | Toledo, O.                                | Dauntless, five styles.                                                                          | Dauntless.             | 96        |
| Union Cycle Manufacturing Co.   | 166-170 Columbus avenue, Boston.          | Union.                                                                                           | P. D. Q.               | C. 1      |
| U. S. Cycle Co.                 | Philadelphia.                             |                                                                                                  |                        |           |
| Vincent Cycle Manufacturing Co. | 13-19 Gull st., Buffalo, N. Y.            | Vincent, four styles.                                                                            | Vincent.               | 120       |
| Warman & Hazlewood, Ltd.        | 191 Lake st., Chicago.                    | Coventry Cross and Rival.                                                                        |                        | 114       |
| Warwick Cycle Manufacturing Co. | Springfield, Mass.                        | Warwick.                                                                                         |                        | C. 2      |
| Western Wheel Works.            | 435 N. Wells street, Chicago.             | { Pet, Boys' Jr., Comet Jr., Cinch, Rob<br>Roy, Juno, Crescent, and Blackhawk<br>Light Roadster. |                        | C. 3      |
| Wilhelm, W. H. & Co.            | Reading, Pa.                              | Reading, five styles.                                                                            |                        | 59        |
| Wilson, Myers & Co.             | 53 Liberty street, New York.              | Liberty, Goddess, Bogie Man.                                                                     |                        | 124       |
| Winton Bicycle Co.              | Cleveland, O.                             | Winton.                                                                                          |                        | 19        |
| Woodrough & Hanchett Co.        | 38-40 Lake st., Chicago.                  | Pullman.                                                                                         |                        |           |
| Yost (The) Manufacturing Co.    | Toledo, O.                                | Falcon, four styles.                                                                             |                        | 146       |

## MANUFACTURERS OF PARTS.

| NAME.                                | ADDRESS.                                  | MANUFACTURERS OF.                                                  | ADV. PAGE |
|--------------------------------------|-------------------------------------------|--------------------------------------------------------------------|-----------|
| Ames Manufacturing Co.               | Chicopee, Mass.                           |                                                                    |           |
| Ames & Frost Co.                     | 302-304 Wabash av., Chicago.              | Pedals, rims, spokes, cones, cups, etc.                            | 20        |
| Anglo-American Iron & Metal Co.      | 213 Pearl street, New York.               | All descriptions.                                                  | 14        |
| Brandenberg Manufacturing Co.        | 105 Dearborn st., Chicago.                | Bearings.                                                          | 100       |
| Central Cycle Manufacturing Co.      | Indianapolis, Ind.                        | Pedals, spokes, and rolled thread.                                 | 147       |
| Chicago Screw Co.                    | 94-108 West Washington street, Chicago.   | Crank keys, steps, cups, cones, nipples, nuts, etc.                |           |
| Columbus Manufacturing Co.           | Columbus, Ohio.                           | Sundry.                                                            | 55        |
| Demorest Manufacturing Co.           | Williamsport, Pa.                         | Wheels, and full line parts.                                       |           |
| Dugmore & Co.                        | 194-196 Columbus avenue, Boston.          | Hubs, pedals, rims, forgings, etc.                                 | 124       |
| Elastic Tip Co.                      | 370 Atlantic avenue, Boston.              | Rims and spokes.                                                   | 46        |
| Franklin, R. H., & Co.               | 79-81 Washington st., Brooklyn, N. Y.     | Rims, chains, coasters, oil cups.                                  | 24        |
| Gormully & Jeffery Mfg. Co.          | 221-229 N. Franklin st., Chicago.         | Rims, spokes, hubs, axles, pedal parts, handle bars, etc.          | 40-41     |
| Hunt, J. A. & Co.                    | Westboro, Mass.                           | Leathers, springs, screws, ball cases, saddle post clamps, etc.    | 26        |
| Illinois Screw Co.                   | Chicago, Ill.                             | Screws, nuts, etc.                                                 |           |
| Indiana Bicycle Co.                  | Indianapolis, Ind.                        | Rims, mudguards, nipples, pedals, spokes and chains.               | 80        |
| Indiana Chain & Stamping Co.         | Indianapolis, Ind.                        | Chains.                                                            | 46        |
| Kinsey, E. A. & Co.                  | 227-229 W. Fourth street, Cincinnati, O.  | Chains, tires and spokes.                                          | 144       |
| Matthews Manufacturing Co.           | Gold street, Worcester, Mass.             | Coasters, nipples, etc.                                            |           |
| McIntosh Huntington Co.              | Cleveland, O.                             | Chains, rims, cranks, etc.                                         | 89        |
| National Chain Gear Co.              | 95 Milk street, Boston, Mass.             | Chain gear.                                                        |           |
| New Britain Hardware Mfg. Co.        | New Britain, Conn.                        | Hubs, cones, cups, bearings, axles, nuts, chains, brackets, etc.   |           |
| Niagara Machine Co.                  | Buffalo, N. Y.                            | Bearing cases for heads, hubs and brackets.                        | 11        |
| Orange Machine Co.                   | Orange, N. J.                             |                                                                    |           |
| Overman Wheel Co.                    | Chicopee Falls, Mass.                     | All descriptions.                                                  | 98        |
| Parkhurst & Wilkinson.               | 150 E. Kinzie street, Chicago.            | Chains, oil cups, handles, nuts, washers, etc.                     | 122       |
| Pomeroy Bros.                        | 67 Orange st., New Haven, Conn.           | Nipples, tubes, screws, washers, studs, etc.                       | 27        |
| Pope Manufacturing Co.               | 221 Columbus avenue, Boston.              | Columbia.                                                          | C. 1      |
| Raleigh Cycle Co., Ltd.              | Greenwich and Bank streets, New York.     | All descriptions.                                                  | 148       |
| Rockford Tool and Sundry Manuf'g Co. | Rockford, Ill.                            | Sheet-metal parts.                                                 |           |
| Sercombe-Bolte Manufacturing Co.     | Milwaukee, Wis.                           | Hubs and cranks.                                                   | 1         |
| Simonds Rolling Machine Co.          | Fitchburg, Mass.                          | Pedal pins, axles, hub forgings and crank keys.                    |           |
| Smith, C. J. & Sons Co.              | Milwaukee, Wis.                           | Rims, guards, fork sides, handle bars and tapered tubes.           |           |
| Smith, H. P. Machine Co.             | Smithville, N. J.                         | Rims and spokes.                                                   |           |
| Snell (The) Cycle Fitting Co.        | Toledo, Ohio.                             | Chain hubs, rims, forks, etc.                                      | 81        |
| Sunol Bicycle Co.                    | Sixteenth and Jefferson streets, Chicago. | Roller chains, spokes and rims.                                    |           |
| Torrington Swaging Co.               | Torrington, Conn.                         | Spokes.                                                            |           |
| Western Automatic Machine Screw Co.  | Elyria, O.                                | Pedal pins, cones, screws, nuts, nipples, chain rivets, caps, etc. | 11        |
| Weston, I. A. & Co.                  | Jamesville, N. Y.                         | Wheels.                                                            | 124       |
| Whitten-Godding Cycle Co.            | Providence, R. I.                         | Rims.                                                              | 124       |
| Wilson, Myers & Co.                  | 55 Liberty street, New York.              | Rims.                                                              |           |
| Woodruff Manufacturing Co.           | Hartford, Conn.                           | Chains.                                                            |           |



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1893

**VINCENT**

1893

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—A FEW MORE—

HUSTLING AGENTS WANTED.

Write For Terms and Territory.

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Vincent Cycle Mfg. Co.,

13, 15, 17 and 19 Gull Street,

Buffalo, N. Y.



MANUFACTURERS OF SADDLES.

| NAME.                                | ADDRESS.                                 | NAME OF SADDLE.                                                                           | NAME COPYRIGHTED.           | ADV. PAGE |
|--------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------------|-----------|
| American Cycle Co.                   | Jackson boul. and Sangamon st., Chicago. | Eliptic Spring.                                                                           |                             |           |
| Bell, Geo. H.                        | Chicago, Ill.                            | Bell.                                                                                     |                             |           |
| Bretz & Cur is Manufacturing Co.     | Philadelphia, Pa.                        | Solid Comfort and Keystone.                                                               | Solid Comfort.              | 11        |
| Buckeye Cycle Co.                    | 25-27 W. Fifth street, Cincinnati, O.    |                                                                                           |                             |           |
| Central Cycle Manufacturing Co.      | Indianapolis, Ind.                       | Ben Hur.                                                                                  |                             | 147       |
| Columbus Manufacturing Co.           | Columbus, Ohio.                          |                                                                                           |                             | 55        |
| Douglas, F. L., Cycle Co.            | 284-286 Wabash avenue, Chicago.          | Douglas.                                                                                  |                             |           |
| Fish, W. L.                          | Newark, N. J.                            | Fish.                                                                                     |                             | 23        |
| Garford Manufacturing Co.            | Elyria, O.                               | Garford.                                                                                  |                             | 136       |
| Gormully & Jeffery Manufacturing Co. | 221-229 North Franklin street, Chicago.  | { Hart., G. & J. Scorchers, Rambler, Long Dis., Lillibridge, Wonder, Duryea, Cobbles one. | Long Distance, Cobblestone. | 40-41     |
| Hunt, J. A., & Co.                   | Westboro, Mass.                          | Pneumatic, etc.                                                                           |                             | 26        |
| Indiana Bicycle Co.                  | Indianapolis, Ind.                       |                                                                                           |                             | 80        |
| Kenwood Manufacturing Co.            | 253-255 Canal street, Chicago.           | Kenwood.                                                                                  |                             | 116       |
| Lovell, John P., Arms Co.            | 147 Washington street, Boston, Mass.     | Lovell.                                                                                   |                             |           |
| Marion Cycle Co.                     | Marion, Ind.                             | Halladay-Temple.                                                                          |                             | 11        |
| Metal Turning Co.                    | 552 State Street, New Haven, Conn.       |                                                                                           |                             |           |
| Nesler Manufacturing Co.             | Newark, N. J.                            | Lenox.                                                                                    |                             |           |
| Newark Nickel Plating Co.            | Newark, N. J.                            | Bergfel.                                                                                  |                             | 21        |
| Overman Wheel Co.                    | Chicopee Falls, Mass.                    | Victor.                                                                                   |                             | 98        |
| Parkhurst & Wilkinson.               | 150 E. Kinzie street, Chicago.           |                                                                                           |                             | 122       |
| Persons & Muller Manufacturing Co.   | 42-50 W. Sixty-seventh st., New York.    | { Century, Tourist, Scorchers, Racer, Lt. Roadster.                                       |                             | 138       |
| Pope Manufacturing Co.               | 221 Columbus avenue, Boston.             | Kirkpatrick, Scorchers and Relay.                                                         |                             | C. 1      |
| Rich & Sager Co.                     | Rochester, N. Y.                         | Sager.                                                                                    |                             | 72        |
| Scanlan Co.                          | Portland, Me.                            | Puritan.                                                                                  |                             |           |
| Shamp, G. M.                         | 78 Washington street, Buffalo.           | Shamp.                                                                                    |                             | 69        |
| Stokes, Chas F., Manufacturing Co.   | 293 Wabash avenue, Chicago.              | Various styles.                                                                           |                             | C. 2      |
| True, (The) R. S., Co.               | 208 South Geddes street, Syracuse, N. Y. | True Hygienic.                                                                            |                             |           |
| Vincent Cycle Manufacturing Co.      | 13 and 19 Gull street, Buffalo, N. Y.    | Vincent.                                                                                  |                             | 120       |
| Wall & Boyer.                        | 1,714 N. Broad street, Philadelphia, Pa. | Wearwell, Featherweight.                                                                  | Both.                       | 27        |
| Whitten-Godding Cycle Co.            | Providence, R. I.                        | Saladee.                                                                                  |                             | 124       |
| Wood, Doctor.                        | Worcester, Mass.                         | Wood.                                                                                     |                             |           |

MAKERS AND IMPORTERS OF TUBING.

| NAME.                                  | ADDRESS.                                    | ADV. PAGE |
|----------------------------------------|---------------------------------------------|-----------|
| Ames Manufacturing Co.                 | Chicopee, Mass.                             |           |
| Anglo-American Iron & Metal Co.        | 213 Pearl street, New York.                 | 14        |
| Dugmore & Co.                          | 194-196 Columbus avenue, Boston.            | 124       |
| Elwood Shafting and Tube Works.        | Elwood City, Pa.                            |           |
| Ellwood Ivins' (The) Tube Works.       | { 528 North Tenth street, Philadelphia, Pa. | 46        |
| Gormully and Jeffery Manufacturing Co. | 221-229 N. Franklin st., Chicago.           | 40-41     |
| Justice, Philip S., & Co.              | Philadelphia.                               |           |
| Leng's, John S., Son & Co.             | 4 Fletcher street, New York.                |           |
| McIlwaine, D. B.                       | 111 Chambers street, New York.              | 73        |
| Overman Wheel Co.                      | Chicopee Falls, Mass.                       | 98        |
| Parkhurst & Wilkinson.                 | 150 East Kinzie street, Chicago.            | 122       |
| Pope Manufacturing Co.                 | 221 Columbus avenue, Boston.                | C. 1      |
| Shelby Steel Tube Co.                  | Shelby, O.                                  |           |
| Snell (The) Cycle Fittings Co.         | Toledo, Ohio.                               | 81        |
| Stokes, Chas. F., Mfg. Co.             | 293 Wabash av., Chicago.                    | C. 2      |
| Union Cycle Manufacturing Co.          | 166-170 Columbus avenue, Boston.            | C. 1      |
| Whitten-Godding Cycle Co.              | Providence, R. I.                           | 124       |

MAKERS OF DROP FORGINGS.

| NAME.                               | ADDRESS.                                       | ADV. PAGE |
|-------------------------------------|------------------------------------------------|-----------|
| Ames Mfg Co.                        | Chicopee, Mass.                                |           |
| Anglo-American Iron & Metal Co.     | 213 Pearl street, New York.                    | 14        |
| Billings & Spencer Co.              | Hartford, Conn.                                |           |
| Buffalo Drop Forgings Co.           | 1440 Niagara street, Buffalo, N. Y.            | 71        |
| Chicago Drop Forge and Foundry Co., | Kensington, Ill.                               |           |
| Ellwood Ivins (The) Tube Works.     | 528 N. 10th st., Philadelphia.                 | 46        |
| Hullert Bros. & Co.                 | 26 W. 23d st., New York.                       |           |
| Indiana Bicycle Co.                 | Indianapolis, Ind.                             | 80        |
| Overman Wheel Co.                   | Chicopee Falls, Mass.                          | 98        |
| Parkhurst & Wilkinson.              | 150 East Kinzie street, Chicago.               | 122       |
| Philadelphia Drop Forge Co.         | { American and York streets, Philadelphia, Pa. |           |
| Pope Manufacturing Co.              | 221 Columbus avenue, Boston.                   | C. 1      |
| Rhode Island Tool Co.               | Providence, R. I.                              |           |
| Speirs, J. C., & Co.                | Worcester, Mass.                               |           |
| Union Drop Forge Co.                | 66 Ohio street, Chicago.                       |           |
| Whitman & Barnes Manufacturing Co.  | Canton, O.                                     | 25        |
| Wilcox & Howe (The) Co.             | Birmingham, Conn.                              | 25        |
| Wyman & Gordon.                     | Worcester, Mass.                               |           |

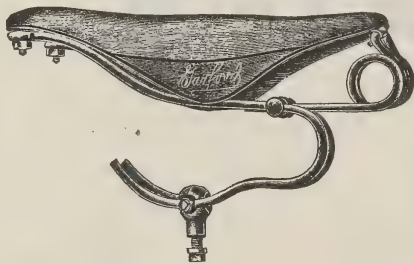


# BICYCLE MATERIALS.

RIMS, TUBING, GUARDS, FORGINGS,  
And smaller Articles for the Bicycle Maker. . .

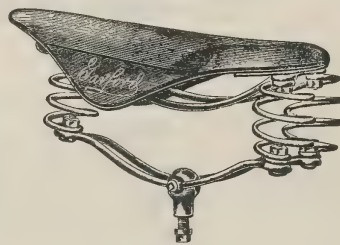
## *Garford Gentlemen's Roadster Saddles.*

U - Shaped Wire Spring.



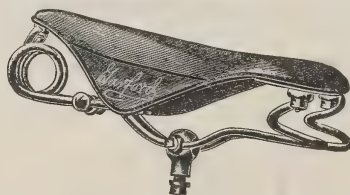
Style B, 1893.

Three Coil Wire, English.



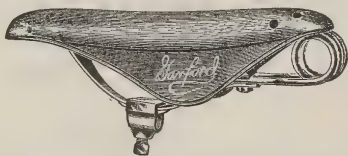
Style D, 1893.

Half Vertical Rear Coil Wire.



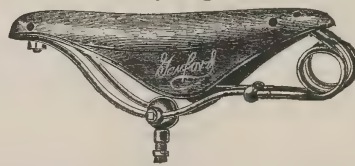
Style C, 1893.

Original Garford Model, Flat Spring.



Style E, 1893.

Original Garford Model, Wire Spring.



Style F.

Indianapolis Solid Center Link Chains. Look out for our new 1-4 Racing Chain.



Cement, Spelter, Borax, Steel of all kinds, Rubber Tires and general Iron supplies.

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CHICAGO, ILL.



MAKERS AND IMPORTERS OF TIRES AND TIRE MATERIALS.

| NAME.                                  | ADDRESS.                                | MANUFACTURERS OF.                                                      | NAMES COPYRIGHTED.  | ADV. PAGE |
|----------------------------------------|-----------------------------------------|------------------------------------------------------------------------|---------------------|-----------|
| Airtite Pneumatic Tire Co.             | 172 Columbus avenue, Boston.            | Airtite tire.                                                          | Airtite.            |           |
| American Dunlop Pneumatic Tire Co.     | Chicago, New York.                      | Dunlop.                                                                |                     |           |
| Ames & Frost Co.                       | 302-304 Wabash avenue, Chicago.         | Imperial.                                                              |                     |           |
| Bidwell, George R., Cycle Co.          | 306-310 West Fifty-ninth st., New York. | Bidwell Pneumatic tire.                                                |                     |           |
| Boston Tyre Co.                        | 630 Washington street, Boston.          |                                                                        |                     |           |
| Boston Woven Hose & Rubber Co.         | 5 Winthrop square, Boston.              | Evertite tire.                                                         |                     |           |
| Buffalo Weaving Co.                    | Buffalo, N. Y.                          | Cotton and linen tubes.                                                |                     |           |
| Burris, Elliott.                       | 13 Park Row, New York.                  | Burris-Michelin tire.                                                  |                     |           |
| Cleveland Rubber Co.                   | Cleveland, O.                           | Pneumatic and cushion.                                                 |                     |           |
| Cleveland Tire Co.                     | Cleveland, O.                           | Cleveland tire.                                                        |                     |           |
| Codman & Shurtleff.                    | 13 and 14 Tremont street, Boston.       | Evertite valves.                                                       |                     |           |
| Combination Roll & Rubber Co.          | Bloomfield, N. J.                       | Indestructene tire, etc.                                               |                     |           |
| Connecticut Manufacturing Co.          | Hartford, Conn.                         | Springs for valves.                                                    |                     | 27        |
| Elastic Tip Co.                        | 370 Atlantic avenue, Boston, Mass.      | Boston and Cambridge pneu's; tubes.                                    |                     | 46        |
| Glendale Elastic Fabrics Co.           | East Hampton, Mass.                     |                                                                        |                     |           |
| Goodrich, B. F., Co.                   | Akron, O.                               | { Palmer, Greyhound and Mastiff pneu-<br>{ matics, solid and cushions. |                     |           |
| Gormully & Jeffery Manufacturing Co.   | 221-229 North Franklin street, Chicago. | G. and J. tire.                                                        |                     | 40-41     |
| Hartford Rubber Works Co.              | Hartford, Conn.                         | Pneumatic, cushion and solid.                                          |                     |           |
| Indianapolis Rubber Co.                | Indianapolis, Ind.                      |                                                                        |                     |           |
| Marion Cycle Co.                       | Marion, Ind.                            | H. T. Perfection tire.                                                 |                     | 11        |
| Mineralized Rubber Co.                 | 18 Cliff street, New York.              | Pneumatics.                                                            |                     |           |
| Morgan & Wright.                       | 331 to 339 West Lake street, Chicago.   | Morgan & Wright.                                                       |                     | 44        |
| New Jersey Car Spring & Rubber Co.     | Jersey City, N. J.                      | Pneumatics.                                                            |                     |           |
| New York Belting and Packing Co., Ltd. | 15 Park Row, New York.                  | S. P. Protection Strip pneumatic.                                      |                     | 12        |
| Overman Wheel Co.                      | Chicopee Falls, Mass.                   | Victor tire.                                                           |                     | 98        |
| Parkhurst & Wilkinson.                 | 150 E. Kinzie street, Chicago.          | Tires.                                                                 |                     | 122       |
| Phelps & Dingle Manufacturing Co.      | Passaic, N. J.                          | Ideal tire.                                                            |                     | 4         |
| Pope Manufacturing Co.                 | 221 Columbus avenue, Boston.            | Columbia tire.                                                         |                     | C. 1      |
| Revere Rubber Co.                      | 63 Franklin street, Boston.             | Hardy tire.                                                            |                     |           |
| Russell Manufacturing Co.              | Middletown, Conn.                       | Canvas tubes.                                                          |                     |           |
| Sercombe-Bolte Manufacturing Co.       | Milwaukee.                              | Bolte and Telegram.                                                    | Bolte and Telegram. | 1         |
| Spinney, Virtue & Co.                  | Lynn, Mass.                             |                                                                        |                     |           |
| Tillinghast Pneumatic Tire Co.         | Providence, R. I.                       | Tillinghast tire.                                                      |                     | 69        |
| United Rubber Co.                      | Trenton, N. J.                          |                                                                        |                     |           |

MAKERS OF MACHINERY AND TOOLS.

| NAME.                                | ADDRESS.                                 | MANUFACTURERS OF                                                                                                                                                         | ADV. PAGE |
|--------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Blake & Johnson.                     | Waterbury, Conn.                         | Felloe rolling, spoke threading and heading machines.                                                                                                                    |           |
| Diamond Machine Co.                  | Providence, R. I.                        | Lathes, drills, buffs, polishing frames, emery wheels, etc.                                                                                                              |           |
| Fay Machine Co.                      | Lake street, Chicago.                    |                                                                                                                                                                          |           |
| Frasse & Co                          | 90-94 Park Row, New York.                | Lathes, files, taps, nipples, etc.                                                                                                                                       |           |
| Garvin Machine Co.                   | New York.                                | Machinery.                                                                                                                                                               |           |
| Gormully & Jeffery Manufacturing Co. | 221-229 North Franklin street, Chicago.  | Repairers' tools.                                                                                                                                                        | 40-41     |
| Hanson & Van Winkle Co.              | Chicago & New York.                      | Nickle plating machinery, dynamos, felt wheels, cotton buffs, etc.                                                                                                       | 100       |
| Heartley Machine Works.              | Toledo, O.                               |                                                                                                                                                                          | 27        |
| Kinsey, E. A., & Co.                 | 227-229 W. Fourth street, Cincinnati, O. | All descriptions.                                                                                                                                                        | 144       |
| Lloyd, Geo. E., & Co.                | Canal & Jackson streets, Chicago.        | Dynamos, etc. for plating, etc.                                                                                                                                          |           |
| Lodge & Davis Machine Tool Co.       | Cincinnati, O.                           | Iron, brass and steel working machinery.                                                                                                                                 |           |
| Machinists' Supply Co.               | Lake street, Chicago.                    | Machinery.                                                                                                                                                               |           |
| Niagara Stamping and Tool Co.        | Buffalo, N. Y.                           | Presses, dies, and other tools.                                                                                                                                          |           |
| Parkhurst & Wilkinson.               | 150 E. Kinzie street, Chicago.           | Forges, files, bolts, rivets, etc.                                                                                                                                       | 122       |
| Pomeroy Brothers.                    | New Haven, Conn.                         | Taps, dies, etc.                                                                                                                                                         | 27        |
| Pratt & Whitney Co.                  | Hartford, Conn.                          | Machinery.                                                                                                                                                               |           |
| Rhode Island Tool Co.                | Providence, R. I.                        | Nuts and bolts.                                                                                                                                                          |           |
| Rockford Tool & Sundry Mfg. Co.      | Rockford, Ill.                           | Dies, punches, benders, etc.                                                                                                                                             |           |
| Toledo Machine & Tool Co.            | Toledo, O.                               | { Punching, chain, shearing and trimming presses, riveting, forming<br>{ and tire rolling machines, tire punches, drop hammers, nickle plating<br>and special machinery. | 134       |
| Zucker & Levett Chemical Co.         | New York & Chicago.                      | Nickle platers' outfits, materials, dynamos, motors, etc.                                                                                                                | 28        |



# THE MAN WHO—

—OWNS THE WEATHER

Tells us we shall have an early spring.

In accordance with this, "Liberty"

Cycles will be early birds.



"Liberties" for '93 possess many good points. You can't afford to miss seeing the complete line.

## WILSON, MYERS & COMPANY,

MAKERS OF THE LIBERTY CYCLES.



OFFICES: 55 LIBERTY ST., N. Y.

TAYLOR CYCLE CO., 270 Wabash Ave., Chicago, Ill., Represent Liberties in the West.

# RIMS. RIMS. RIMS. RIMS.

EVERYBODY:

If you haven't received a copy of our "Price Fighter" by mail ere this, we advise you to write immediately for our "knock-out" RIM LIST. Money in your pocket!!!

Everything in the line of Cycle manufacture and repair.

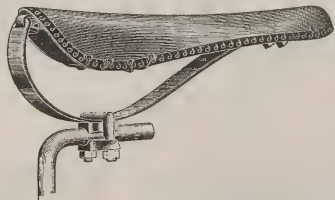
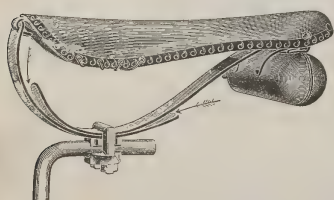
## ANGLO-AMERICAN IRON AND METAL CO.,

Cycle Material Specialists.

213 PEARL ST., NEW YORK.

### Two Important Points Covered---Saddle, Oiler.

The SALADEE Saddle is the most perfect connecting link between rider and machine ever devised. PRICE, \$5.00. Send for Circular.



The Metal Turning cycle Oiler is Guaranteed Tool Bag or soil who use pocket oilers.

Does not leak  
Magic Oiler.  
Clean for Pocket use.



Company's Magic Bitted not to leak and pocket A boon to all Price, by mail, 25c.

Electrotypes for Manufacturers and Dealers who wish to Catalogue.

THE WHITTEN-GODDING CYCLE COMPANY,

Manufacturer of SALADEE Saddles, and Sole Selling Agents of MAGIC OILER.

118-124 South Main St., - PROVIDENCE, R. I.

Hubs.  
Pedals.  
Rims.  
Fork Sides.  
Frames.  
W. Tubing.  
Forgings.

A complete stock of safety parts.

## SAFETIES

Of any weight or dimensions, built to order.

We shall have a special

\$100 Pneumatic Humber Frame Safety

for '93. Our '93 "PERFECTO," strictly high grade, \$125, fitted with any tire.

VINCENT DUGMORE & CO.,

Manufacturers and Importers,

194-196 Columbus Ave. - BOSTON.

Agents Wanted. Lists Ready January 1.



MANUFACTURERS OF SUNDRIES.

| NAME.                               | ADDRESS.                                 | ARTICLES MANUFACTURED.                                            | ADV.<br>PAGE |
|-------------------------------------|------------------------------------------|-------------------------------------------------------------------|--------------|
| Acme Bell and Device Co.            | 11 Gcld street, New York.                | Bells and locks.                                                  |              |
| Acme Bicycle Carriage Co.           | Newark, N. J.                            | Bicycle stands.                                                   |              |
| Adam Cook's Sons.                   | 313 West street, New York.               | Bicyline lubricant.                                               |              |
| American Cycle Co.                  | Jackson boulevard and Sangamon st.       | Cushion rubber pedals.                                            |              |
| American Cloth Hat & Cap Man'fg Co. | 160 Wooster street, New York.            | Uniforms, etc.                                                    |              |
| American Gong Co.                   | East Hampton, Conn.                      | Bells.                                                            | 23           |
| American Pin Co.                    | Worcester, Mass., Chicago.               | Surprise and other whistles.                                      |              |
| American Saw Co.                    | Trenton, N. J.                           | Wrenches.                                                         |              |
| Ames Manufacturing Co.              | Chicopee, Mass.                          |                                                                   |              |
| Andrae, Julius,                     | Milwaukee.                               | Pumps.                                                            | 149          |
| Anglo-American Iron & Metal Co.     | 213 Pearl street, New York.              | All descriptions.                                                 | 14           |
| Avery & Jenness.                    | 5,756 Madison avenue, Chicago.           | Spoke grips.                                                      | 113          |
| Ariel Cycle Manufacturing Co.       | Goshen, Ind.                             | Tire repairer.                                                    | 82           |
| Armitage, J. L.                     | Newark, N. J.                            | Enamels.                                                          |              |
| Atkinson, J. G., & Co.              | Chicago.                                 | Nipples.                                                          |              |
| Barnes Manufacturing Co.            | Phoenix, N. Y.                           | Phoenix locks.                                                    |              |
| Barnes Tool Co.                     | New Haven, Conn.                         | Barnes' improved wrenches.                                        |              |
| Belcher & Loomis.                   | Providence, R. I.                        | Miscellaneous.                                                    |              |
| Bernstein, S., & Co.                | 173 Mercer street, New York.             | Caps.                                                             |              |
| Berry Bros.                         | Detroit, Mich.                           | Enamel.                                                           |              |
| Betts, A. U., & Co.                 | Toledo, Ohio.                            | Red Cross cement and sundries.                                    | 59           |
| Bevin Brothers Manufacturing Co.    | East Hampton, Conn.                      | Bells and trouser guards.                                         |              |
| Bicycle Canopy Co.                  | 922 Hammond bldg., Detroit, Mich.        | Bicycle canopy.                                                   |              |
| Bidwell, George R., Cycle Co.       | 306-310 W. Fifty-ninth street, New York. | Cyclometers, Perfection tire heaters, Perfection alarm, etc,      | 118          |
| Billings & Spencer Co.              | Hartford, Conn.                          | B. & S. wrenches.                                                 |              |
| Boak, W. C.                         | Buffalo, N. Y.                           | Child's seat.                                                     |              |
| Boston Woven Hose & Rubber Co.      | 8 Winthrop square, Boston.               | Pneumaticum tire mender, pedal rubbers, handles, etc.             |              |
| Bowen, E. N.                        | 879 Main street, Buffalo, N. Y.          | Home trainers, bicycle stands, supporters.                        |              |
| Bradshaw Hose Supporter Co.         | Decatur, Ill.                            | Hose supporters.                                                  |              |
| Brandenberg Manufacturing Cy.       | 105 Dearborn street, Chicago.            | Pedals.                                                           | 100          |
| Bridgeport Gun Implement Co.        | 313 Broadway, New York.                  | Oiler and whistles.                                               | 27           |
| Brooks Odometer Co.                 | Lowell, Mass.                            | Ideal cyclometers.                                                |              |
| Brosnan Wheel Lock Co.              | Springfield, Mass.                       | Bicycle locks.                                                    |              |
| Brown, Samuel R.                    | Wappinger's Falls, N. Y.                 | Brown's hard rubber handles.                                      |              |
| Bryant, Ochs & Co.                  | Boston, Mass.                            | Bicycle shoes.                                                    |              |
| Buckeye Cycle Co.                   | 25-27 S. Fifth street, Cincinnati.       | Lamps.                                                            |              |
| Butcher Cyclometer Co.              | Boston, Mass.                            | Cyclometers.                                                      |              |
| Rutler Hard Rubber Co.              | 33 Mercer street, New York.              | Hard rubber handles.                                              |              |
| Butler & Ward                       | 226 and 228 Halsey street, Newark, N. J. | Saddle seats, tool boxes and leggins.                             | 23           |
| Call, S. B.                         | Springfield, Mass.                       | Supporters, racing suits, etc.                                    |              |
| Capitol Manufacturing Co.           | Rees street, Chicago.                    | Wrenches, screw drivers, etc.                                     | 27           |
| Caywood Co.                         | Clementon, N. J.                         | Cement and enamel.                                                | 4            |
| Celluloid Zapon Co.                 | 41 Barclay street, New York.             | Enamel.                                                           |              |
| Chicago Electric Headlight Co.      | 39-43 W. Washington street, Chicago.     | Electric bicycle lamps.                                           |              |
| Chicago Flusher Co.                 | Rees street, Chicago.                    | Bicycle cleaners.                                                 |              |
| Chicago Safety Saddle Co.           | 69 S. Canal street, Chicago.             |                                                                   |              |
| Cleveland Rubber Co.                | Cleveland, O.                            | Pedal rubbers, handles, steps.                                    |              |
| Codman & Shurtleff.                 | 13-15 Tremont street, Boston, Mass.      | Pumps, registering inflators.                                     |              |
| Coes Wrench Co.                     | Worcester, Mass.                         | Wrenches.                                                         |              |
| Combination Roll & Rubber Co.       | Bloomfield, N. J.                        | Rubber goods.                                                     |              |
| Connecticut Mfg. Co.                | Hartford, Conn.                          | Trouser guards, oil-can holders, screw drivers and bicycle locks. | 27           |
| Cooper, Wells & Co.                 | St. Joseph, Mich.                        | Bicycle hose.                                                     |              |
| Corbin Cabinet Lock Co.             | New Britain, Conn.                       | Cycle padlocks.                                                   |              |
| Crescent Co.                        | 100 Wooster street, New York.            | Cycling shirts and sweaters.                                      |              |
| Crouch & Fitzgerald.                | New York.                                | Sample trunks.                                                    |              |
| Cushman & Denison.                  | 172 Ninth avenue, New York.              | Perfect oiler, holder, pneumatic pump holder.                     | 113          |
| Detachable Cleat Co.                | Allston, Mass.                           | Cleats and shoes.                                                 |              |
| Donnelly, J. C.                     | 1,209 Buttonwood street, Philadelphia.   | Champion bell.                                                    | 71           |
| Douglas, F. L., Cycle Co.           | 284-286 Wabash avenue, Chicago.          | Pumps, stands, enamel, cement, etc.                               |              |
| Duryea Jewelry Co.                  | New York.                                | Badges, medals, cups, etc.                                        |              |
| East Side Cycle Co.                 | 417 Madison street, Buffalo, N. Y.       | Vose child's seat .                                               |              |
| Elastic Tip Co.                     | 370 Atlantic avenue, Boston.             | Cement, handles, horns, pedal rubbers.                            | 46           |
| English Enamel Paint Co.            | 10 East Fifteenth street, New York.      | Enamel.                                                           |              |



# THE JAMES CYCLE CO.

113 ADAMS ST. CHICAGO.

## A Big Offer:

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention of the rules and regulations of the National Cyclists' Union, and a breach of Amateur Law—we do not intend to depart from this principle, but will present

### A Prize Value \$500

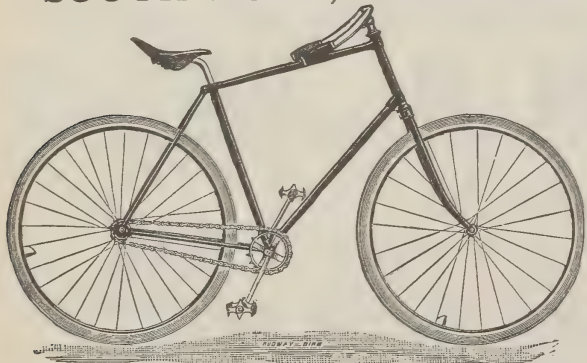
to the first Amateur rider who succeeds in lowering the One Mile Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

### \$500 Hard Cash.

We are exhibiting at the National Cycle Show, Crystal Palace, January 20 to 28, 1893.

New Buckingham & Adams Cycle Co., Ltd.  
Coventry Works, Birmingham, England.

### SOUTH ROAD, MODEL D.



Track Racer, 22 Lbs.

### SOUTH ROAD, MODEL D.



Road Racer, 28 Lbs.

Full Roadster, same Model, 32 Lbs.

## B. & A. CHAMPION RACER.



1893 Model. TRACK RACER, : 22 POUNDS.  
ROAD RACER, : 28 POUNDS.  
FULL ROADSTER, : 32 POUNDS.

On Nov. 12th, E. R. Milmine won the 10 mile road race at Lincoln, Neb., on a B. & A. Champion Road Racer. It was placed at his disposal by Mr. Plummer and he selected it, out of a score offered, as the fastest.

## Specifications.

These machines are constructed on scientific lines and distinguished for Perfect Finish, Lightness and Speed. We guarantee that there is not a single casting throughout. Tangent Spokes, 28-inch Wheels, Balls to all parts, Southard Cranks, Adjustable Seat Post and Handle Bar.

## Full Guarantee.

E. W. Ballard has been riding a South Road Track Racer and won quite a number of races this season.

### EXTRACTS FROM PRESS NOTICES.

A very nice collection of South Road cycles, including the lightest 21-2 inch clincher-tyred safety in the show, which weighs 30-lb. only. \* \* \* All the stampings are struck out of sheet steel for these machines, and the finish put upon them is of the best.—Bicycling News.

As the Cycling man approached this stand his glance fell on one of the lightest and most racy little safeties in the palace.

The South Road cycles form a good exhibit. \* \* \* The tit-bit of the stand is a safety with 21-2 inch clincher tyres, yet only weighing 30-lbs.—Cycle Record.

The South Road is a splendid little machine, and impresses us very favourably.—Scottish Cyclist.

The best of the South Road machines is the extended diamond, built high for tall riders and on a smaller scale to suit short men.—Irish Cyclist.

W. F. French & Sons make a good exhibit \* \* \* and in roadsters, as in racers, the machines are worthy of notice, both as regards design and construction.—The Ironmonger.

## A FEW GOOD AGENTS WANTED.

Sole Agents for U. S. A.

# THE JAMES CYCLE CO.

113 ADAMS ST. CHICAGO.



## MANUFACTURERS OF SUNDRIES.—Continued.

| NAME.                                           | ADDRESS.                                 | ARTICLES MANUFACTURED.                                                                                               | ADV. PAGE |
|-------------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-----------|
| Eureka Door Bell Co.                            | 8 Medford street, Boston, Mass.          | Daisy Bell.                                                                                                          |           |
| Evansville Rubber Co.                           | Evansville, Ind.                         | Repair outfits, cement and repair cloth.                                                                             |           |
| Field, Marshall & Co.                           | Chicago, Ill.                            | Bicycle clothing.                                                                                                    |           |
| Franklin, R. H., & Co.                          | 79-81 Washington street, Brooklyn, N. Y. | Nipples, cement, bolts, screws, etc.                                                                                 | 24        |
| Fuller, George R.                               | Rochester, N. Y.                         | Locks.                                                                                                               | 136       |
| Garford Manufacturing Co.                       | Elyria, O.                               | Saddle bags.                                                                                                         |           |
| Gendron Iron Wheel Co.                          | Toledo, Ohio.                            | Diamond cycle wrench.                                                                                                | 21        |
| Globe Stockinette Co.                           | Philadelphia, Pa.                        | Sweaters, clothing.                                                                                                  |           |
| Goetting, A. H.                                 | Springfield, Mass.                       | Suspension child's seat.                                                                                             |           |
| Gong Bell Manufacturing Co.                     | East Hampton, Conn.                      | Bells.                                                                                                               |           |
| Goodrich Hard Rubber Co.                        | Akron, O.                                | Rubber handles.                                                                                                      |           |
| Goodrich, B. F., Co.                            | Akron, O.                                | Pedal rubbers and handles.                                                                                           |           |
| Goodyear's India Rubber Goods Manufacturing Co. | 503-505 Broadway, New York.              | Cyclists' leggins and waterproof coats.                                                                              |           |
| Gormully & Jeffery Manufacturing Co.            | 221-229 North Franklin street, Chicago.  | { Lamps, tool bags, pump cases, child's seat, pumps, tire heaters, spoke grips, stands, enamel, caps, clothing, etc, | 40-41     |
| Graves & Green.                                 | 302 Washington street, Boston.           | Wood cuts of cycles, etc.                                                                                            | 26        |
| Hammond & Cooley.                               | Batavia, N. Y.                           | Pedals.                                                                                                              |           |
| Harburg Rubber Comb Co.                         | 335 Broadway, New York.                  | Hard rubber handles.                                                                                                 |           |
| Hartford Cycle Co.                              | Hartford, Conn.                          | Full line.                                                                                                           | 4         |
| Hartford Rubber Works Co.                       | Hartford, Conn.                          | Pedal rubbers, handles, etc.                                                                                         | 27        |
| Hay & Willitts.                                 | 70 N. Penn st., Indianapolis, Ind.       | Ideal bicycle stand.                                                                                                 |           |
| Hedden & Wheeler.                               | 317-319 N. J. R. R. ave., Newark, N. J.  | Enamels.                                                                                                             |           |
| Hill, C. C.                                     | 29 Nixon street, Chicago.                | Nipples.                                                                                                             |           |
| Hilliard Cyclometer Co.                         | Philadelphia.                            | Cyclometers.                                                                                                         | 26        |
| Holland, Lincoln.                               | South Framingham, Mass.                  | Automatic safety stand.                                                                                              | 113       |
| Holmes (The) Co.                                | 109 Kingston street, Boston.             | Bicycle and athletic garments and Jersey fitting Union underwear.                                                    | 9         |
| Hoover, H. J., & Co.                            | Newark, O.                               | Bicycle support.                                                                                                     |           |
| Hulbert Bros. & Co.                             | Twenty-third street, New York.           | Wrenches, lamps and trouser guards.                                                                                  |           |
| Hunt, J. A., & Co.                              | Westboro, Mass.                          | Tool bags, pedals, toe clips, ball cases, saddle leathers, pneumatic saddles.                                        | 26        |
| India Rubber Comb Co.                           | 9-13 Mercer street, New York.            | Hard rubber handles.                                                                                                 |           |
| Indiana Bicycle Co.                             | Indianapolis, Ind.                       | Lamps, bundle carriers, child's seat, tool bags, wrenches, etc.                                                      | 80        |
| Indianapolis Rubber Co.                         | Indianapolis, Ind.                       | Pedal rubbers.                                                                                                       |           |
| Johnson Electric Service Co.                    | Milwaukee, Wis.                          | Pneumatic interceptor.                                                                                               |           |
| John Davies (The) Chemical Co.                  | 23 Cedar street, New York.               | Lubricating and illuminating oils.                                                                                   | 15        |
| Jordan, A. L.                                   | St. Louis,                               | Spoke and nipple grip.                                                                                               | 10        |
| Kalamazoo Cycle Company.                        | Kalamazoo, Mich.                         | Child and parcel carriers.                                                                                           |           |
| Ketchum, Joseph, & Co.                          | 46-48 Lexington avenue, Brooklyn.        | Lubricators, chain brushes, spoke grips, luggage carriers, chain locks.                                              |           |
| Keystone Lock Works.                            | Lancaster, Pa.                           | Locks.                                                                                                               |           |
| Kingston Knitting Co.                           | 25 Kingston street, Boston.              | Knit Goods.                                                                                                          |           |
| Kirby & Fountaine.                              | Middletown, Conn.                        | Bells.                                                                                                               |           |
| Kline Manufacturing Co.                         | Chicago.                                 | Birch bicycle lock.                                                                                                  |           |
| Knight Cycle Co.                                | St. Louis.                               | Instruction belt.                                                                                                    |           |
| Lamson, C. H.                                   | Portland, Me.                            | Luggage carriers and L. A. W. pins.                                                                                  |           |
| Lakin, J. A., & Co.                             | Westfield, Mass.                         | Cyclometers.                                                                                                         |           |
| Lanz, Owen & Co.                                | 183-189 Lake street, Chicago.            | Leather seats and tool bags.                                                                                         |           |
| Lemont & Whittemore.                            | 39 Pearl street, Worcester, Mass.        | Lemont safety lock.                                                                                                  |           |
| Lovell, John P., Arms Co.                       | 147 Washington street, Boston.           | Wrenches, spoke grips, locks, bells, cement, enamel, etc.                                                            |           |
| Luburg Manufacturing Co.                        | Philadelphia, Pa.                        |                                                                                                                      |           |
| Luggage Carrier Co.                             | 58 Warren street, New York.              |                                                                                                                      |           |
| Marion Cycle Co.                                | Marion, Ind.                             | Pedals.                                                                                                              | 11        |
| Metal Turning Co.                               | 552 State street, New Haven, Conn.       | Magic oiler.                                                                                                         |           |
| Miller, C. G., & Co.                            | Shullsburg, Wis.                         | Bicycle support and lock.                                                                                            | 27        |
| Miller & Steel.                                 | Peoria, Ill.                             | Bicycle stands.                                                                                                      |           |
| Mineralized Rubber Co.                          | 18 Cliff street, New York.               | Pedal rubbers.                                                                                                       |           |
| Munson, C. W.                                   | Toledo, O.                               | Handy and other stands.                                                                                              | 23        |
| McCready, R. W.                                 | 45-47 Illinois street, Chicago, Ill.     | Cork handles.                                                                                                        |           |
| Newark Nickel Plating Co.                       | Newark, N. J.                            | Saddle posts, spoke grips, lamp hangers, etc.                                                                        | 21        |
| New Departure Bell Co.                          | Bristol, Conn.                           | Rotary bells.                                                                                                        |           |
| Niagara Machine Co.                             | Buffalo, N. Y.                           | Pedals.                                                                                                              | 11        |
| Nicol & Co.                                     | 55 W. Washington street, Chicago.        | Bicycle chain and lock.                                                                                              |           |
| Northrop, H. B.                                 | 80 Waltham street, Boston.               | Adjustable nut.                                                                                                      |           |
| Nubian Iron Enamel Co.                          | Cragin, Ill.                             | Enamel.                                                                                                              |           |



# THE JAMES CYCLE CO.

113 ADAMS ST..CHICAGO.

## THE JAMES FOR 1893.

The English "Cyclist," commenting on the exhibits at the the Stanley show, says that Harry James makes a special feature of lightness in construction and neatness in detail. Half a dozen racing machines are suspended on spring balances, scaling from 15 3-4 lbs. to 17 lbs., showing that Mr. James cannot only build one machine, but several to come out at practically the same weight.

The cuts for the "James" have not arrived. There will be dust proof bearings, tool steel cones, etc., and the weights as under. Full guarantee.

TRACK RACER, 17 TO 21 POUNDS.

ROAD RACER, 25 TO 27 POUNDS.

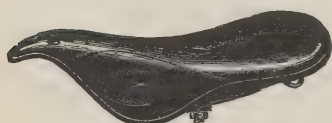
FULL ROADSTER, - - 30 POUNDS.

LADY'S SAFETY, - - - 30 POUNDS.

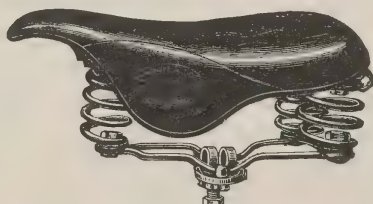
A SHIPMENT OF 1893 WHEELS IS ON THE WAY.

## MASON & SONS SADDLES.

We have been appointed agents for these excellent Saddles so much liked by the riders in England.



NO. 450. \$2.70 EACH.



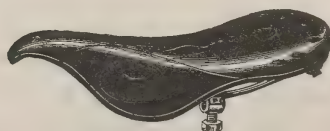
NO. 426. \$3.70 EACH.



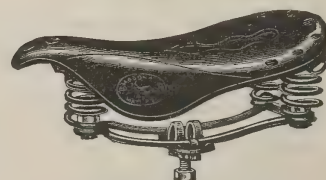
NO. 444. \$2.70 EACH.



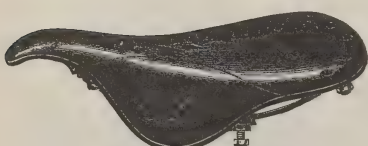
NO. 428. \$3.70 EACH.



NO. 446. \$2.70 EACH.



NO. 424. \$3.70 EACH.



NO. 442. \$2.70 EACH.



NO. 422. \$3.70 EACH.



NO. 448. \$2.70 EACH.

All Spring Saddles can be tilted backward or forward to suit rider. In ordering give size of seat post and number of saddle, also send CASH WITH ORDER. Discount to the Trade.

# THE JAMES CYCLE CO.

113 ADAMS ST..CHICAGO.



## MANUFACTURERS OF SUNDRIES.—Continued.

| NAME.                                  | ADDRESS.                               | ARTICLES MANUFACTURED.                                                                       | ADV.<br>PAGE |
|----------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------|--------------|
| Overman Wheel Co.                      | Chicopee Falls, Mass.                  | Full line.                                                                                   | 98           |
| Owens, Robert.                         | 224-226 E. Washington street, Chicago. | Pumps.                                                                                       | 83           |
| Palen Bros. & Co.                      | Cincinnati, Ohio.                      | Transfers.                                                                                   |              |
| Paul, J. C., & Co.                     | 121 Lake street, Chicago.              | Burnishine.                                                                                  |              |
| Perry, William H.                      | Concord, N. H.                         | Adjustable saddle post.                                                                      |              |
| Phila. Hardware & Malleable Iron W'ks. | Philadelphia.                          | Castings of grey and malleable iron, steel, brass and bronze.                                |              |
| Pierce, Small & Nesmith.               | Randolph, Mass.                        | Bicycle shoes.                                                                               |              |
| Pneumatic Bicycle Seat Co.             | Toledo, O.                             | Pneumatic bicycle seat.                                                                      |              |
| Pomeroy Bros.                          | 67 Orange street, New Haven, Conn.     | Roy oiler.                                                                                   | 27           |
| Postman, S.                            | 171 Mercer street, New York.           | Caps.                                                                                        |              |
| Punnett, R. A.                         | Rochester, N. Y.                       | Uniforms.                                                                                    |              |
| Rankin, W. G., & Co.                   | Providence, R. I.                      | Toe-clips, anti-squeak.                                                                      | 113          |
| Red Star Manufacturing Co.             | 59 Front street, N. Y.                 | Red Star solid illuminant.                                                                   |              |
| Reed & Curtis Machine Screw Co.        | Worcester, Mass.                       | Pedals, nipples, screws, etc.                                                                | 26           |
| Revere Rubber Co.                      | 63 Franklin street, Boston.            | Rubber handles and pedal rubbers.                                                            |              |
| Rich & Sager Co.                       | Rochester, N. Y.                       | Children's seats, luggage carriers.                                                          | 72           |
| Robertson, W. T., & Co.                | Washington, D. C.                      | Trouser guards.                                                                              | 113          |
| Rosenwald & Weil.                      | Jackson street, Chicago.               | Clothing.                                                                                    |              |
| Rouse-Duryea Cycle Co.                 | Peoria, Ill.                           | Sylph pedals.                                                                                | 35           |
| Rouse, Hazard & Co.                    | Peoria, Ill.                           | Oil, enamel, cement, tire tape, repair outfits, etc.                                         | 35           |
| Rockford Tool and Sundry Mfg. Co.      | Rockford, Ill.                         | Pedals, oil clips, coasters, etc.                                                            |              |
| Rudolph Mfg. Co.                       | Chicago.                               | Lamp oil, enamel, cement, tire heater, chain graphite, rust remover.                         | 46           |
| Sargeant, Greenleaf & Brooks.          | 43 Franklin street, Chicago.           | Perfection locks.                                                                            |              |
| Seig, Chas. H., Manufacturing Co.      | Wabash avenue, Chicago.                | Repair outfits.                                                                              | 100          |
| Schrade & Hall Novelty Co.             | 227 Broadway, New York.                |                                                                                              |              |
| Shaw Stocking Co.                      | Lowell, Mass.                          | Shawknit hose.                                                                               |              |
| Slaymaker, Barry & Co.                 | Lancaster, Pa.                         | Diamond, aluminium and brass locks.                                                          |              |
| Smith, H. A., & Co.                    | Newark, N. J.                          | Miscellaneous.                                                                               | 25           |
| Snell (The) Cycle Fitting Co.          | Toledo, O.                             | Lamps, bells, cement. pedals etc.                                                            | 81           |
| Solomon & White.                       | 129 Wooster street, New York.          | Caps.                                                                                        |              |
| Spinney, Virtue & Co.                  | Lynn, Mass.                            | Handles, treads, etc.                                                                        |              |
| Spalding, A. G., & Bros.               | Chicago and New York.                  | { Chain lightning, chain cleaner, trouser guards, cyclometers, luggage<br>{ carriers, lamps. | 28           |
| Standard Oil Co.                       | Peoria, Ill.                           | Lubricating and illuminating oils.                                                           |              |
| Standard Varnish Works.                | Avenue D., New York.                   | Enamels and varnishes.                                                                       |              |
| Standard Cap Co.                       | 56 West Houston street, New York.      |                                                                                              | 23           |
| Standard Supply Co.                    | 2 Park Square, Boston.                 | Scorcher bell, locks.                                                                        |              |
| Starr Bros. Bell Co.                   | East Hampton, Conn.                    | Bells                                                                                        | 25           |
| Sterling Cycle Works.                  | 240 Carroll avenue, Chicago.           | Pedals, lamp brackets, pumps, etc.                                                           | 50           |
| Stokes, Chas. F. Mfg. Co.              | 293 Wabash avenue, Chicago.            | Enamel, cement, pumps, caps, clothing, repair outfits, etc.                                  | C. 2         |
| Strugnell, H.                          | 310 Broadway, New York.                | Cycling uniforms and outfits.                                                                |              |
| Sulzner, Charles.                      | Philadelphia.                          | Stocking fasteners and trouser guards.                                                       | 23           |
| Swift, Leonard.                        | Provincetown, Mass.                    | Lubricants.                                                                                  |              |
| Taylor & Co.                           | Cranston, R. I.                        | Universal bicycle support.                                                                   |              |
| Toledo Rubber Co.                      | Toledo, O.                             | Handles, etc.                                                                                |              |
| Toulmin, W. G.                         | 16 Seneca street, Buffalo.             | Cyclists' shoes                                                                              |              |
| Trade Specialties Co.                  | 24 Park Place, New York.               | Firefly pocket lamp.                                                                         |              |
| Tryon, E. K. Jr., & Co.                | Philadelphia, Pa.                      | Caps, belts, etc.                                                                            |              |
| Tower & Lyon.                          | New York.                              | Wrenches, standard locks, etc.                                                               |              |
| Tubular Rivet Co.                      | Boston, Mass.                          | Tubular rivets and machinery for applying.                                                   | 5            |
| United Rubber Co.                      | 103 Bedford street, Boston, Mass.      | Rubber sole bicycle shoes.                                                                   |              |
| United Shoe Co.                        | Boston, Mass.                          | English safety shoes.                                                                        |              |
| Updegraff, Geo. D.                     | Hagerstown, Md.                        | Bicycle gloves.                                                                              |              |
| Vacuum Oil Co.                         | Rochester, N. Y.                       | Cycle oils.                                                                                  |              |
| Vose Manufacturing Co.                 | Buffalo, N. Y.                         | Vose's child's seat.                                                                         |              |
| Wall & Boyer.                          | 1714 North Broad street, Philadelphia. | Luggage carriers, saddle posts, screw driver and spoke wrench, lamp brack's.                 | 27           |
| Wakefield, J. C.                       | Worcester, Mass.                       | Wrenches.                                                                                    |              |
| Wallace, D. O.                         | 47 Eldridge court, Chicago.            | Nickel and enamel polish.                                                                    |              |
| Warren, J. J. Co.                      | Worcester, Mass.                       | Saddle leathers, tool bags, etc.                                                             | 46           |
| Werneth, F. J.                         | Baltimore, Md.                         | Cycle umbrella holder.                                                                       |              |
| Western Cycle Co.                      | Ogden ave. and Jackson boul., Chicago. | Stand.                                                                                       |              |
| Weston, F. C.                          | Bangor, Me.                            | Weston brake attachment and fork cyclometer.                                                 | 11           |
| Whitten-Godding Cycle Co.              | Providence, R. I.                      | Magic oiler, whistles, lamps and bells.                                                      | 124          |



# THE JAMES CYCLE CO.

## 113 ADAMS ST. CHICAGO.

### A POSITIVE SUCCESS AGAINST THE GREATEST ODDS.

**Eight Months Ago** almost everybody said that a road wheel under 28 pounds would not stand our American roads.

**Six Months Ago** a few were converted.

**Five Months Ago** you could find a very fair sprinkling of believers.

**Four Months Ago** every other rider you met would admit that a "JAMES" had passed him on the road standing up to the work without a squeak or rattle anywhere.

**Three Months Ago** every rider you met who was propelling more than thirty pounds of machinery over the roads was weary and ill at ease, when a 27½ lb. "JAMES" pulled up alongside of him.

**Two Months Ago** the manufacturers began to have a seasick sensation when they realized that in 1893 they would be unable to sell their heavy weights at any price, as the long suffering riders have had enough of them.

**One Month Ago** these manufacturers were denouncing feather weight wheels. **Why? Simply this.** FIRST: To build a road wheel weighing from 25 to 28 lbs requires material selected from the grade of tubing which can not be purchased on the open market, because the factory contracts its output more than a year in advance of its delivery and will only supply its established trade. **The Special Tubing** required for the "JAMES" was ordered the latter part of 1891 for the 1893 wheels. SECOND: Every part, Hubs, Rims, Spokes, Cranks, Handle Bars, Pedals, Forks, must be so nicely adjusted to each other that the wheel will be properly balanced, and the lighter the weight of each part the better the quality required. THIRD: **Workmanship**—An unskilled hand upon light work is impossible. FOURTH: The most careful inspection. FIFTH: A reputation already acquired by the machine on the road.

To sum up, Harry James is his own foreman and gives his entire attention to the details. He has been doing this kind of work for **twenty-four years** and has always been in advance of the trade in his results. His reputation has been built entirely upon his ability to build out of steel and rubber a **lighter road wheel than any other manufacturer**, and to-day Harry James stands without a rival in light weights and quality combined. For 1893 he promises a better wheel than he has ever yet built. Even the ladies, whose wants are usually ignored by the manufacturers, find that Mr. James is building a 30 lb. all on wheel for their use and guarantees them fully, and the ladies are his friends.

### THE FOLLOWING ARE A FEW OF THE RACES WON ON THE "JAMES:"

| DATE.   | PLACE.             | RACE.                    | PRIZE. | RIDERS.        | DATE.   | PLACE.             | RACE.                   | PRIZE. | RIDERS.         |
|---------|--------------------|--------------------------|--------|----------------|---------|--------------------|-------------------------|--------|-----------------|
| May 30  | Greenfield, Ind.   | 5 miles.                 | 2      | F. E. Hunter   | Sept. 5 | Dayton, Ohio       | 1 mile, Scratch         | 1      | H. A. Whiteside |
| June 18 | Chicago, Ill.      | 10 "                     | 1      | E. A. Githens  | " 6     | Indianapolis, Ind. | 1½ " "                  | 1      | H. A. Whiteside |
| " 25    | Rochester, N. Y.   | 1 " "                    | 1      | G. M. Thorn    | " "     | " "                | 1 " "                   | 3      | F. E. Hunter    |
| July 1  | Milwaukee, Wis.    | 1 " Handicap, scratch    | 1      | E. H. Schanck  | " "     | Woodstock          | 5 " State Championship  | 3      | H. S. McNeely   |
| " "     | " "                | 1 " "                    | 2      | I. Reitzner    | " 17    | Milwaukee, Wis.    | 2 " "                   | 2      | C. E. Patrick   |
| " "     | " "                | 1 " "                    | 3      | I. Reitzner    | " "     | " "                | 5 " "                   | 2      | I. F. Reitzner  |
| " 8     | " "                | 1 " "                    | 1      | I. Reitzner    | " "     | " "                | 1 " "                   | 3      | I. F. Reitzner  |
| " "     | " "                | 2 " "                    | 2      | I. Reitzner    | " 20    | Baltimore          | 1 " "                   | 3      | I. F. Reitzner  |
| " 4     | Dayton, Ohio       | 1 " "                    | 2      | F. H. Hunter   | " "     | " "                | 1 " "                   | 3      | W. A. Rhodes    |
| " "     | Lincoln, Neb.      | 2 " State Championship   | 1      | E. E. Mockett  | " 24    | Racine, Wis.       | 1 " Scratch             | 1      | I. F. Reitzner  |
| " "     | Milwaukee, Wis.    | 1 " "                    | 3      | I. Reitzner    | " "     | " "                | 1 " "                   | 1      | I. F. Reitzner  |
| " "     | " "                | 1 " "                    | 3      | I. F. Reitzner | " "     | " "                | 1 " "                   | 1      | I. F. Reitzner  |
| " 5     | Springfield, Ill.  | C. C. C. Championship    | 3      | E. Donaldson   | " 28    | Springfield, Ill.  | 10 " Handicap           | 1      | I. F. Reitzner  |
| " 10    | Milwaukee, Wis.    | 1 mile.                  | 1      | P. Schimmel    | " "     | " "                | 10 " "                  | 2      | W. S. Chesnut   |
| " "     | " "                | 1 " "                    | 1      | C. Parkes      | Oct. 1  | Chicago            | 10 " Road Race          | 1      | R. Donaldson    |
| " 11    | Vincennes, Ind.    | 2 " State Championship   | 1      | C. Parkes      | " 20    | " "                | 2 " "                   | 1      | P. P. Gregg     |
| " "     | " "                | 2 " Handicap, scratch    | 1      | F. H. Hunter   | " "     | " "                | 2 " "                   | 3      | G. L. Emerson   |
| " "     | " "                | 1 " State Championship   | 1      | F. H. Hunter   | " "     | " "                | 1 " "                   | 1      | G. L. Emerson   |
| " "     | " "                | 1 " "                    | 1      | F. H. Hunter   | " 21    | Columbus, Iowa     | 1 " County Championship | 1      | G. L. Emerson   |
| " "     | " "                | 1 " Open                 | 1      | F. H. Hunter   | " "     | Chicago, Ill.      | 1 " Open                | 2      | F. R. Morgan    |
| " 16    | Milwaukee, Wis.    | 2 " State Championship   | 1      | F. H. Hunter   | " 28    | Beloit, Wis.       | 13 " Road Race          | 3      | G. L. Emerson   |
| " 17    | " "                | 8 " Road race            | 1      | C. Parkes      | " 26    | Nashville, Tenn.   | 1 " Handicap            | 1      | F. S. Whitford  |
| " "     | " "                | 1 " "                    | 1      | C. Parkes      | " "     | " "                | 1 " "                   | 1      | I. Gardner      |
| " 30    | Chicago, Ill.      | 2 " Championship         | 1      | C. Parkes      | " "     | " "                | 1 " Scratch             | 2      | I. Gardner      |
| " "     | " "                | 2 " Handicap             | 1      | W. F. Knott    | " "     | " "                | 1 " "                   | 1      | I. Gardner      |
| " "     | " "                | 2 " "                    | 2      | W. F. Knott    | " "     | " "                | 1 " Scratch             | 2      | I. Newson       |
| " "     | Milwaukee, Wis.    | 16½ " Waukesha Road race | 3      | I. Reitzner    | " "     | " "                | 1 " "                   | 2      | I. Gardner      |
| Aug. 13 | Chicago, Ill.      | 1 " Handicap, scratch    | 2      | W. B. Young    | " "     | " "                | 5 " Handicap            | 2      | I. Newson       |
| " "     | " "                | 1 " "                    | 1      | W. B. Young    | " 27    | " "                | 1 " "                   | 3      | I. Newson       |
| " "     | " "                | 1 " "                    | 1      | W. B. Young    | " "     | " "                | 1 " "                   | 1      | I. Gardner      |
| " 15    | Pendleton, Ind.    | 1 " Open                 | 1      | C. W. Hunt     | " "     | " "                | 1 " "                   | 2      | Mark Rains      |
| " "     | " "                | 4 " Scratch              | 1      | F. E. Hunter   | " "     | " "                | 1 " "                   | 1      | Mark Rains      |
| " 20    | Englewood, Ill.    | 7 " Road race            | 1      | F. E. Hunter   | " "     | " "                | 1 " Scratch             | 2      | I. Newson       |
| " "     | South Bend, Ind.   | 1 " Novice               | 1      | C. H. Peck     | " "     | " "                | 1 " Handicap            | 1      | I. Gardner      |
| " "     | " "                | 1 " Dash                 | 2      | H. S. Rough    | " "     | " "                | 2 " "                   | 1      | I. Newson       |
| " "     | " "                | 1 " "                    | 1      | W. A. Rhodes   | " "     | " "                | 2 " "                   | 1      | I. Newson       |
| " "     | " "                | 1 " Handicap             | 1      | E. S. Rough    | " "     | " "                | 1 " Scratch             | 1      | Mark Rains      |
| " "     | " "                | 1 " Scratch              | 1      | H. S. Rough    | " "     | " "                | 1 " Club Championship   | 1      | O. Gardner      |
| " "     | " "                | 1 " "                    | 2      | W. A. Rhodes   | " "     | " "                | 2 " "                   | 2      | W. I. Potter    |
| " "     | " "                | 1 " Handicap             | 2      | F. F. Rough    | " 25    | Milwaukee, Wis.    | 1 " Handicap            | 1      | I. Reitzner     |
| " "     | " "                | 1 " "                    | 2      | F. F. Rough    | " "     | " "                | 5 " "                   | 3      | I. Reitzner     |
| " "     | " "                | 1 " Open                 | 2      | F. F. Rough    | " "     | " "                | 1 " Milwaukee Champ np  | 1      | I. Reitzner     |
| " "     | " "                | 5 " Handicap             | 2      | W. A. Rhodes   | " "     | " "                | 1 " Handicap            | 1      | P. Schimmel     |
| " "     | " "                | 1 " "                    | 1      | E. Ubricht     | Nov. 25 | " "                | 2 " (Open)              | 1      | I. Reitzner     |
| " "     | Rochester, N. Y.   | 1 " Club Championship    | 1      | E. H. Schanck  | " "     | " "                | 1 " Handicap            | 1      | C. Parkes       |
| " "     | " "                | 1 " "                    | 1      | E. H. Schanck  | " "     | " "                | 1 " "                   | 3      | P. Schimmel     |
| " "     | " "                | 3 " "                    | 1      | E. H. Schanck  | " "     | " "                | 1 " Open                | 1      | I. Reitzner     |
| " 23    | Frankfort, Ind.    | 5 " Scratch              | 1      | F. E. Hunter   | " 26    | " "                | 1 " "                   | 2      | C. Parkes       |
| " 26    | Thewsville.        | Road race, 12 miles      | 3      | R. Pierron     | " "     | " "                | 1 " Handicap            | 1      | I. Reitzner     |
| " "     | Chicago, Ill.      | 1 mile.                  | 1      | R. Dale        | " "     | " "                | 2 " "                   | 3      | I. Reitzner     |
| " "     | " "                | 1 " "                    | 3      | C. E. Parkes   | " "     | " "                | 2 " "                   | 2      | P. Schimmel     |
| " "     | " "                | 1 " "                    | 3      | W. A. Rhodes   | " "     | " "                | 1 " "                   | 1      | C. Parkes       |
| " 27    | " "                | 1 " "                    | 2      | C. E. Parkes   | " "     | " "                | 1 " Handicap            | 3      | I. Reitzner     |
| " "     | " "                | 1 " "                    | 1      | R. Dale        | " 27    | " "                | 1 " "                   | 3      | I. Reitzner     |
| " "     | " "                | 1 " "                    | 1      | E. C. Parkes   | " "     | " "                | 5 " "                   | 1      | C. Parkes       |
| " "     | " "                | 1 " "                    | 1      | P. Schimmel    | " "     | " "                | 1 " Open                | 2      | I. Reitzner     |
| " "     | " "                | 1 " "                    | 2      | F. Kurtz       | " "     | " "                | 2 " "                   | 3      | C. Parkes       |
| " "     | " "                | 1 " "                    | 2      | C. E. Parkes   | " "     | " "                | 1 " Open                | 3      | I. Reitzner     |
| Sept. 5 | Indianapolis, Ind. | 1 " Scratch              | 3      | F. E. Hunter   | " "     | " "                | 1 " "                   | 2      | C. Parkes       |
| " "     | " "                | 1 " "                    | 2      | H. S. McNeely  | " "     | " "                | 1 " "                   | 3      | I. Reitzner     |

# THE JAMES CYCLE CO.

## 113 ADAMS ST. CHICAGO.



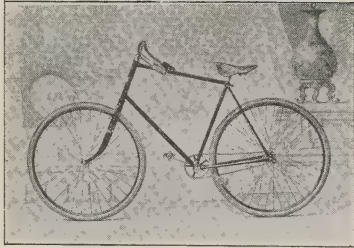
## MANUFACTURERS OF SUNDRIES.—Continued.

| NAME.                            | ADDRESS.                             | ARTICLES MANUFACTURED.                                                      | ADV. PAGE. |
|----------------------------------|--------------------------------------|-----------------------------------------------------------------------------|------------|
| Wiley-Russell Co.                | Greenfield, Mass.                    | Taps, drills, dies, etc.                                                    |            |
| Wilson, Myers & Co.              | 55 Liberty street, New York.         | Pedals.                                                                     | 124        |
| Wilmot & Hobbs Manufacturing Co. | Bridgeport, Conn.                    | Mud and chain guards, bearing cases, pedal ends, cold rolled steel for rims |            |
| Windoos, W., & Co.               | 1,449 W. Madison street, Chicago.    | Bicycle and sporting gloves.                                                | 23         |
| Yale Cyclometer Co.              | New Haven, Conn.                     | Cyclometers.                                                                |            |
| Yale & Towne, Stamford, Conn.    | 152-154 Wabash avenue, Chicago, Ill. | Yale locks.                                                                 |            |

## IMPORTERS OF CYCLES.

| NAME.                             | ADDRESS.                                 | WHEELS IMPORTED.                                   | TERRITORY.                                                    | ADV. PAGE.   |
|-----------------------------------|------------------------------------------|----------------------------------------------------|---------------------------------------------------------------|--------------|
| Bretz & Curtis Manufacturing Co.  | Philadelphia, Pa.                        | Quin'on Scorchers.                                 | United States.                                                | 11-59        |
| Clark Cycle Manufacturing Co.     | Baltimore, Md.                           | New Rapid.                                         |                                                               |              |
| Coventry Machinists' Co., Ltd.    | Chicago & Boston.                        | Swift.                                             | United States.                                                | 70           |
| Cribb, George C.                  | Water street, Milwaukee.                 | Excelsior.                                         | Wis., N. & S. Dak., Neb. and Kas.                             |              |
| Douglas, F. L., Cycle Co.         | 284-286 Wabash avenue, Chicago.          | Æolus.                                             |                                                               |              |
| Durant, McLean & Co.              | 136 Liberty street, New York.            | Roulette.                                          |                                                               |              |
| Drysdale, George A.               | 176 Portland street, Boston.             | Brooks.                                            |                                                               | 22           |
| Ganse, T. D., Cycle Co.           | 508 State street, Chicago.               | Reform.                                            |                                                               |              |
| Hanauer, Chas.                    | 258-260 Walnut street, Cincinnati, Ohio. | Alldays & Onions' wheel.                           |                                                               |              |
| Harber Brothers Manufacturing Co. | Bloomington, Ill.                        | Raglan.                                            | { Mich., Ohio, Ky., Tenn., Miss.,<br>and west.                | 93           |
| Henry Sears Co.                   | 110-112 Wabash avenue, Chicago.          | Phantom.                                           | United States.                                                |              |
| Hoyle, J.                         | 5-7 East Madison street, Chicago.        | Excelsior.                                         | Ill., Ia., Ind., Mo., Mich. and Minn.                         | 29           |
| Hulbert Bros. & Co.               | Twenty-third street, New York.           | Centaur, King and Queen of Scorchers.              | { N. Y. and N. E. States, Newark,<br>N. J. and north thereof. |              |
| Humber-Rover Cycle Co.            | 287 Wabash avenue, Chicago.              | Humber.                                            | West of Ohio.                                                 | 26           |
| James Cycle Co.                   | 113 Adams Street, Chicago.               | { James, Buckingham & Adams, South<br>Road.        | United States.                                                | 126-8<br>130 |
| Kirkwood, Miller & Co.            | Peoria, Ill.                             | Telephone.                                         | United States.                                                | 36           |
| Knight Cycle Co.                  | St. Lou's, Mo.                           | Marriott.                                          | South-west.                                                   |              |
| Luburg Manufacturing Co.          | Philadelphia, Pa.                        | Sprinter.                                          |                                                               |              |
| Luthy & Co.                       | Peoria, Ill.                             | Sanspareil.                                        | United States.                                                |              |
| Malpas, John.                     | 58 Sheriff street, Cleveland, O.         | Excelsior.                                         | Ohio.                                                         | 151          |
| Marsland, F. E.                   | 84 West Broadway, New York.              | Scarboro'.                                         |                                                               |              |
| Moore, Albert W.                  | Masonic Temple, Chicago.                 | Belsize.                                           |                                                               | 134          |
| McIntosh-Huntington (The) Co.     | Cleveland, O.                            | King and Queen of Scorchers.                       | { E. Ind., Ky., Tenn., Ohio, W.<br>Pa., and the south.        | 89           |
| McIntosh-Huntington (The) Co.     | Cleveland, O.                            | Crypto.                                            | United States.                                                | 89           |
| Premier Cycle Co.                 | 844-846 Eighth avenue, New York.         | Premier.                                           | United States.                                                |              |
| Quadrant Cycle Co.                | Chicago and Boston.                      | Quadrant.                                          | United States.                                                | 13           |
| Schack, W. G.                     | Buffalo, N. Y.                           | { Triumph, Wulfruna and Alldays &<br>Onions' line. | United States.                                                | 144          |
| Schub, C. H.                      | South Bend, Ind.                         | Cataract.                                          | United States.                                                | 85           |
| Schoverling, Daly & Gales.        | 302 Broadway, New York.                  | Humber.                                            |                                                               | 25           |
| Sercombe, P. H.                   | Milwaukee, Wis.                          |                                                    |                                                               |              |
| Shirley, Amos.                    | 978 Eighth avenue, New York.             | New Howe.                                          | New York States.                                              |              |
| Shirley, Amos,                    | 978 Eighth avenue, New York.             | Humber.                                            | New York City.                                                |              |
| Singer & Co.                      | Odd Fellows' Building, Boston.           | Singer.                                            | United States.                                                |              |
| Smith, H. A., & Co.               | 518 Broad street, Newark, N. J.          | Excelsior.                                         | Eastern and New England States,                               | 25           |
| Svensgaard Bicycle Co.            | Fergus, Falls Minn.                      | Lion.                                              |                                                               |              |
| Taylor Cycle Co.                  | 270-272 Wabash avenue, Chicago.          | Psycho.                                            | United States.                                                | 145          |
| Thorsen & Cassady.                | 60 Wabash avenue, Chicago.               | Sunbeam.                                           |                                                               | 92           |
| Van Vleck, Charles E.             | 310 Broadway, New York.                  | Raglan.                                            | Eastern and Southern States.                                  |              |
| Von Lengerke & Detmold.           | 8 Murray street, New York.               | Peregrine.                                         | United States.                                                |              |
| Warman & Hazlewood, Ltd.          | 191 Lake street, Chicago.                | Coventry Cross and Rival.                          | United States.                                                | 114          |
| Western Cycle Co.                 | Ogden ave. and Jackson boul., Chicago.   | Triumph.                                           | Illinois and Wisconsin.                                       |              |





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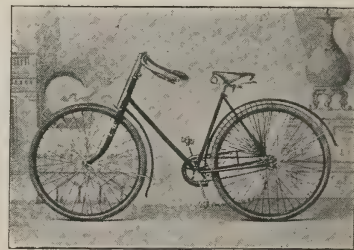
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## JOBBER OF BICYCLES.

| NAME.                                | ADDRESS.                                                  | WHEELS HANDLED.                                                                       | TERRITORY.                                                        | ADV. PAGE |
|--------------------------------------|-----------------------------------------------------------|---------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------|
| Andrae, Julius, Cycle Works.         | Milwaukee, Wis.                                           | Humber.                                                                               | Wisconsin and No. Michigan.                                       | 149       |
| Bailey, John T., & Co.               |                                                           | Raleigh and Relay.                                                                    | E. Pa., New Jersey, Delaware.                                     |           |
| Bain & Kirkpatrick Co.               | Atlanta, Ga.                                              | Rambler.                                                                              | Georgia.                                                          |           |
| Belcher & Loomis.                    | 89 Weybosset street, Providence, R. I.                    | Union and Premier.                                                                    | Rhode Island and Conn.                                            |           |
| Bidwell, George R., Cycle Co.        | 306-310 West Fifty-ninth st., New York.                   | St. Nicholas line.                                                                    | Eastern and Southern States.                                      | 118       |
| Bison Cycle Co.                      | Buffalo, N. Y.                                            | Bison.                                                                                | New York State (22 counties.)                                     | 15        |
| Bison Cycle Co.                      | Buffalo, N. Y.                                            | Halliday-Temple Scorchers.                                                            | N. Y. State, Buffalo to Albany.                                   | 15        |
| Boley, M., & Sons.                   | Savannah, Ga.                                             |                                                                                       |                                                                   |           |
| Buckeye Cycle Co.                    | 25-27 W. Fifth street, Cincinnati.                        | Miscellaneous.                                                                        | Cincinnati District and South.                                    |           |
| Chapman Hardware Co.                 | 515-531 Adams street, Toledo, O.                          | Tourist and Psycho.                                                                   | N. W. Ohio, N. Ind., S. Mich.                                     | 55        |
| Chapman Hardware Co.                 | do.                                                       | Western Wheel Works line.                                                             | West of Pennsylvania.                                             | 55        |
| Chapman Hardware Co.                 | do.                                                       | Columbia.                                                                             | 5 counties in N. W. Ohio.                                         | 55        |
| Chapman Hardware Co.                 | do.                                                       | Lovell.                                                                               | 14 " " "                                                          | 55        |
| Cleveland Co-operative Stores.       | Cleveland, O.                                             |                                                                                       |                                                                   |           |
| Coleman, R. L., & Co.                | 35 Barclay street, New York.                              | Western Wheel Work's line.                                                            | Eastern, Mid. and South'n States.                                 |           |
| Columbia Carriage Cycle Co.          | Milwaukee, Wis.                                           | Excelsior.                                                                            | Wis., N. & S. Dak., Neb., Kan.                                    |           |
| Columbia Carriage Cycle Co.          | Milwaukee, Wis.                                           | { Imperial and Cleveland.<br>{ Swift.                                                 | { Wisconsin.<br>{ Iowa, Minn., Dak., Mich.                        |           |
| Columbus Bicycle Co.                 | Columbus, O.                                              |                                                                                       |                                                                   |           |
| Davis Bros.                          | San Francisco, Cal.                                       |                                                                                       |                                                                   |           |
| Davis, Hunt & Co.                    | Cleveland, O.                                             | Columbia, Victor, etc.                                                                |                                                                   |           |
| Detroit Cycle Co.                    | Woodward avenue, Detroit, Mich.                           | Falcon and McCune.                                                                    | Michigan.                                                         |           |
| Devany, Hopkins & Co.                | San Francisco, Cal.                                       | Swift.                                                                                | Pacific Coast.                                                    |           |
| Douglas, F. L., Cycle Co.            | 284-286 Wabash avenue, Chicago.                           | Kenwood, Majestic, Æolus.                                                             |                                                                   |           |
| Eisenbrandt Cycle Co.                | Baltimore, Md.                                            | Columbia and Hartford.                                                                | Md., Shenandoah Valley of Va.                                     |           |
| Eutaw Cycle Co.                      | Baltimore, Md.                                            | Standard.                                                                             | Maryland.                                                         |           |
| Gibson, J. F.                        | Helena, Mont.                                             |                                                                                       |                                                                   |           |
| Green, J. A., Cycle Co.              | Philadelphia.                                             | Liberty.                                                                              |                                                                   |           |
| Gump, A. W., & Co.                   | Dayton, O.                                                | Eagle.                                                                                | { Ohio, Ill., Southern Ind., Tenn.,<br>{ E. Mich., E. Ky., W. Va. | 10        |
| Gump, A. W., & Co.                   | Dayton, O.                                                | Rambler.                                                                              | Ohio except northern counties.                                    | 10        |
| Gump, A. W., & Co.                   | Dayton, O.                                                | Western Wheel Works' line.                                                            | West of Pennsylvania.                                             | 10        |
| Hack & Griffin.                      | 1,919 Nicollet ave., Minneapolis, Minn.                   |                                                                                       |                                                                   |           |
| Hackett, C. W., Hardware Co.         | St. Paul, Minn.                                           | Union, Sterling and Ind. Wheel Co.'s line.                                            | Minnesota and Dakota.                                             |           |
| Hanauer, Chas., & Bro.               | 258-260 Walnut street, Cincinnati.                        | { Victor, Quinton, King of Scorchers,<br>{ Liberty, Eagle.                            | So. Ohio, N. Ky. and E. Ind.,                                     |           |
| Hannan, Geo. E.                      | Lawrence street, Denver.                                  | { Ormonde, Warwick, Phoenix, West-<br>{ ern Wheel Works line.                         | Colorado.                                                         |           |
| Harber Bros. Co.                     | Bloomington, Ill.                                         | Bloomington, Challenge, Cinderella.                                                   | United States.                                                    | 93        |
| Harber Bros. Co.                     | Bloomington, Ill.                                         | { St. Nicholas and Bloomington Mfg. Co.<br>{ lines.                                   |                                                                   | 93        |
| Hay & Willits,                       | 70 N. Penn. st., Indianapolis, Ind.                       | Rambler, Victor, and Ind. Bi. Co. line.                                               | Indiana.                                                          | 27        |
| Hawley, King & Co.                   | Los Angeles, Cal.                                         |                                                                                       |                                                                   |           |
| Hearsey, H. T., & Co.                | Indianapolis, Ind.                                        | Rochester, Raleigh and Columbia.                                                      | Central Indiana.                                                  | 15        |
| Hearsey, H. T., & Co.                | Indianapolis, Ind.                                        | Ben Hur and Western Wheel Wk's. line.                                                 | Middle States.                                                    | 15        |
| Heath, S. F., Cycle Co.              | 703-705 Nicollet ave., Minneapolis, Minn.                 | Western Wheel Works, Densmore.                                                        | N. Wis., Minn., N. & S. Dak., Mont.                               | 102       |
| Heyman Furniture Co.                 | Phoenix, Arizona.                                         | Pullman.                                                                              | Arizona.                                                          |           |
| Hibbard, Spencer, Bartlett & Co.     | Lake street & Wabash avenue, Chicago.                     | St. Nicholas line.                                                                    | West of Pittsburg.                                                | 17        |
| Higgins, Geo. F., Sporting Goods Co. | Denver, Col.                                              |                                                                                       |                                                                   |           |
| Hilsendegen, George.                 | 310 Woodward avenue, Detroit.                             | { King of Scorchers, Eclipse, Monarch,<br>{ Royal, etc.                               | Michigan.                                                         |           |
| Holland & Haverer.                   | Worcester, Mass.                                          |                                                                                       |                                                                   |           |
| Horton, Gilmore, McWilliams & Co.    | 172-176 Lake street, Chicago.                             | Coventry Cross and Rival.                                                             | Western.                                                          |           |
| Hulbert Bros. & Co.                  | 26 W. 23d street, New York.                               | Majestic.                                                                             | United States.                                                    |           |
| Hulbert Bros. & Co.                  | 26 W. 23d street, New York.                               | Lightning, Rapid, Manhattan, Greyhound.                                               | United States.                                                    |           |
| Humber-Rover Cycle Co.               | 285 Wabash avenue, Chicago.                               | Western Wheel Works line.                                                             | West of Ohio.                                                     | 26        |
| Johnson, Pratt & Co.                 | Salt Lake City, Utah.                                     |                                                                                       |                                                                   |           |
| Jordan & Sanders.                    | St. Louis.                                                | Swift, Rover, Liberty.                                                                | Missouri.                                                         |           |
| Kane, Thomas & Co.                   | 137 Wabash avenue, Chicago.                               | Phoenix and Mondamin.                                                                 | United States.                                                    |           |
| Kennedy, M. F., & Bros.              | 134 E. Third street, St. Paul.                            |                                                                                       | Minnesota, N. and S. Dakota.                                      |           |
| Kingman & Co.                        | { Peoria, St. Louis, Omaha, Kansas City,<br>{ Des Moines. | { King and Queen of Scorchers, Road<br>{ King and Queen and miscellaneous<br>{ lines. | Western and Southern States.                                      | 24        |
| Kirkwood, Miller & Co.               | Peoria, Ill.                                              | Western Wheel Works line & Kirkwood.                                                  | United States.                                                    | 36        |
| Knight Cycle Co.                     | St. Louis, Mo.                                            | Phoenix and Niagara,                                                                  | Mo., Ark., part Ill., Kas. & Tex.                                 |           |
| Lindsay Bros.                        | Milwaukee, Wis.                                           | Overland and Sylph.                                                                   | Wisconsin,                                                        |           |

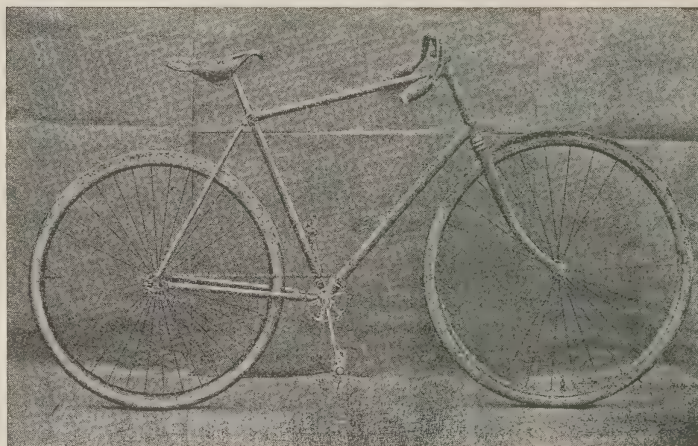


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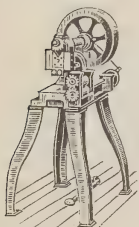
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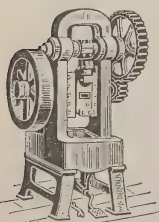
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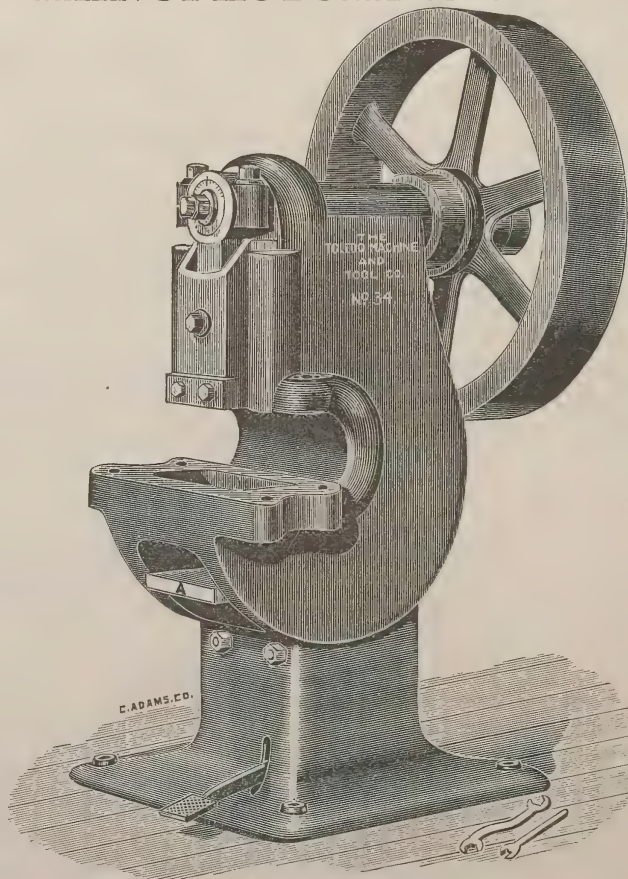
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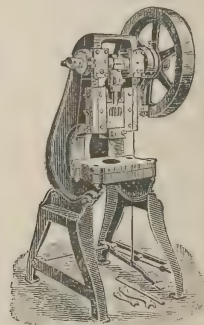


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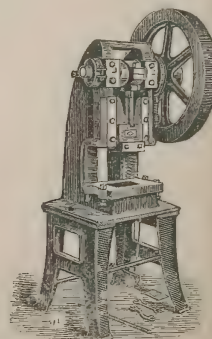


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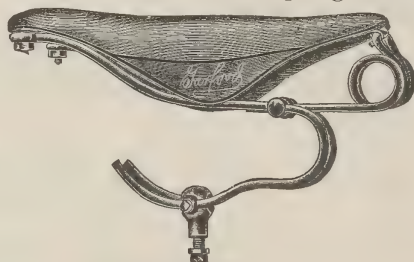
| NAME.                              | ADDRESS.                                | WHEELS HANDLED.                                                    | TERRITORY.                                                         | ADV. PAGE |
|------------------------------------|-----------------------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------|-----------|
| Lindsay Bros.                      | Milwaukee, Wis.                         | Lindsay Scorchers.                                                 | United States.                                                     |           |
| Lindsay & Morgan.                  | Savannah, Ga.                           | Raleigh, Overland, Columbia, Hartford.                             |                                                                    |           |
| Lovell, John P., Arms Co.          | 147 Washington street, Boston.          | Lovell youths' and boys' safeties.                                 |                                                                    |           |
| Luburg Manufacturing Co.           | Philadelphia, Pa.                       | King and Queen of Scorchers.                                       | E. Pa., So. N. J. and the South.                                   |           |
| Martin, H. C., & Co.               | 588 Main street, Buffalo, N. Y.         | Buffalo, Envoy, Fleetwing, Unique.                                 | United States.                                                     |           |
| Meunier, John, Gun Co.             | Milwaukee.                              | Pullman and Majestic.                                              | Wisconsin.                                                         |           |
| McIntosh-Huntington (The) Co.      | 116-118 Superior st., Cleveland, O.     | { Sunol, Crypto, Hercules, Stella, Cinderella.                     | United States.                                                     | 89        |
| McIntosh-Huntington (The) Co.      | 116-118 Superior st., Cleveland, O.     | King and Queen of Scorchers.                                       | { E. Ind., Ky., Tenn., Ohio, W. Pa. and the South.                 | 89        |
| McIntosh-Huntington (The) Co.      | 116-118 Superior st., Cleveland, O.     | Road King and Road Queen.                                          | { S. Mich., W. Pa., Ohio, Indiana, W. Va., Western New York.       | 89        |
| Meacham, E. C., Arms Co.           | St. Louis.                              | Sundry.                                                            | United States.                                                     | 16        |
| Metropolitan Hardware Co.          | 26 Barclay street, New York.            | Metropolitan and Empire.                                           | United States.                                                     |           |
| Metropolitan Hardware Co.          | 26 Barclay street, New York.            | Rudge.                                                             | East of Ohio River.                                                |           |
| Merrill, F. T.                     | Portland, Or.                           | { Victor, Rambler, Cleveland, Phoenix, Monarch.                    | Oregon and Washington.                                             |           |
| Midland Cycle Co.                  | Kansas City, Mo.                        |                                                                    |                                                                    |           |
| Mohrig, E.                         | San Francisco, Cal.                     | { Phoenix, Union, Sterling, Monarch, and Rudge.                    | California and Nevada.                                             |           |
| Moore, Albert W.                   | Masonic Temple, Chicago.                | New Mail, etc.                                                     | Western States.                                                    | 134       |
| Nebraska Cycle Co.                 | Lincoln, Neb.                           | Lincoln and Cleveland.                                             | Nebraska, Colorado, Kansas.                                        |           |
| Osborne & Alexander.               | 401 Market street, San Francisco.       | Columbia and W. W. W. line.                                        | Central and Northern Cal.                                          |           |
| Peck & Snyder.                     | 124-130 Nassau st., New York.           | Road King and Road Queen, etc.                                     |                                                                    |           |
| Percival, W. J., & Co.             | Utica, N. Y.                            |                                                                    |                                                                    |           |
| Philadelphia Cycling Co.           | Philadelphia.                           | Telephone, Kenwood.                                                |                                                                    |           |
| Phoenix Cycle Co., Ltd.            | Philadelphia.                           | Ind. B cycle Co. line.                                             |                                                                    |           |
| Pittsburg Cycle Co.                | 428 Wood street, Pittsburg.             | { Monarch, Tourist, Humber, Raleigh, St. Nicholas lines.           | Pa., Ohio, W. Va., Md.                                             |           |
| Pomeroy, A. H., & Co.              | 216-220 Asylum street, Hartford, Conn.  | McCune.                                                            | New York and Connecticut.                                          |           |
| Poorman, J. E.                     | Eighth and Race streets, Cincinnati, O. | { Warwick, Union, Raleigh, Sterling, Dexter, Cleveland and others. | { So. and Mid. Ohio, So. Ind., Ky., Tenn. and West Va.             |           |
| Rayl, T. B., & Co.                 | 112-114 Woodward ave., Detroit, Mich.   |                                                                    |                                                                    |           |
| Redhead, Norton, Lathorp (The) Co. | Des Moines, Ia.                         | Victor.                                                            | Iowa.                                                              |           |
| Redhead, Norton, Lathorp (The) Co. | Des Moines, Ia.                         | Pacemaker, Rival and W. W. W. line.                                | Western States.                                                    |           |
| Reform Cycle Co.                   | 1,616 California street, Denver.        | Reform.                                                            |                                                                    |           |
| Rich, J. B., & Co.                 | Philadelphia.                           | Triumph.                                                           |                                                                    |           |
| Roth-Kasten Cycle Co.              | 519 Grand avenue, Milwaukee, Wis.       | Raglan.                                                            | Wisconsin.                                                         |           |
| Roth-Kasten Cycle Co.              | 519 Grand avenue, Milwaukee, Wis.       | King of Scorchers.                                                 | So. Wisconsin.                                                     |           |
| Rouse, Hazard & Co.                | Peoria, Ill.                            | Miscellaneous.                                                     | United States.                                                     | 35        |
| Russell & Co.                      | Los Angeles, Cal.                       |                                                                    |                                                                    |           |
| Schack, W. G.                      | Buffalo, N. Y.                          | { Imperial, Kite, Telephone, New Mail, James, Quinton.             | Western New York.                                                  | 144       |
| Scheffey, A. M., & Co.             | 92 Reade street, New York.              | Wynnewood and Queen City.                                          | Eastern States.                                                    | 22        |
| Scanlan Co.                        | Portland, Me.                           |                                                                    | Me., N. H., Vt., Mass.                                             |           |
| Schoverling, Daly & Gales.         | 302 Broadway, New York.                 | Gales and Gotham.                                                  | United States.                                                     | 25        |
| Schoverling, Daly & Gales.         | 302 Broadway, New York.                 | Humber.                                                            | { N. C., N. Y., N. J., Pa., Del., Va., W. Va., N. and S. C., D. C. | 25        |
| Schulenburg Cycle Co.              | Detroit, Mich.                          | New Howe.                                                          | Michigan.                                                          |           |
| Schulenburg Cycle Co.              | Detroit, Mich.                          | Triumph.                                                           | Michigan and Ohio.                                                 |           |
| Sears, Henry, Co.                  | Wabash avenue, Chicago.                 | Phantom, Lyndhurst.                                                | United States.                                                     |           |
| Sercombe, P. H.                    | Milwaukee, Wis.                         | Rambler, Phenix, Raglan, W. W. W. line.                            | Wis. and Northern Michigan.                                        |           |
| Shaw Cycle Co.                     | 324 North Eutaw street, Baltimore.      | Raleigh.                                                           | Maryland.                                                          |           |
| Sidwell & Sabin Cycle Co.          | Columbus avenue, Boston.                | Phoenix.                                                           | New England.                                                       |           |
| Simmons Hardware Co.               | St. Louis, Mo.                          | Lyndhurst.                                                         | West of New Jersey.                                                |           |
| Simmons Hardware Co.               | St. Louis, Mo.                          | Westminster and Western W. W. line.                                | West of Chicago.                                                   |           |
| Smith, F. M., & Br.                | 380 St. Peter st., St. Paul.            | Liberty.                                                           | Minn., Dak., N. Iowa, W. Wis                                       |           |
| Smith, H. A., & Co.                | Newark, N. J.                           | Excelsior, Prince, Ranger.                                         |                                                                    | 25        |
| Smith, Chas. S., Cycle Co.         | Philadelphia, Pa.                       | Rambler and Buffalo Tricycle Wks. line.                            |                                                                    |           |
| Snitjer, D.                        | 1,118 Olive street, St. Louis.          | { Warwick, Ben Hur, Western Wheel Works and Ind Bicycle Co. lines. | Mo., Kas., Tex., Ark., So. Ill.                                    | 113       |
| Snow, J. R.                        | Minneapolis, Minn.                      |                                                                    |                                                                    |           |
| Spalding, A. G., & Bros.           | Chicago and New York.                   | Victor, Credenda, etc.                                             |                                                                    | 28        |
| Sperry Cycle Co.                   | 830 Eighteenth street, Denver.          | Sundry.                                                            | Colorado, Wyoming and Utah.                                        |           |
| Spore, H. D., & Co.                | Houston, Texas.                         |                                                                    |                                                                    |           |



# Garford Saddles For 1893.

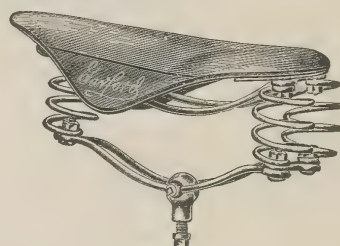
In workmanship and finish they lead the world. Twenty-two styles for inspection and selection, among them, these:

U - Shaped Wire Spring.

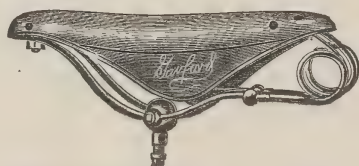


Style B, 1893.

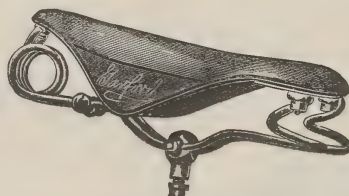
Three Coil Wire, English.



Style D, 1893.



Original Garford Model, Flat Spring, style E, 1893.



Half Vertical Rear Coil Wire, style C, 1893.



Original Garford Model, Wire Spring, style F.

PRICES TO THE TRADE ARE LIBERAL.

See our samples before contracting for your supply.

## The Garford Manufacturing Co.,

ELYRIA, OHIO.

PARKHURST & WILKINSON, Chicago---Western Representatives.



## JOBBER OF BICYCLES.—Continued.

| NAME.                               | ADDRESS.                               | WHEELS HANDLED.                                                        | TERRITORY.                                                 | ADV. PAGE |
|-------------------------------------|----------------------------------------|------------------------------------------------------------------------|------------------------------------------------------------|-----------|
| Stall, W. W.                        | 509 Tremont street, Boston.            | Stall special, etc.                                                    | New England.                                               |           |
| Stokes, Chas. F., Manufacturing Co. | 293 Wabash avenue, Chicago.            | Union.                                                                 | Western States.                                            | C. 2      |
| Stokes, Chas. F., Manufacturing Co. | 293 Wabash avenue, Chicago.            | Sterling.                                                              | Eastern States.                                            | C. 2      |
| Stokes, Chas. F., Manufacturing Co. | 293 Wabash avenue, Chicago.            | All medium grades.                                                     | United States.                                             | C. 2      |
| Studley & Barclay.                  | Grand Rapids, Mich.                    | { Victor, Credenda, Lovell,<br>Gendron.                                | Western Michigan.                                          |           |
| Studley & Barclay.                  | Grand Rapids, Mich.                    | { Clipper, Telephone, Phoenix and West-<br>ern Wheel Works.            | Michigan.                                                  |           |
| Svensgaard Bicycle Co.              | Fergus Falls, Minn.                    | W. Wh'l Wks lines, Cleveland and Sylph.                                | { Minn., N. & S. Dak., Mont., part<br>of Iowa and Wis.     |           |
| Sweet, J. B. & G. C.                | Main street, Buffalo, N. Y.            | Victor, etc.                                                           |                                                            |           |
| Taylor Cycle Co.                    | 270-272 Wabash avenue, Chicago.        | { Tourist, Liberty, Western Wheel<br>Works and others.                 | { Central and Western States, all<br>west of Pennsylvania. | 145       |
| Temple, Ralph.                      | 158 Twenty-second street, Chicago.     | Halladay-Temple Scorchers.                                             | United States.                                             |           |
| The Bingham Co.                     | Cleveland, O.                          | Falcon and Hackney.                                                    | United States.                                             |           |
| Thompson, R. L.                     | Muscataine, Ia.                        | Western Wheel Wks line, Rudge, Sylph.                                  | Iowa.                                                      |           |
| Thorsen & Cassady Company.          | 60 Wabash avenue, Chicago.             | Singer, Remington, Eagle.                                              | Western States.                                            | 92        |
| Thorsen & Cassady Company.          | 60 Wabash avenue, Chicago.             | Western Wheel Works line.                                              |                                                            | 92        |
| Truesdail Machine and Arms Co.      | 604 N. Fourth st., St. Louis, Mo.      | Kenwood, Gendron, Psycho, Singer.                                      | St. Louis district.                                        |           |
| Tryon, E., Jr., & Co.               | Philadelphia, Pa.                      | New Mail, Reading.                                                     | Pennsylvania.                                              |           |
| Tufts-Lyon Arms Co.                 | Los Angeles, Cal.                      |                                                                        |                                                            |           |
| Varney, T. H. B.                    | San Francisco, Cal.                    |                                                                        |                                                            |           |
| V. ry, A. O., Cycle Co.             | 245 Columbus avenue, Boston.           | Warwick, Liberty, Eclipse.                                             | New England.                                               |           |
| Waechter, Lane & Co.                | Canton, O.                             |                                                                        |                                                            |           |
| Wallbridge & Co.                    | 317-321 Washington st., Buffalo, N. Y. | Eagle.                                                                 | Western half New York State.                               | 138       |
| Wallbridge & Co.                    | 317-321 Washington st., Buffalo, N. Y. | Automatic.                                                             | United States.                                             | 138       |
| Ware Brothers.                      | Spokane, Wash.                         |                                                                        |                                                            |           |
| Wells, Prince.                      | Louisville, Ky.                        | { Rambler, Cleveland, Liberty,<br>Western W. W. and Ind Bl. Co. lines. | Kentucky.                                                  | 113       |
| Whitten-Godding Cycle Co.           | Providence, R. I.                      | Western Wheel Works line.                                              | R. I. and Southeast Mass.                                  | 124       |
| Winona Cycle Co.                    | 164 Third street, Winona, Minn.        |                                                                        |                                                            |           |
| Western Cycle Co.                   | Ogden ave. and Jackson boul., Chicago. | Greyhound.                                                             | United States.                                             |           |
| Womack, W. D.                       | Kansas City, Mo.                       |                                                                        |                                                            |           |
| Woodrough & Hanchett Co.            | 38-40 Lake street, Chicago.            | Pullman.                                                               | Western States except Wisconsin.                           |           |
| Woodrough & Hanchett Co.            | 38-40 Lake street, Chicago.            | Eagle.                                                                 | Western States.                                            |           |
| Worthington, (The) Geo., Co.        | Cleveland, O.                          | Forest City and Jewel                                                  | United States.                                             |           |
| Worthington, (The) Geo., Co.        | Cleveland, O.                          | Ariel.                                                                 | { Western N. Y., N. and W. Pa.,<br>Ohio, Mich.             | 108       |
| Worthington, (The) Geo., Co.        | Cleveland, O.                          | Fowler.                                                                | Ohio, Indiana, Michigan.                                   |           |
| Worthington, (The) Geo., Co.        | Cleveland, O.                          | Rochester.                                                             | Ohio, N. Pennsylvania.                                     |           |
| Worthington, (The) Geo., Co.        | Cleveland, O.                          | Clipper.                                                               | Ohio, Ind., N. Pa., West N. Y.                             |           |
| Wright & Ditson.                    | Washington street, Boston.             |                                                                        |                                                            |           |
| Queen City Cycle Co.                | 550 Main street, Buffalo, N. Y.        | { Columbia, Hartford, Hickory, Gendron,<br>Cleveland.                  | Part of Western New York.                                  |           |
| Zimmer & Smith.                     | Minneapolis, Minn.                     |                                                                        | Minn., Mont., N. & S. Dak., Ia.                            |           |

## IMPORTERS OF PARTS.

| NAME.                           | ADDRESS.                         | IMPORTERS OF                           | TERRITORY.     | ADV. PAGE |
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| Anglo-American Iron & Metal Co. | New York.                        | All descriptions.                      |                | 14        |
| Devany, Hopkins & Co.           | San Francisco, Cal.              | Swift parts.                           |                |           |
| Dugmore, V., & Co.              | 194-196 Columbus avenue, Boston. | Frames, fork sides, rims, etc.         |                | 124       |
| Leng's, John S., Son & Co.      | 4 Fletcher street, New York.     | Rims, wheels and parts.                |                |           |
| McIntosh-Huntington (The) Co.   | Cleveland, O.                    | Southard cranks.                       | United States. | 89        |
| Parkhurst & Wilkinson.          | 150 E. Kinzie street, Chicago.   | Rims, guards, fork sides, chains, etc. |                | 122       |
| Rimington Brothers & Co.        | 15 Whitehall street, New York.   | Lanterns, spokes, rims, etc.           |                |           |
| Snell (The) Cycle Fitting Co.   | Toledo, O.                       | Warwick rims, forks, tubes, etc.       |                | 81        |
| Taylor Cycle Co.                | 270-272 Wabash avenue, Chicago.  | Pedals, lamps, bells, cement, etc.     |                | 145       |
| Whitten-Godding Cycle Co.       | Providence, R. I.                | General parts.                         |                | 124       |



# WALBRIDGE & COMPANY,

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OFFER THE TRADE  
Some Grand Machines.

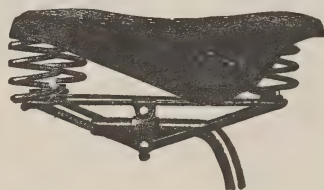
"EAGLE,"  
"AUTOMATIC,"  
"QUEEN CITY."

The Queen City alone  
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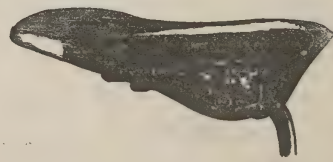
Agents Wanted.

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WE SOLICIT  
CORRESPONDENCE  
FROM  
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Saddles.



PERSONS & MULLER MFG. CO.,

42--50 W. 67th STREET,

NEW YORK CITY.



Highest Grade.

Smith Wheel Mfg. Co.

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GOOD AGENTS WANTED.

**DARTS** →

ARE AMONGST THE

**BEST, LIGHTEST, OLDEST,**

And Most Celebrated Wheels on the Market, Made for Practical Use by the  
Practical Riders, Originators and Leaders in Design,

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GIVE AN EYE TO THE  
FOR -'93.-

**DART "HUSTLER."**

As Usual We Shall Lead the Procession With Our World Famous

**FIRST LADIES' DART,**

And, All Points Considered, Be Right in the **SWIM.**



IMPORTERS OF SUNDRIES.

| NAME.                               | ADDRESS.                                 | IMPORTERS OF                                                       | ADV. PAGE |
|-------------------------------------|------------------------------------------|--------------------------------------------------------------------|-----------|
| American Ormonde Co.                | Seventh avenue & 124th street, N. Y.     |                                                                    | 150       |
| Anglo-American Iron & Metal Co.     | 213 Pearl street, New York.              | All descriptions.                                                  | 124       |
| Belcher & Loomis.                   | Providence, R. I.                        | Sundry.                                                            |           |
| Bidwell, Geo. R., Cycle Co.         | 306-310 W. Fifty-ninth street, New York. | Tourist and other lamps.                                           | 118       |
| Drysdale, Geo. A.                   | 176 Portland street, Boston.             | Bro's' saddle.                                                     | 23        |
| Douglas, F. L., Cycle Co.           | 284-286 Wabash avenue, Chicago.          | Pedals, lamps, saddles.                                            |           |
| Gendron Iron Wheel Co.              | Toledo, O.                               | Snell's lamps.                                                     | 21        |
| Humber-Rover Cycle Co.              | 285 Wabash avenue, Chicago.              | Lamps, saddles, horns.                                             | 26        |
| James Cycle Co.                     | 113 Adams street, Chicago.               | Mason & Sons' saddles and Bown's parts.                            | 126-8-30  |
| Malpas, John.                       | 48-50 Sheriff steet, Cleveland. O.       | Sundry.                                                            | 151       |
| McIntosh-Huntington (The) Co.       | Cleveland, O.                            | Lucas' lamps for Western New York, Pa., Md. and W. and S. of same. | 89        |
| Metropolitan Hardware Co.           | New York.                                | Bell Rock lamps.                                                   |           |
| Parkhurst & Wilkinson.              | 150 E. Kinzie street, Chicago.           | Cement, oil, hole covers, oil hole cups, etc.                      | 122       |
| Perrigo, Ira & Co.                  | 128 Fulton street, New York.             | Anti-S. iff.                                                       |           |
| Premier C Co.                       | 844-846 Eighth avenue, New York.         | Holophote and King of the Road Lamps and Lucas' Cyclealities.      |           |
| Raleigh Cycle Co.. Ltd.             | Greenwich and Bank streets, New York.    | Lamps.                                                             | 148       |
| Rouse, Hazard & Co.                 | Peoria, Ill.                             | Cement.                                                            | 35        |
| Schack, W. G.                       | Buffalo, N. Y.                           | Harrison Bells, Warwick Rims, etc.                                 | 144       |
| Schoverling, Daly & Gales.          | 302 Broadway, New York.                  | Lucas' and other lamps.                                            | 25        |
| Smith, H. A., & Co.                 | 518 Broad street, Newark, N. J.          |                                                                    | 25        |
| Snell (The) Cycle Fitting Co.       | Toledo, O.                               | Lamps, bells, cement and Brooks' saddles.                          | 81        |
| Stokes, Chas. F., Manufacturing Co. | 293 Wabash avenue, Chicago.              | Lamps, cement, tire heaters.                                       | C. 2      |
| Svensgaard Bicycle Co.              | Fergus Falls, Minn.                      | Lamps.                                                             |           |
| Thorsen & Cassady Co.               | 60 Wabash avenue, Chicago.               | Lamps and horns.                                                   | 02        |
| Union Cycle Manufacturing Co.       | 166-170 Columbus avenue, Boston.         | Lamps, etc.                                                        | C. 1      |
| Warman & Hazlewood.                 | 191 Lake street, Chicago.                | Foley & Webb saddles, and drop forcings.                           | 114       |
| Whitten-Godding Cycle Co.           | Providence, R. I.                        | Lamps, bells, saddles, cement and enamel.                          | 124       |

MAKERS AND IMPORTERS OF BALLS.

| NAME.                        | ADDRESS.                         | ADV. PAGE |
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| Excelsior Machine Works.     | Buffalo, N. Y.                   |           |
| Grant Anti-Friction Ball Co. | Fitchburg, Mass.                 | 143       |
| Snell Cycle Fitting Co.      | Toledo, Ohio.                    | 81        |
| Niagara Machine Co.          | Buffalo, N. Y.                   | 11        |
| Overman Wheel Co.            | Chicopee Falls, Mass.            | 98        |
| Parkhurst & Wilkinson.       | 150 East Kinzie street, Chicago. | 122       |
| Simonds Rolling Machine Co.  | Fitchburg, Mass.                 |           |

NICKEL PLATERS, PLATING AND ENAMELING SUPPLIES.

| NAME.                        | ADDRESS.                         | ADV. PAGE |
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| Hanson & Van Winkle Co.      | Chicago, New York, Newark, N.J.  | 100       |
| Jukes & Schaffer.            | Jefferson street, Chicago.       |           |
| Sterling Cycle Co.           | 236-240 Carroll avenue, Chicago. | 50        |
| Zucker & Levett Chemical Co. | New York and Chicago.            | 28        |

FORWARDING AGENTS.

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| Downing, R. F., & Co.    | New York and Chicago.                                              |           |
| Stone, Charles D., & Co. | { 113 Adams street, Chicago, and<br>{ 20 Exchange Place, New York, | 154       |

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| Whitworth Works Cycle Company. | 8  |

The Telegram Cycling Club.

The Telegram C. C. is the latest addition to the cycling club directory of Milwaukee, and bids fair to occupy a leading position. The regular election of officers will take place on or about Jan. 1. A membership of seventy-five is already guaranteed and it is thought by that time a hundred or more will have joined the organization. In a city the size of Milwaukee there is always room for one more, and especially an organization that has for its object the developing and proper training of speedy riders. While in the past all the clubs aided their racing men as far as possible, the lack of available funds for this purpose has retarded the advancement of a number of promising riders. The Telegram Cycling Club, in the near future, will have a club house of its own, and in the spring will have a half-mile track. This is guaranteed, inasmuch as a number of prominent business men of ample means who are interested in the sport, have pledged themselves to see that the club enjoys every facility for racing and social entertainment enjoyed by any other club in the country. The club's racing team will be headed by Sanger, Nichol, Wegner and leading racing men of the city. During the coming season a team of at least three of its speediest riders will carry the clubs colors to every race meet of importance in the country. It is also the intention of the club to give one of the largest race meets during the coming season ever attempted in the northwest.

JACK ROYAL.

The Clerical Cycle Club was organized Monday night by a dozen Brooklyn clergymen.



# THE FOWLER

IS MADE TO RIDE,

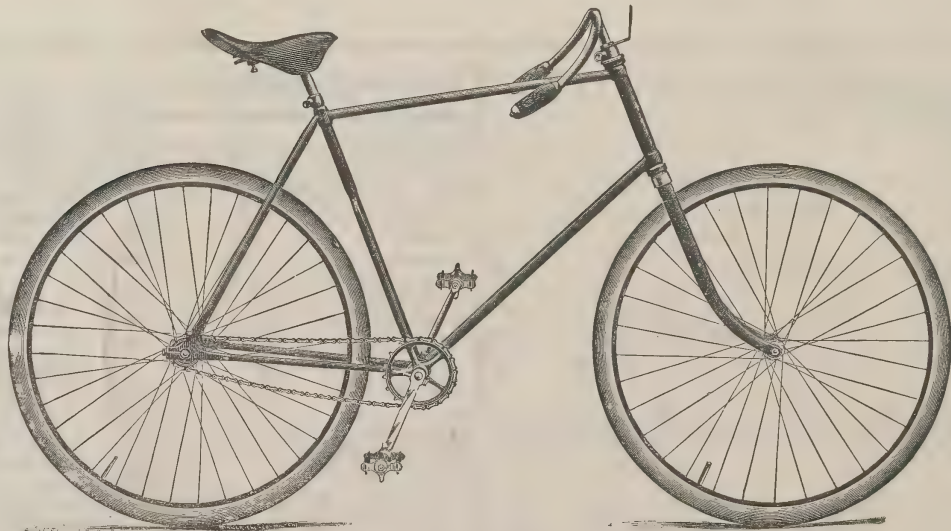
*Not in Certain Localities Only, But Any Place That  
Riders Ride---and Mind You, it is Guaranteed  
From the Tires Up. . . . .*

*"The Fowler" Is Fully Up to Date, and will be at the  
Cycle Show, Stand 84. . . . .*

**WE INVITE COMPARISON WITH ANY WHEEL----BAR NONE.**

**DON'T FAIL** to see the Wheel that has positively  
made the most favorable impression of  
any wheel yet produced.

Our Bearings are  
made from a Spe-  
cial Tool Steel,  
manufactured sole-  
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of the largest Steel  
companies in the  
world. . . . .



Every Bearing  
DUST PROOF.  
Every Bearing  
Case and Cone  
in the Fowler is  
made from a solid  
bar of Tool Steel.

Model B. Scale weight (as you see it), 32 Lbs.  
Model A. (all on), 36 Lbs.

AGENTS: Come to the show prepared to talk business. Remember we will give you  
a live discount, and the best of all, a wheel that is right in every way.  
Wheels now ready for delivery. **About Sprockets--Elliptical and Regular**



KEEP YOUR EYE ON *"The Fowler"*  
IT IS A SURE WINNER.

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Sheet, Terms and  
Discounts. . .

**HILL CYCLE MFG. CO.,**

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W. Washington St.,  
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Engravers by All Processes.

Fine work at reasonable prices.

Send for specimens.

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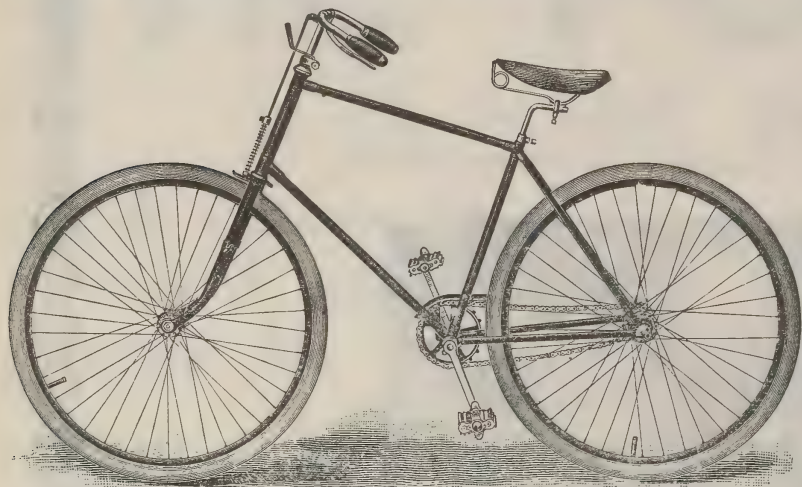
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# A MOST SELECT LINE FOR 1893

## ENVOY.



24-Inch Wheels, Cushion Tires, \$45.  
Pneumatic Tires, \$60.

28-Inch Wheels, Cushion Tires, \$85.  
Pneumatic Tires, \$100.

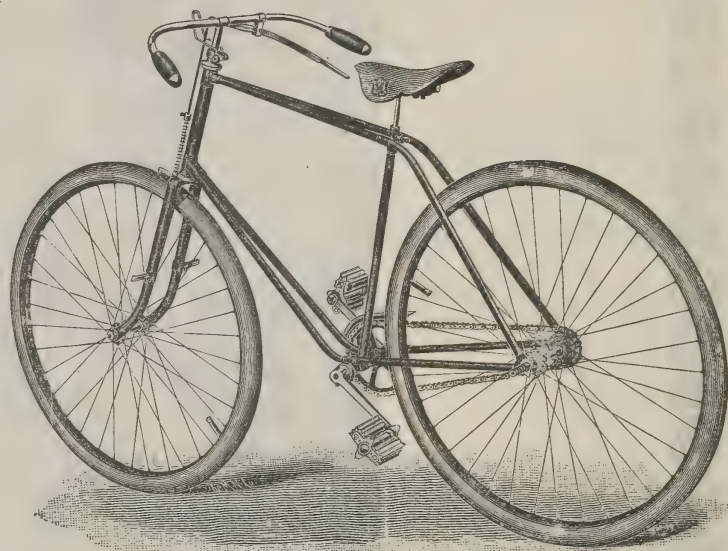
30 Inch Wheels, Cushion Tires, \$100.  
Pneumatic Tires, \$115.

## UNIQUE.

26-Inch Wheels, Cushion Tires, \$60.  
Pneumatic Tires, \$75.

28-Inch Wheels, Cushion Tires, \$85.  
Pneumatic Tires, \$100.

30-Inch Wheels, Cushion Tires, \$100.  
Pneumatic Tires, \$115.



## FLEETWING.

26-Inch Wheels, Cushion Tires, \$60.  
Pneumatic Tires, \$75.

28-Inch Wheels, Cushion Tires, \$80.  
Pneumatic Tires, \$95.

30-Inch Wheels, Cushion Tires, \$95.  
Pneumatic Tires, \$110.



All of above machines are made of first-class material throughout, and are without exception the very best value on the market for the money, and are fully guaranteed. Send for illustrated catalogue.

**BUFFALO TRICYCLE CO., BUFFALO, N. Y.**



# STEEL BALLS



For All Anti-Friction Purposes.

BICYCLE BALLS A SPECIALTY.



*Accuracy of Sphere, Size and Temper.*

THE MOST COMPLETE PLANT IN THE U. S.

DEVOTED EXCLUSIVELY TO THE MANUFACTURE OF BALLS

Sole owners of the RICHARDSON - GRANT System of Grinding. Also the N. SAWYER Hardening Process.

Present capacity, 1,000,000 per month. Large additions now being made. We make the BEST Ball in the world. Users of our Balls guaranteed against damage caused by Balls being defective. Write for prices and samples.

**GRANT ANTI-FRICTION BALL CO.,**  
**FITCHBURG, MASS.**

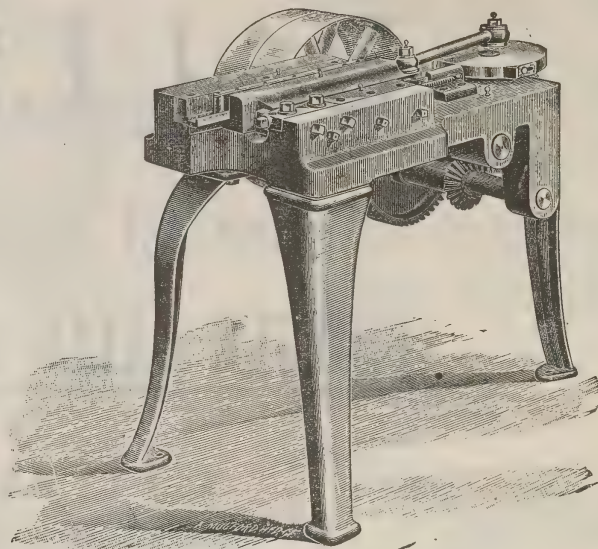
JOHN J. GRANT, President and General Manager.



# E. A. KINSEY & CO., CINCINNATI, OHIO.,

Give special attention to the equipment of Bicycle Factories. There is scarcely a Bicycle concern in the country who has not been supplied with either a part or all of their tools and machinery by them, such as:

Rim - Rolling Machines,  
Rim - Turning Machines,  
Rim - Welding Machines,  
Roll - Treading Machines,  
Spoke - Heading Machines,  
Swaging Machines,  
Automatic Screw Machines,  
Milling Machines,  
Polishing Machines,  
Grinding Machines,  
Wire Straightening Machines,  
Riveting Machines,  
Lathes,  
Planers,  
Shapers,  
Drills, Punchers,  
Hammers, Etc., Etc.



They are also in position to furnish Pneumatic or Cushion Tires, Chains, Spokes, etc.

It will pay you to write them for information, even if not in the need of anything in their line at present.

## 1893=====SCHACK OF BUFFALO,=====1893

MANUFACTURER

### Schack ★ Safety,

U. S. IMPORTER

### Wulfruna and Triumph Cycles,

WHOLESALE AGENCY, WESTERN N. Y.

For Imperial, Telephone, Quinton  
Scorcher, James, New Mail Cycles.

*Full Line Medium Grade Wheels.*

*Sundries of All Descriptions.*

LAMSON CASH REGISTERS.

—AGENTS WANTED.—

# W. G. SCHACK, 875 MAIN STREET, BUFFALO, NEW YORK.



This is Our Line For 1893:

TOURIST,  
LIBERTY,  
PSYCHO,  
REX,

—AND—

Western Wheel Works'  
SAFETIES.

We cannot tell all about them here, but will gladly furnish catalogues, information and travelers with samples to all dealers, present and prospective, who are interested in the

“Best Line On Earth.”

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TAYLOR CYCLE CO.

270-272 Wabash Ave.,  
CHICAGO.



# ARE YOU GOING

TO THE

# National Cycle Show?

TO BE HELD AT

**PHILADELPHIA, JANUARY 4-14.**

All the latest novelties in cycling will be exhibited. A space is being reserved for exhibitors of specialties, accessories, new inventions and small articles not requiring an attendant, which will be arranged and cared for by the committee. A charge of \$5 to \$10 will be made, according to the amount of space occupied. Every new style and application of Pneumatics from this and the other side of the pond will be displayed. Don't fail to be there.

For prospectus and information, address,

**JOHN C. BAKER, Secretary, 104 South Fifth St., Philadelphia.**

## Falcon Wheels and Russet Rims.

***THE FALCON IS CREATING A SENSATION!***

***HAVE YOU SEEN ONE YET?***



FALCON No. 1, For Gentlemen, \$115

FALCONESS, For Ladies, - - \$100

FALCON, Jr., For Boys, - - - \$ 50

FALCON, Jr., Combination for  
Boys and Girls, - - - - - \$ 50

***Russet Rims, Pneumatic Tires, All Steel, Diamond Frames.***

Ball Bearings Throughout. Write for Catalogue.

**The Yost Mfg. Co.,** Yost Station, **Toledo, O.**



# GRAND RAPIDS CYCLE CO.

Manufacturers **CLIPPER SAFETIES, 1892 MODELS.**

Grand Rapids, Mich.

Strictly  
High Grade  
And  
Correct  
In  
Design.



Clipper Scorchers  
\$135.00.

Clipper, Ladies',  
\$125.00.

Clipper Roadster  
\$125.00.



Applications still received for unoccupied Jobbing territory,  
and for local agencies.

For "Features of Value" and "Points That Are Vital" Apply for Circulars  
—and Catalogue.—



35 LBS.—OUR NEW WHEEL—35 LBS.

—THE—

## CENTRAL.

Light — Strong — Elegant.

**RESTRICTED TERRITORY.**

PRICE, \$135.00.

COMPETITION DISCOUNTS.

*Write For Exclusive Territory.*

"A thing which pleases is already half sold."

# CENTRAL CYCLE MANUFACTURING CO.,

THE 'BEN-HUR,'

A GREAT SELLER.

--1893--

Discounts Now Ready.

OPEN TERRITORY.—

—RESTRICTED PRICES.

**TRADE ONLY.**

Indianapolis, Ind.





# ==RALEIGH WINS==

==AT THE==

## PHILADELPHIA SHOW

WE WILL EXHIBIT OUR NEW 1893 PATTERNS,

### WHICH WILL WIN

MORE WORDS OF PRAISE THAN ANY OTHERS SHOWN

---

WE WILL ALSO EXHIBIT

## ==ZIMMY'S WINS==

PRIZES WON

# ON ONE RALEIGH.

NO OTHER EXHIBITOR CAN DUPLICATE,  
OR EVEN COMPETE.

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## RALEIGH CYCLE CO., LTD.

GREENWICH AND BANK STREETS,  
NEW YORK.

AND NOTTINGHAM, ENG.

*AGENTS, You Are Wanted.*



# Andrae Cycles

## FOR 1893.



The Andrae  
Light Roadster, 38 lbs.

The Andrae  
Road Racer, - 30 lbs.

The Andrae  
Path Racer, - 25 lbs.

Highest Grade,  
Finest Finish,  
Fully Guaranteed.

AGENTS :: WANTED

Get Our Prices On  
Medium Grade Wheels.

Julius Andrae Cycle Works,  
MILWAUKEE.



# ARE YOU PREPARED

With a Bicycle for the coming season? The new patterns are now all ready. When you purchase go to a reliable firm, and it will be a

## SALVATION

to your pocket, and if you ORDER NOW it will be ditto to your time and temper. You then won't see all the fine weather passing while you are waiting for your wheel, as you may do owing to the press of orders later on.

## HEAVEN

is to be the lucky owner of an "ORMONDE BICYCLE." The hundreds of testimonials we are constantly receiving from

## SAINTS TESTIFY

that the Bicycles we build are unequalled for finish, excellence of material and workmanship, are of the lightest wheels on the market, without the usual sacrifice of strength, and, lastly, we are notorious for our Generous Terms to Our Agents.

EVERYTHING FOR THE CYCLIST.



The American Ormonde Cycle Co.,

2081-2083 Seventh Avenue, Cor. 124th Street, New York.



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O. L. BAKER, Secretary.  
EDW. L. BROWN, Treas. and Supt.

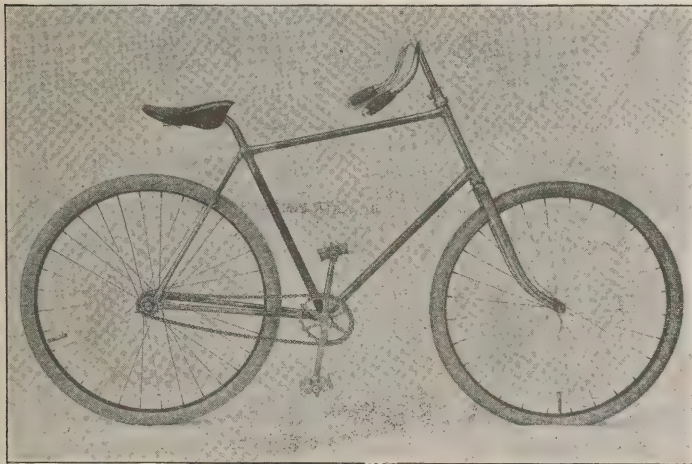
# CHICAGO DROP FORGE AND FOUNDRY COMPANY,

## KENSINGTON, ILL.,

Manufacturers of All Kinds of Steel and Iron Drop Forgings.

BICYCLE FORGINGS A SPECIALTY.

Have pleasure in referring, as to Quality of Work and Promptness of Delivery, to many  
of the leading bicycle manufacturers of the country.



### World's Records One Mile and Under

WERE MADE ON

## THE ELLIPTIC.

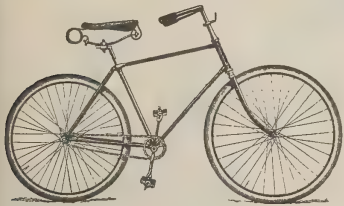
|                             |          |                               |          |
|-----------------------------|----------|-------------------------------|----------|
| 1 Mile, Flying Start, - - - | 1.56 3-5 | 1 Mile, Standing Start, - - - | 2.04 3-5 |
| 1-2 " " " - - -             | .55 1-2  | 1-2 " " " - - -               | .58 3-5  |
| 1-4 " " " - - -             | .26 1-5  | 1-4 " " " - - -               | .30      |

The Elliptic represents the highest inventive skill and mechanical ingenuity, combining speed with durability, while its uniform success on track and road has fully demonstrated its superiority.

AGENTS WANTED.

**FREEPORT BICYCLE MANUFACTURING CO.,**  
FREEPORT, ILL.

**J. MALPAS,** \_\_\_\_\_

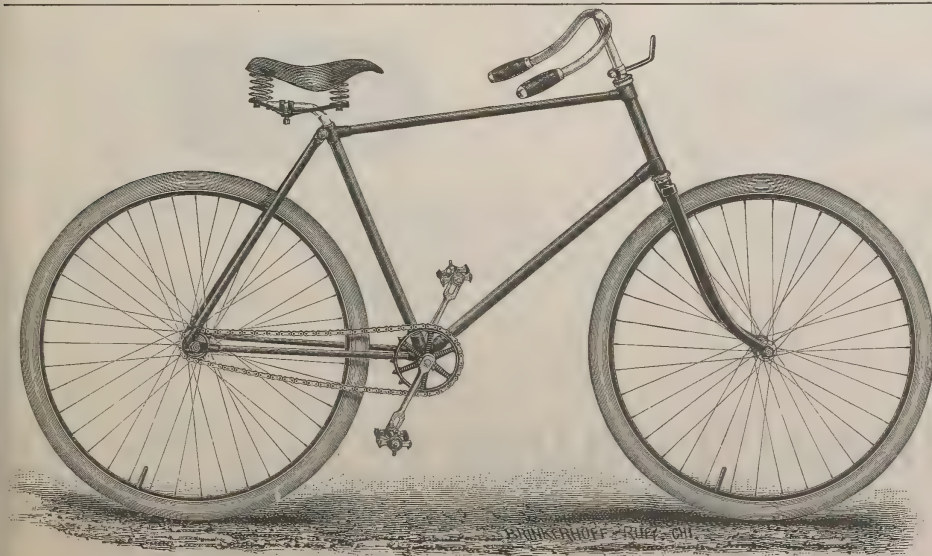


# SAFETIES.

WHOLESALE AND RETAIL.

Headquarters For Repairs.

48-50 SHERIFF STREET, - - - CLEVELAND, O.



## THE "MARCH"

Roadster—3-Spring Saddle, Rubber Pedals,  
34 Pounds.

Same—Scorching Saddle, Rat Trap Pedals,  
32 Pounds.

Road Racer—28 Pounds.

Track Racer—25 Pounds.

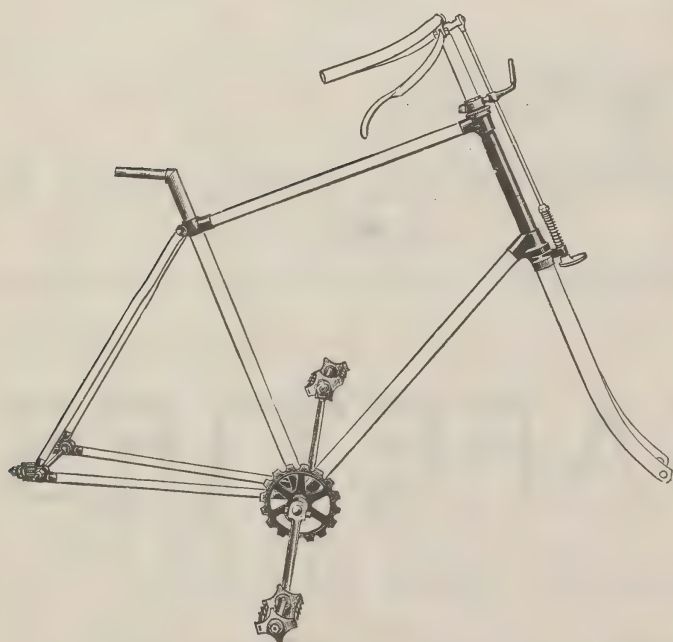
*Material and Construction Guaranteed  
FOR ONE YEAR.*

**The March-Davis Cycle Company,**  
62-64-66 S. Canal St., Chicago.

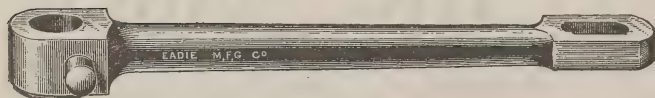




**GEARED FRONT DRIVING SAFETY,**  
Fitted with "R. W. Smith's" Patent Gear.

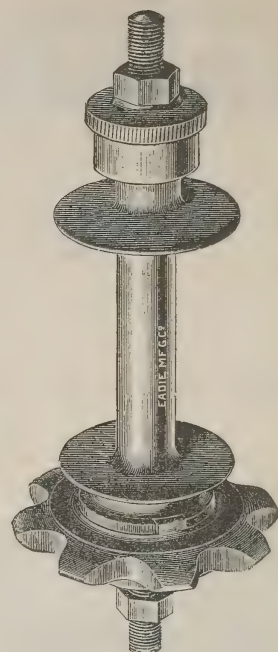


**"EADIE" LONG BASE FRAME**  
For Rear Driving Safety.



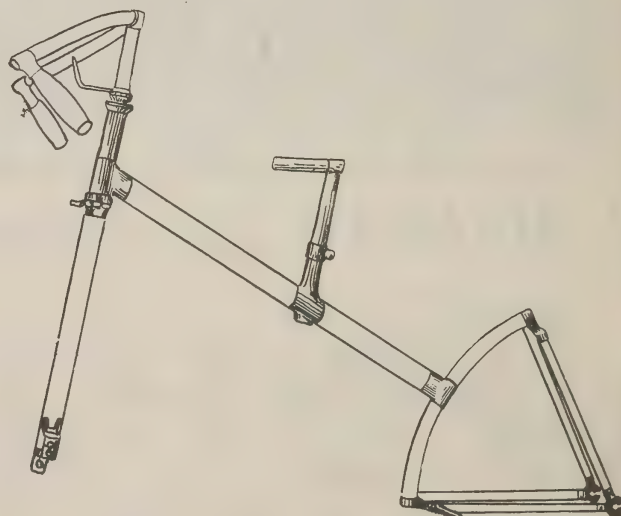
**Toughened Detachable and Plated Round Crank, with Cotter Pins.**

Roadsters.—6 1-2 in. throw; Weight, 18-oz. per pair. Racers.—6 1-4 in. throw; Weight, 15 1-12-oz. per pair.



**NO. 3 HUB (Patented).**

*With Extended Bail Race and Hardened Steel Interchangeable Chain Wheel for Laced Spokes. Weight, 1 lb. 5 ozs.*



**"EADIE" FRAME**  
For Front Driving Safeties.



**Hardened Cast Steel Bearing Cups.**

|        |                     |                    |                 |
|--------|---------------------|--------------------|-----------------|
| No. 1— | Outside, 1.4375 in. | Inside, 1.3125 in. | Depth, .500 in. |
| " 2—   | " 1.1875 in.        | " 1.0625 in.       | " .4375 in.     |
| " 3—   | " 1. in.            | " .8750 in.        | " .3437 in.     |
| " 4—   | " .8125 in.         | " .6875 in.        | " .2312 in.     |

For particulars and illustrated lists, apply to

**EADIE MANUFACTURING CO., LTD.**

HUNT END, REDDITCH, ENGLAND.



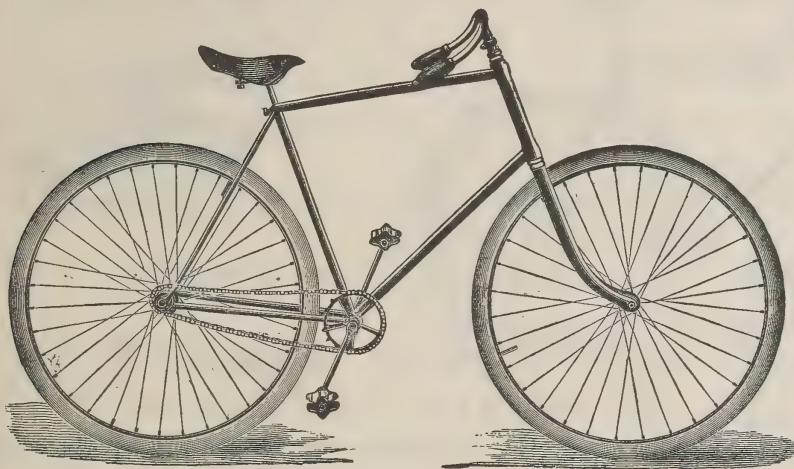
# SOUND JUDGMENT YOU UNDOUBTEDLY POSSESS.

THEN you are pleased by reading what will result to your advantage.

Concentrate your range of vision on this page and see if  
we don't tell you what is right.

We Are Now Prepared to Supply the Trade With

## THE BUFFALO FOR 1893.



BUFFALO SCORCHER.

THREE DISTINCT PATTERNS:

*Buffalo Scorcher,*

28 to 30 Pounds.

*Buffalo Light Roadster,*

32 to 36 Pounds.

*Buffalo Full Roadster,*

36 to 40 Pounds.

Price, \$150.00 Each.

Exclusively High Grade and peculiarly adapted to the wants of the average rider, the pre-eminence of Buffalo is self-assertive. NO TIME LIKE THE PRESENT to write us for full descriptive circulars and Agents' Discounts.

.... Our Medium Grade Line Will Consist of ....

### THE ENVOY,

Single Diamond Frame, Long Wheel Base.  
Sizes, 24, 28 and 30 inches. Prices, \$45 to \$115.

### THE UNIQUE,

Double Diamond Frame, Central Brace, Sizes,  
26, 28 and 30 inches. Prices, \$60 to \$115.

### THE FLEETWING,

Drop Frame, and made in 26, 28 and 30 inches.  
Prices, \$60 to \$110.



BUFFALO LIGHT ROADSTER.

This unexcelled line of Medium Grade Wheels is fitted with Cushion or Pneumatic Tires, and we feel warranted in pronouncing them, without exception, to be the finest wheels for the price on the market.

Write At Once For Terms.

H. C. MARTIN & CO., 588 MAIN STREET,  
BUFFALO, N. Y.



# CLINTON CYCLE WORKS,

## BUFFALO, NEW YORK.

WE MAKE

# THE GLOBE

IN THREE STYLES AND WEIGHTS.

Excellent Workmanship, Material and Designs. Look the Globe Over.  
You Cannot Beat it.



KING OF SCORCHERS,  
QUEEN OF SCORCHERS,  
ROAD KINGS,  
ROAD QUEENS,

And a Full Line of  
Smaller and Cheaper  
Cycles.



KING OF SCORCHERS SEMI-RACER, 26 LBS.



NOVELTY TROUSER HOOK.  
20 Cents Per Pair.

Please delay ordering until our  
traveler calls.

**Kingman & Co.,**

Peoria, Ill., St. Louis, Mo., Kansas City, Mo., Omaha,  
Neb., Des Moines, Iowa.

THE NEW

## "ECLIPSE."

IS IT ALL RIGHT?

All fine steel; no castings, no pressed  
shells.

Wheels 28 inches. Eclipse saddle.

Steering head 11 inches. Eclipse crank.

Wheel base 44 inches. Weight 34 lbs.

**\$135.00.**

MADE BY

**THE ECLIPSE BICYCLE CO.,**

At BEAVER FALLS, PA.

General office, INDIANAPOLIS, INDIANA.

CATALOGUE SOON.



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OSCAR F. KOSCHE.

**CHAS. D. STONE & CO.,**  
CUSTOMS AND FORWARDING AGENTS,

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The Largest Forwarders of Bicycles and Cycle Materials in the United States. Correspondence Solicited.

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# WESTERN WHEEL WORKS'

## 1893 LINE

Is the Largest and Most Complete Made.

### Blackhawk L. R.

Pneumatic tires, 28-inch wheels.

### Crescent 2.

Pneumatic tires, 30-inch wheels.

### Crescent 1.

Cushion tires, 30-inch wheels.

### Escort 2.

Pneumatic tires,  
30-inch wheels.

### Escort 1.

Cushion tires,  
30-inch wheels.

### Juno 2.

Pneumatic tires,  
28-inch wheels.

### Juno 1.

Cushion tires,  
28-inch wheels.

### Rob Roy 4.

Pneumatic tires,  
28-inch wheels.

### Rob Roy 3.

Cushion tires,  
28-inch wheels.

### Rob Roy 2.

Pneumatic tires,  
26-inch wheels.

### Rob Roy 1.

Cushion tires,  
26-inch wheels.

### Comb. Junior 4.

Pneumatic tires,  
26-inch wheels.

### Comb. Junior 3.

Cushion tires,  
26-inch wheels.

### Comb. Junior 2.

Pneumatic tires,  
24-inch wheels.

### Comb. Junior 1.

Cushion tires,  
24-inch wheels.

### Cinch 2.

Pneumatic tires,  
24-inch wheels.

### Cinch 1.

Cushion tires,  
24-inch wheels.

### Boy's Junior.

Cushion tires,  
24-inch wheels.

### Pet.

Cushion tires,  
20-inch wheels.

*Watch for the cuts and prices which will appear in  
this paper early in January, 1893.*



# THE ROAD KING & ROAD QUEEN.



## ROAD KING

30 INCH WHEELS~

WEIGHT:

UNDER 35 POUNDS ALL ON

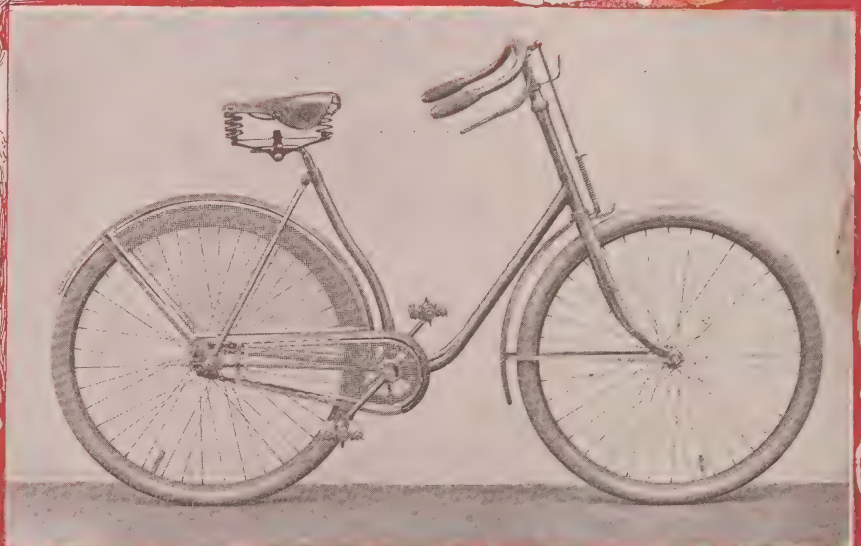
ROAD KINGS & ROAD QUEENS will be fitted only with the 1893 DUNLOP PNEUMATIC TIRES~

## ROAD QUEEN

28 INCH WHEELS~

WEIGHT

UNDER 35 POUNDS ALL ON.



## AGENTS

Wright & Dillon - Boston - for Boston & the New England States -  
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 Western Kentucky, Tennessee, Georgia and all West thereof -  
 James W. Grove, Pittsburgh - for Pittsburgh & Allegheny County, Pa.

# A FEATHERSTONE.

16TH & CLARK STREETS & ARMOUR AVENUE - CHICAGO -



ROYALS 1893.

1893 ROYALS.

# ROYAL CYCLES.



ROYAL LIMITED, - - 27 LBS.

ROYAL LIGHT ROADSTER.

LADIES' ROYAL.

Perfect in Workmanship.

Beautiful in Finish.

SAMPLES NOW READY.

ROYAL CYCLE WORKS, Marshall, Michigan.

SEND FOR CATALOGUE.

A BEAUTY\_\_\_\_\_

THE

# 1893 VINCENT

*A Few More Hustling Agents Wanted.*

WRITE FOR TERMS AND TERRITORY.

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## VINCENT CYCLE MFG. CO.,

*13, 15, 17 and 19 Gull Street,*

*BUFFALO, N. Y.*





PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

Rooms 570-580, CAYTON BUILDING, 328-334 DEARBORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

TO ADVERTISERS:

Copy for advertisements *must reach us not later than Monday* to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

## ARRANGING THE CIRCUITS.

Chairman Raymond of the racing board has hit upon a good idea regarding next year's international races. Judging from the circular which he has issued there is to be an international circuit next year, and the chairman urges all race meet promoters to send in their dates at as early a date as possible, in order that a schedule may be made up. The rule regarding sanctions was created in order that the conflicting of dates might be avoided, and in this one respect it worked well enough. It did not prevent a meet being held in one place on one day and another several hundred miles away on the next. There were several cases last year where the riders, trainers, officials and members of the press were compelled to travel from place No. 1 to place No. 2—anywhere from a hundred to 200 miles apart—and then the next day to place No. 3, which might have been not over fifty miles from No. 1. The arrangement of dates on the western circuit was poor, and necessitated a great deal of traveling which might have been avoided had the dates been properly arranged.

Mr. Raymond's plan, we judge from the circular, is to have all applications in hand at any early date and then arrange the dates as nearly as possible according to those called for in the applications, but, at all events, so as to prevent needless traveling and confusions.

There seems to be no reason why all the important circuits cannot be arranged under a similar scheme, while the small meets could be sandwiched in in such a manner as would best suit all parties.

## SUBMITTED TO A MAIL VOTE.

Believing that every member of the league should be accorded an opportunity of expressing his opinion on the various questions now agitating the minds of cyclists, the REFEREE has decided to take a mail vote thereon. Particulars will be found in another column and every reader is urged to note carefully the details and mail us his vote. By this means only, we believe, can the real sentiments of the members be obtained. This is an opportunity never before offered and it is very desirable that everyone who takes any interest whatever in the sport, should take advantage of it. Frequently a league member is heard to express an opinion to the effect that the league is a close corporation and its members have

little or no voice in the management of the concern. While the result of this poll will not settle the question at issue it will have a great influence with the delegates to the convention and may be the means of bringing to issue that which the majority desires.

GENERAL ORDWAY'S little book on "Cycle Infantry Drill Regulations contains this rule, No 55, under the heading "Position of the cyclist, mounted":

Head erect and square to the front.  
Chin slightly drawn in.  
Shoulders square to the front.  
Back straight, with body inclined slightly forward.  
Arms straight, but not rigid.  
Legs straight, but stretched by their weight alone.

Feet parallel to the axis of the cycle, the ball of the foot resting lightly on the pedal.

Picture, if you will, a man on a bicycle, with the usual traps carried by a military cyclist, in the position suggested. General Ordway may be a good commanding officer, but he evidently knows little about bicycles and riders' positions. If this rule is intended only for dress parade occasions it is not so bad, but even then it is going to extremes. Experience has taught us that a man can't very well ride with back, arms and legs straight, and if military cyclists practice General Ordway's scheme they would be useless in the case of a forced ride for any great distance.

JUST two members of the Associated Cycling Clubs of Chicago attended the last regularly called meeting. It is seriously contemplated formulating a rule requiring the expulsion of a member who is absent three consecutive meetings, his club to elect another delegate, but we doubt if this would do any good. Just announce a nice spread and see how well the meeting would be attended.

FREDERICK HANS Emil Fischer Baer Myers Krull was lately elected bugler of the Niagara Falls Bicycle Club. With the falls so near, a man carrying such a name should never hesitate to throw the larger portion of it over.

## Buffalo as a Cycling Center.

The fact that the attention of all cycle manufacturers, as well as those interested in all pertaining thereto, is directed towards Buffalo, is pretty strong evidence of the growth of the interest in wheeling. Buffalo stands very near the top of the column as a cycling center, and from the most extraordinary development of the past season, the idea is perfectly correct. There are now between twenty-five and thirty agencies where wheeling accessories of all sorts are on sale, and new concerns are daily being talked about. There are also ten manufactories, whose output is all contracted for and whose work will stand the closest inspection.

The united membership of the eleven clubs and wheeling sections of athletic clubs amounts to but 1,012, but Buffalonians are very sanguine that this will be more than doubled during the coming season. The Associated Cycling Clubs of Buffalo will do much to develop maintain and promote a healthful interest in this fertile field.

## He Was Poetical.

This is the way an enthusiastic rider puts it in testifying to the good qualities of a certain wheel:

To him who in the love of nature holds  
Communion with her visible forms,  
Must own and ride a—

What man, woman or child who has not experienced the benign influence, the exhilarating motion, the fascinating buoyancy, the enchanting scene as one sails (as it were) without effort through the ethereal element, all nature smiling as they glide, has only half lived.

## CURRENT COMMENT.

Has there ever been a sport "since the memory of man endureth" that has counted so many votaries, enlisted so much brain and capital, or supported such a number of magnificent publications, as bicycling? I trow not. This last clause calls to my mind the wonderful growth and development that has attended papers given over to the interests of cycling sport and trade during the last ten years, or a little longer. We old ones mind well the first copy of a bicycle paper that came to our notice, the *American Bicyclist*, edited by Charles E. Pratt, for so many years the attorney for the Pope Manufacturing Company, and a rare good fellow, a thorough gentleman, and brainy withal. I hear that he is ill with that bane of the office man, consumption, and sorry am I to know it, for his head and his hands have done much for the sport. His paper was poor and small, but it was a start and from it has grown such wonderful works of the printers' art as the Christmas REFEREE, probably the finest issue of a purely trade and sport journal ever published.

It is a matter to be proud of—the fact that the two greatest cycle publications are printed in Chicago—paid for by Chicago capital and edited by Chicago brains. It is not so many years ago when western riders were looked down upon as semi-avages by our eastern brethren, and when the idea of a successful cycling paper in Chicago was laughed at, but now the greatest eastern paper scoffs at the notion of a Christmas number, preferring to stand down rather than to compete with the west. The sport and the trade owe much to the efforts of the cycling press, for the old admonition, "Let your light so shine before men that your good works may be known," applies equally well in business as in morals and without the aid of printers' ink the sport would surely languish. Nevertheless the paper owes much also to the trader; for nobly has maker and dealer performed each his share, and right manfully has each "come down" with the ducat, without which the paper could not exist. Now, therefore, I lay down the proposition that the maker and the dealer are necessary to the existence of the cycling press, and that the cycling press is necessary to the maker and dealer. Broadly speaking, neither could live without the other; therefore each should be careful of the interests of the other, and I am sorry to say that some cycling papers have not been altogether too careful of the interests of their patrons in their eagerness to advance themselves. They have enlarged altogether too much upon the wonderful field for gain opened by the bicycle business, and many times when they knew that the market was overstocked, that dealer and maker alike were struggling for life in a sea of financial difficulty, they have serenely published paragraph after paragraph of drivel and nonsense regarding the prosperous condition of the business, thereby inducing outside capital to enter an already over-crowded industry. In another way their influence has caused their staunchest supporters annoyance and loss. Every change in machine, every new scheme for reducing weight, every new device in tire construction has been hailed with delight, and forced upon the makers by them. The last three years have been absolutely disastrous to the maker and with him the dealer had to suffer. The change from drop and spring frame machines to cross and diamond frame was forced upon the maker in less than six months. They had no time to experiment, and those who had made splendid

heavy machines, made mighty poor light ones, though they did their best. From solid to cushion, from cushion to pneumatic tires, all inside of a year. No one knew how to make good cushion or good pneumatic tires. The makers did their best, and furnished the best they could buy, but the public found them bad, and the makers suffered. The press is in a great measure to blame for this, for although the changes in the end are bound to be beneficial, they were made too quickly, were forced, as it were, upon an infant industry prematurely. Even now there is a tendency among some cycle papers to boom the geared ordinary and certain other devices. Don't do it, gentlemen, let us have a chance to perfect the light safety and the wind, rubber and rag combination first.

\* \* \*

It gives me pleasure to get a word of commendation from my friend "Rover." I have seen through his disguise for a long while and have thoroughly enjoyed his articles. I know him to be a worker and a schemer, and that his experience as a commercial tourist has put him in a position to see for himself that which I have seen for myself as a drummer and an office man. Therefore, when he says that I am not as much of a crank as some would believe, I pat myself on my back and remark: "Mal Tail, old boy, come again."

By the way, Mr. Golder in my presence, the other day, gave a translation of my name to an inquirer that amused me mightily. (Be it known that neither translator nor inquirer knew that the name belonged to me.) Said he, in his bland, sleepy way: "La Cote Mal Taile, me boy—why, that is Irish and means don't tread on the tail of me coat." Not bad, nor so far out of the way, either. I wonder where Golder learned Irish.

LA COTE MAL TAILE.

## A La Chicago C. C.

There is a prevailing idea that all love for the g. o. o. by former riders is a matter of the past, but such is not the case. A number of Milwaukee devotees of this effete type of cycling recently had a race to White Fish Bay. The party included a number of old-timers—Henry and Terry Andrae, Frank Morawetz, "Papa" Simonds, John Schmdtbauer, Oscar Binner and a host of others. It was agreed that the rider falling off or dismounting the greatest number of times should provide the dinner for the party. The race proved a regular "humpty-dumpty" affair, each one continually falling over the other. The party arrived at the bay, and as the figuring out of the one who fell off the most seemed almost as intricate as the solving of a Chinese puzzle, the entire party stood a German treat and enjoyed a good dinner.

## Failed to Show Up.

The racing board of the Milwaukee Wheelmen and the public interested in racing have every reason to doubt the veracity of the professional trainer, Tom Eck. At the last meet he promised that Johnson would be present, and again at the meet last week he gave unsolicited assurance that he would surely be here. In the former case the public was sorely disappointed, but at the last meet Chairman Schroeder positively refused to assume the responsibility of Johnson's coming, merely stating that he received a letter from Eck saying they would be here.

Agents who have in the past handled Rovers are requested to write to Harry Nevill, care of the REFEREE office, Chicago.



TO HAVE A MAIL VOTE.

A CHANCE FOR EVERY LEAGUE MEMBER TO EXPRESS HIS OPINION.

Questions to be Discussed on February 20th to be Submitted to a Vote of Ten Thousand Members by The "Referee."

The will of the majority should be law in the affairs of the League of American Wheelmen, as in every institution. The constitution of the league can only be amended at a meeting called for the purpose, of which sixty days' notice has been given, and thirty days' notice of any proposed change must be given in the Bulletin.

Such a convention has been called, to be held in Philadelphia Feb. 20. Notice of proposed amendments must appear in the Bulletin not later than the issue of Jan. 20, and should reach the office of the secretary not later than January 15.

It is presumed that the sentiment of this gathering will be that of the entire league. But will it? In the first place, the section in which the meeting is held has an immense advantage, because its members may attend with little or no expense to themselves, and so carry any motion which they may desire to go into effect. Philadelphia, we believe, will have no particular axe to grind at the coming meeting, and President Burdette is to be congratulated on his choice of location.

But in the second place, the proxy system permits any man to cast twenty-five votes, provided he can obtain the proxies without reference to the wishes of the men he represents. A man may be a member of an unlimited number of league clubs, and may cast the entire club vote of each of them, while the members may still be present and vote in person. There is no check on the proxies, nor can any one tell whether the signatures are genuine, or whether a man has signed one proxy or a dozen.

Thus a few men may control the convention and carry out any design they may have in mind.

It has been contended that the only way to ascertain the real sentiment of the league is by means of a mail vote. Some claim that the officers of the league should be elected in this way instead of, as at present, by the national assembly.

To obtain such a mail vote is not an easy task. The mailing list is not obtained except at an expense of—as we understand—about \$300. The cost of envelopes, circulars, return postal cards, addressing and postage, for the entire membership, would be in the neighborhood of \$800, or \$1,100 in all—more money, probably, than anyone is willing to pay for the experiment. We believe it reasonable to suppose, however, that the vote of 500 to 1,000 members might be taken as the sentiment of the league, provided the vote were taken fairly. We have concluded to try it. We shall forward, at once, to every local consul, a request for a mail vote on those questions liable to be discussed at the coming meeting. These will be followed by 5,000 circulars, to league members, taken indiscriminately from the Bulletin. Each state will receive a number proportionate with its league membership. The reply, in every case, will be prepaid. We reproduce here a copy of the circular. In it we have endeavored to convey to those members who are not entirely familiar with the rules an absolutely impartial understanding of the questions involved:

The questions asked on the postal card

are those found in the accompanying voting blank. This blank all league members who have not received one of the postal cards are invited to fill out and return to this office. Any consul or other officer who desires to make use of them will be furnished with a supply of these blanks without charge. Inasmuch as these may be made use of by factions, however, and may not represent the general feeling, they will not be counted with the postal card vote, but will be kept in a separate table.

The result of the vote in detail will be published from week to week up to the date of the meeting.

Little Notes.

The Ohio division meet, July 4, next, will be held at Sandusky.

Buffalo has 12,000 wheelmen, thirty agents and ten bicycle factories.

The Buffalo Ramblers held their annual election Tuesday last with the following result: President, F. E. Hartmayer; vice-president, Oscar Cosock; corresponding secretary, F. F. Rick; financial secretary, R. F. Kelsey; recording secretary, F. E. Klipfel; treasurer, C. P. Spalding; captain, Edward Young.

VOTING BLANK.

Cut Out this Blank, and, After Filling In Your Replies, Mail to the Referee, Chicago.

No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs? .....

No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.? .....

No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals? .....

No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership? .....

No. 5. Shall cash prizes be awarded to any class, and if so, which? .....

No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin? .....

No. 7. Shall the constitution be so changed as to permit of a change by a mail vote? .....

I certify that I am a member of the League of American Wheelmen and I have not previously voted on the above questions.

Name.....

Address.....

League No. (if possible).....

A supply of these blanks will be forwarded to any league member on application.

SAM'L. A. MILES, Editor.



R. M. JAFFRAY, Business Manager.

THE LEADING CYCLING JOURNAL.

PUBLISHED WEEKLY BY THE REFEREE PUBLISHING CO.

PRINCIPAL OFFICE, "CAXTON" BUILDING 328-334 Dearborn Street.

Chicago, 189

Dear Sir:

For several seasons a number of important questions have been before L. A. W. members for discussion. Some of them will probably be decided at a convention to be held at Philadelphia on January 20th, 1893. For the purpose of ascertaining the views of the membership at large, we request you to answer the questions on the enclosed postal card and return to us.

Should you feel disposed to express your views at greater length than the postal card will permit, we shall be glad to receive a further communication from you for publication.

Yours truly, REFEREE PUB. CO.

AN EXPLANATION.

For the guidance of those not thoroughly familiar with the questions involved we give the following information concerning them:

No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs?

Heretofore men whose expenses while in training and while attending race meets have been paid by their clubs, have been allowed to compete as amateurs. It is generally supposed, also, that many riders' expenses are paid by manufacturers.

No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.?

Amateurs have been allowed to accept the prizes named, as well as laundry bills, shaving bills, loads of ice, flour, hams, soda-water tickets, "merchandise to the value of," etc.

No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals?

It has been suggested that men whose expenses are so paid, and who compete for such prizes, be placed in a separate class, and called "promateurs," while others consider that they should be declared professionals.

No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?

No. 5. Shall cash prizes be awarded to any class, and if so, which?

Many believe in awarding cash prizes to all; others that articles of jewelry, etc. should be awarded to amateurs and cash to others, all to be under control of the league.

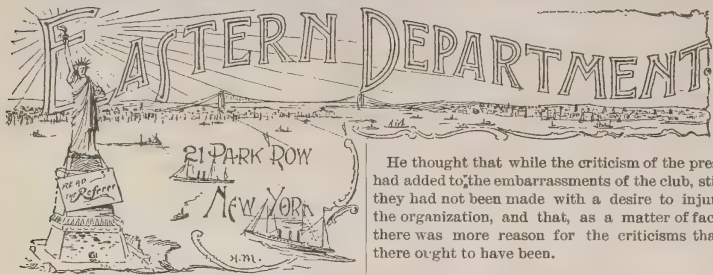
No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin?

At present only the names of applicants for membership are published, and no alteration, probably, can be made until the present contract with the Wheelman Co. expires. Some claim that the applicants cannot be identified without their addresses, while others are actuated by personal motives only.

No. 7. Shall the constitution be so changed, as to permit of a change by a mail vote?

The constitution cannot now be changed except at a meeting called for the purpose, and notices of proposed amendments must be published in the Bulletin 30 days before such meeting.





Among the callers at our eastern office the past week were: Messrs. Measure and McDowell, Union Cycle Manufacturing Company, Boston; Kirk Brown, Airtite Tire Company, Boston; D. H. Lewis, editor *American Wheelman*, Buffalo; Stillman G. Whittaker, Reverse Rubber Company, Boston; George F. Taylor, Ipswich, Mass.; "Jake" Bretz and Mr. Perkins, Liberty Cycle Company; Mrs. Peck, president Excelsior Cycling Club; L. A. Howell, Sterling cycles; Frank W. Green, New York; Frank Jones, "Cupid's Chariot" company; E. Hedger, Central Park Cycle Company; H. L. Saltonstall, Elizabeth, N. J.; J. R. Werner, A. M. Scheffey & Co.; A. A. Strauss, tire manufacturer; Fred T. Merrill and wife, Portland, Ore.; A. Kennedy-Child, Springfield, Mass.; Edwin Oliver, Cleveland, O.

#### The Manhattan A. C. Troubles.

The last creditor to clamor for his cash from the M. A. C. was the man who supplied the above luxurious organization with the butter and eggs, some \$2,000 being claimed, and the New York dailies hinted of an attachment. Peter Berlo was also in town looking for something, and W. W. Windle and H. B. Arnold were due in New York Dec. 24. From what the club people say cyclists and their expenses will be more than probably tabooed next year. Desperate efforts will be made to keep the club property intact, as the following statement proves:

The meeting was called for the purpose of nominating officers, and the limit of time for nominations having expired, the first business was the adoption of an amendment to the constitution enabling the nominations to be made. It was, however, the sense of the meeting that the present officials should hold over until the financial affairs of the club are straightened out, and a new board would then be selected.

George W. Carr, Walton Storm, Thomas M. Waller, M. H. Elkin and Frank McCoy were appointed a committee on finance, and they will lend their energies to better the club's condition. The principal object of the committee is to put through one of the various plans that were discussed at the meeting, and the one that has been practically decided upon will involve the funding of the entire debt at a lower rate of interest.

The indebtedness of the club is now \$350,000, and that sum includes a first mortgage of \$400,000 given in 1889 and due in 1897, and second mortgage bonds due in 1894 for \$250,000. The remainder of the club's debt consists of the scrip issued a year ago and of accounts with tradesmen.

The club claims assets of \$1,100,000 on the club house and site at Forty-fifth street and Madison avenue. Of the plans proposed for the extrication of the club from its difficulties, one is to sell the club's equity in the property for \$350,000, with an agreement on the part of the buyer to sell it back in three years.

Another plan is to provide for a reduction in the interest on the bonded indebtedness. The club now pays interest at the rate of six per cent, and it is thought that a mortgage of \$650,000 at five per cent can be executed.

The plan that is almost certain to go through provides for the raising of \$350,000 on first mortgage bonds at four and a half or five per cent, upon which the holders of second mortgage bonds will be asked to accept a new issue.

The issue of \$650,000 first mortgage bonds, added to \$160,000 second mortgage bonds, and \$50,000 in club scrip would make a total of \$860,000. With the stock on hand and house accounts due Dec. 1, the total would be \$910,000, which would nearly wipe out the total debt.

At the close of the meeting ex-Governor Waller said: "It is the general opinion of the representative members that the club is financially sound, and also that a method will be found to escape from its present embarrassment."

He thought that while the criticism of the press had added to the embarrassments of the club, still they had not been made with a desire to injure the organization, and that, as a matter of fact, there was more reason for the criticisms than there ought to have been.

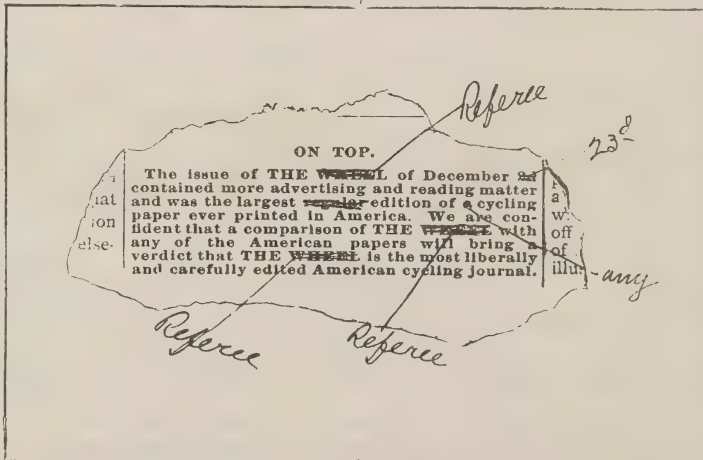
#### Judged by Their Prizes.

So amateurs are in the future to be judged by the prizes for which they strive, and all who want to take a shot at real estate, pianos or coffins will be adjudged—what? Why, makers' amateurs, not professionals, which of course that class will be. It will be a glorious thing, though, for the professors; they will not be particular then about stating what their weekly stipend will be from the good manufacturer, while the "pure ones" will skirmish for their pots, medals, etc. But they will have all the fun, while the professor will get the swag. The N. C. U. will license amateurs and tag them as our bull pups are treated by the different cities, and you can expect to read that Bill Jones, of Leicester, No. 136, lost his tag for fouling No. 22, who rode a Wobble wheel of Hardcash

doing for the sport. A good roads organization is one of the things it has essayed, but no results so far have been noticed. A theatre party is Mr. Sheehan's first effort, which, no doubt, will do much for cycling—and possibly there is a little commission somewhere, as on that trip to Washington for the league meet. The association might, if it had capable officers, do much good for the sport, but it should first clear away the barnacles and elect a man president.

#### An Exhibition Row.

While in Boston, recently, a REFEREE man was told a tale of woe by several of the exhibitors at the Mechanics' Institute Fair, of which Col. Pope is a director, and as such was (as is usual) given some department to preside over. This is an old New England custom—not altogether a wise one, exhibitors think. As such, however, the genial and gallant had the selecting of the judges—another most injudicious course; and while no doubt Col. Pope acted to the best of his ability in his selection, the other exhibitors wouldn't have them (the judges) at any price. They were as follows: Abbott Bassett, secretary of the L. A. W., a director of the Boston Art Club and a Mr. Robinson. Capt. James Underwood (Quadrant), Major "Billy" Atwell (New Mail),



& Co. Mr. Raymond impressed on the REFEREE eastern representative that '93 was going to be the banner year for the festive amateur, and wished the REFEREE to wake Chicago up, so that the city by the lake would be ready for the great World's Fair tournament and the influx of foreign racing men early next spring. He wants to be sure that the track and other training necessities are all ready, and expects Chicago to furnish everything it promised for the great World's Fair racing. The truth is, the L. A. W. racing board chairman thinks Chicago promises more than it can or intends to provide, and he is anxious on that account. It is to be hoped for the sake of the sport that Chairman Raymond's promises to the International Cyclists' Union will be made good by Chicago, as the starting point, be the men who will race amateurs, makers' amateurs or cash prize tigers.

#### The M. A. C. C.

The Metropolitan Associated Cycling Clubs, whose existence and purpose has been somewhat of a conundrum to cyclists in and around New York, filled C. H. Luscomb's place as president, he having resigned, by the very boyish and not over popular Charles A. Sheehan. Sheehan's strongest point is his cash prize proclivities in the sport and his fondness for speechmaking. The association meets, and that's about all it has done in the past, and few outside of the delegates know or care to know what it is

W. W. Stall (local maker), V. Duguson (local maker) and one or two others picked the judges to pieces, entered a peppery protest, and refused to allow them to pass opinion on their wheels.

These were the charges against the judges: Abbott Bassett—an out and out admirer of the colonel; the art man—rides a Columbia and receives one for his artistic use yearly; Mr. Robinson—a paper maker, whose son is a Columbia agent near Boston. The charges look well in print, but the judges were too indignant (or in too much of a hurry) to resign, so they sent in a letter to the director of the cycle exhibit (Col. Pope), stating that their honor had been touched and they would not pass their opinion on such naughty exhibitors or their goods. So no one gets the gold medal, and here is a chance for some speedy pure one—and the exhibition of cycles broke up in a row.

One of the judges told a REFEREE man that Captain Underwood and Major Atwell led the anti-Pope forces, and the others chipped in.

"What have you to say regarding this charge, William?" the REFEREE man sternly asked.

"Oh, they brought me a paper to sign, and asked me would I join in the protest, and I said: 'You just put little William Read & Sons down as in line.' Last year we got a silver medal, and this year it looked as if we wouldn't get potatoes. Of course we kicked—who wouldn't? Why, they exhibited agricultural imple-

ments—well, trotting sulkies. I kicked about that and said this was no Neil Burgess county fair. But then they had me 'on the hip'—they had me, they had me," laughed Major Billy.

"How did they have you?" asked the querie.

"Why, you see, I had five beautiful, highly polished yacht guns over my exhibit, and Sterling Elliott looked up and said, 'this is not the war department; what do you want a gun for?' I told him that a gun was necessary to keep such people as he from stealing New Mail ideas. But they had me there; they had me there," and William's curly locks danced with merriment, and his soft chuckles could be heard until I reached the street door.

"It was all preposterous to charge us with scheming to give the medal to the Columbia people," said one of the judges, but it effectually spoiled the awards.

It does seem, though, that three ordinary mechanics or repairers would make better judges than those Colonel Pope selected. Paper manufacturers and picture makers are not the most capable people to judge the quality and finish of bicycles, and going on the opposite theory—about "what's in a name"—they might have erred, but not willfully or knowingly. Colonel Pope, of course, laid himself open to criticism, but who would question his honor? The writer does not, but men make mistakes sometimes, and it would seem one was made at Boston.

#### An Old-Time Champion.

The REFEREE correspondent was inquiring the other day as to what had become of the old-time K. C. W. racing man, Ed Pettus, who used to wallop 'em all. Learning that he was the up-town manager of the New York World office I dropped him a line, and here is what he said in reply: "It is 'many moons' since I last saw your smiling countenance, and was reminded of the old-time racer when I received your note some little time ago. Although for several years I have been only lukewarm respecting the bicycle, I think it would take but little to coax me back into the fields where memories bring before me many happy days."

#### Ready for a Vote.

My altogether brilliant newspaper friend, Roland Hennessy, of New York, writes rock-bottom sense—as it appears to Roland, who is a pure amateur. Anyhow, Roland is out for purity—in amateurism—and loyally flaunts the battle-flag to the breeze. Roland is thorough in everything he touches. In this month's *Wheelman's Gazette* he attempts to solve the purity question by advocating the return to that hybrid, the promateur, and there Roland strikes the rock of impossibility. There can never be three classes—amateurs professionals, and promateurs. Professionalism, if properly organized and under a strong government, will flourish. So will amateurism. There is a sort of moral cowardice, a lack of self-respect, a fear of public opinion, in the proposition to spring promateurism; a catering to falsity and a lowering of manhood. It is placing a premium on humbuggery, a sort of Barnum woolly horse proposition—a fear of something which has no foundation.

Promateurism (or makers' amateurism) will kill pure amateurism as dead as a door nail. Mark this prediction. Any rider of any ability will enter the employ of some maker, and as to salaries—the rage for high salaries in base ball playing will not touch it. Zimmerman, Windel, et al., will command the price of a good-sized factory. They will get



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# CYCLES

OUR 1893 ADVANCE SHEET IS NOW READY.

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PEORIA, ILL.

# THE KIRKWOOD

it, too, and the little makers won't be in it. I want you all to make a memorandum of the above. The amateur would have no show if makers' amateurs existed, for between the latter and the professionals they would be out of it in a racing sense.

### All "Pros" in Italy.

Manager Frank Bowden, of the Raleigh company, writing to a friend in America, says: "I thought of you whilst in Italy, where they are great believers in the cash prize system, so they are all

twenty-mile-an-hour railroads in order to lug home a lot of stuff which will be perfectly useless to them and upon which the railroad company would charge them about full value for freight."

### More Truth Than Poetry.

A JINGLING TALE OF THE FALL OF TWO ARCH SCHEMERS.

They were two riders bold,  
And they had a certain hold  
On the makers of two certain kinds of wheel  
They thought they'd play a trick,  
But they laid it on too thick,  
Now they haven't got enough to buy a meal.

They were entered in a race  
For the making of the pace,  
Each relied upon the other to begin.  
But what neither of them knew—  
Though they knew when they were through—  
Was that each was paid to let the other win.

So they tried their level best  
To make feathers for their nest;  
For a race it was the merest imitation.  
A snail's pace they didn't beat.  
Since the judges called "dead heat!"  
They've been looking for another situation  
ROLAND HENNESSY.

### Chicago C. C. Nominations.

Friday last a mere handful of members of the Chicago C. C. met to make nominations for next year's officers. It was decided that the candidates having the highest vote should be placed on the regular ticket, and those receiving the next highest on the opposition. The nominations, for the regular and opposition tickets, respectively, follow: President, C. E. Randall, N. H. Van Sicklen; vice president, W. F. Cameron; secretary-treasurer, M. G. O'Brien; captain, Charles P. Root, H. A. Githens; directors, W. C. Thorne to succeed himself, H. J. Cassidy, H. C. Foster to succeed C. E. Randall; delegates to Associated Cycling Clubs, Randall, Root and Garden; representatives to division, Bode, Cameron, Berger, Miles, Van Sicklen.

### THE "COLONEL'S" PLAN.

*He Would Have Meets Pay Clubs for the Services of Their Riders.*

EDITOR REFEREE:—As one pauses to consider, it appears strange that of the many devotees and followers of the "winged wheel," more do not come to a realizing sense of the remarkable network of illusions and falacies that have been gradually and slowly spun around that mystical creation—the amateur. It is a very un-American idea—I might even say un-modern—as in all else man turns his ability in any particular direction into an aid in his pursuance of the mighty dollar. The young man who sings, or paints, or performs upon the piano, or, in fact, shows uncommon excellence in any art, science or skill—is he looked upon as a social outcast if he accepts a remunerative engagement? I can not see that the average bookkeeper or clerk goes through any more rigid preparation for his work than does the crack rider of to-day, as I feel that training contains far less pleasure than the usual course of study. Still, under the exhausting conditions, a man has to continue at his ten or twelve dollar a week job when he has the ability to furnish that for which the public stands willing to pay many times that sum.

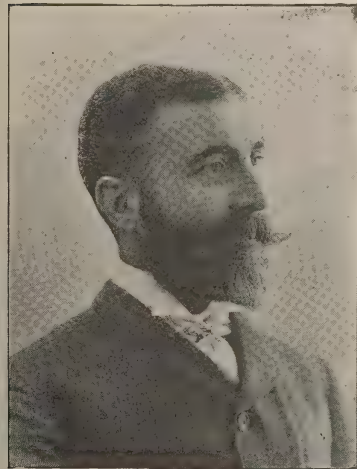
Following the same idea, I should think some enterprising exponent of the present amateur condition would get up a handicap singing contest at Chicago's great Auditorium during the World's Fair. Just imagine what a card it would prove with Patti on scratch and Lottie Collins at the limit mark; with all the other celebrities strung along between. I dare say that Vose & Son would pay Patti's expenses and furnish her with a red, high gear piano with rat-trap pedals and scorching stool, and feel reasonably certain that almost any music

house would donate a stool or piano cover or something like that to be put up as a prize. I wonder how many Booths, Barretts, Modjeskas, Pattis, and a host of others we would have in the future if such a policy should supercede the present method.

Chicago can support three horse tracks and support them well, and yet its one bicycle track has been a matter of uncertainty almost since the last load of gravel was put on. In a late issue of the REFEREE the Chicago riders are censured for accepting their expenses. I wish some one would kindly explain to me *why* the promoter of that meet should not pay in some manner for the services of those people, who very materially assisted them to clear several hundreds of dollars. It seems to be a policy of something for nothing. [The meet was run under league rules; the riders in sending in their entries agreed to abide by those rules, and the rules forbid riders to accept expenses from any person or club other than the one he represents. —ED.]

If, however, the cash prize system will not be accepted, I would suggest something like this: Have the promoters of the various race meets offer nothing but cash prizes. That doesn't look much like preserving one's amateur standing, does it? But let us see. Why not make these checks payable to the club under whose colors the winner rides, the club in turn giving the rider an order for anything he may choose? You might also form a rule in which the club be allowed to deduct the racer's expenses. This plan would not only detract a great deal from the expense account of the average racer—at present a luxury all clubs can not afford—but would also give a man some return for his time and labor, and he would still be "one of the fold" of snow-pure whiteness. Will some of my elders please comment?

THE COLONEL.



professionals; yet strange to say, there is not a maker's amateur among them, and the best of it is, they all buy their machines. Isn't that glorious? \* \* \* Nine of them are Italian millionaires—that is in France—including two counts and a marquis. No played out old nobility in those three men. But they don't see the fun of making trips of three or four hundred miles on their darned old



## A PROSPEROUS CLUB.

*The North Side C. C., of Milwaukee, and How It Has Grown.*

The North Side Cycling Club is noted as being one of the leading road clubs in the Cream City, and numbers among its members many who are hard to duplicate for speed and endurance. The club was organized in 1891, through the efforts President Gerhard Anssen and other congenial spirits who recognized the necessity for a live, bustling club in the section of the city in which it finds its home. As its name would imply, it is located on the north side of the city, its large and elegantly furnished club rooms being situated at the corner of Third street and North avenue. The membership, consisting of only a score or more in the beginning, has grown with an active energy until at the present time it numbers almost a hundred. Besides its large contingent of road riders, the club has a number of very prominent racing men, at the head of which is



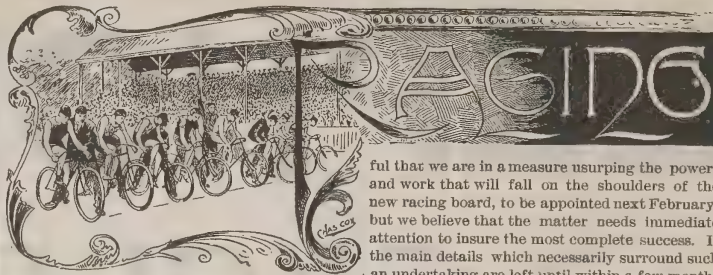
G. ANSSEN.

Hugh Meiswinkle, who recently road a mile in the Exposition races in 2:36. Among others who will no doubt hustle the club colors to the front next spring are Billerbeck, Siegre, Wendlandt, Pierson, Roethe and Karros.

The club has been very active during the past season, and numbers among its successful undertakings a century run, in which seventeen out of twenty-two of its members finished within ten hours, all of whom were presented with a solid gold medal by the club. They also gave two road races for members which attracted considerable attention. It is the object next year to give a road race on a large scale, open to all. The club is in a highly prosperous condition and bids fair to exercise a potent influence in cycling matters in the Cream City. The officers are as follows: President, Gerhard Anssen; vice president, E. E. Miller; secretary, T. Pierron; treasurer, E. A. Roethe; captain, William Breckenridge; first lieutenant, Fred Jansen; second lieutenant, A. Bunte; buglers, Charles Schuetz and C. Zobel; directors, James E. Reitea, Peter Nock, A. Bunte, G. Anssen, L. Pierron, E. A. Roethe.

## Gibson &amp; Prentiss Cycle Company.

The '98 machine of this house is constructed of English tubing with drop forgings throughout. The bearings are turned from bar steel and carefully hardened. The sprockets are hardened and can be readily changed to any gear, and are fitted to a hardened chain. The wheels have patent hollow rims, the front being 80 inches and the rear 28 in diameter. The machine is manufactured in three weights, 24, 28 and 35 lbs.



## THE MILWAUKEE RACES.

## Githens Captures Three Firsts and Breaks a Record.

The Christmas day races of the Milwaukee Wheelmen at the Exposition building did not prove as successful as those held on Thanksgiving day. This was because of the extreme cold weather, making it almost impossible to heat the building and also because Sanger did not ride, thus lowering the attendance. The contestants were compelled to bundle up in order to keep warm, but good time was made, nevertheless, Githens breaking the two-mile indoor record, doing 4:51 3-5. Davis and Githens were the only Chicago men who made a successful showing, though Ulbricht, Leonhardt and Steele rode in several events. Githens captured three firsts, Davis, Bowen and Becker each two seconds, and Cottrell, Becker and Meiswinkle each one first. The summaries follow:

One-mile, handicap—First heat: B. Cottrell, 1; A. Bartels, 2; time, 2:33 1-5.

Second heat—George Becker, 1; C. Breckenridge, 2; time, 2:37 3-5.

Third heat—J. R. Bowen, 1; Mattie Stark, 2; time, 1:46 2-5.

Final heat—B. Cottrell, 1; George Becker, 2; time, 2:38 3-5.

Two-mile, open—First heat: George Becker, 1; J. C. Schmidbauer, 2; time, 6:12 3-4.

Second heat—H. A. Githens, 1; C. W. Davis, 2; time, 6 min.

Two-mile, open—First heat: George Becker, 1; J. C. Schmidbauer, 2; time, 6:12 3-4.

Second heat—H. A. Githens, 1; C. W. Davis, 2; time, 6:07.

Final heat—H. A. Githens, 1; C. W. Davis, 2; time, 6 min.

One-mile, 3:00 class—First heat, H. Meiswinkle, 1; J. C. Schmidbauer, 2; time, 2:55 3-5.

Second heat—J. R. Bowen, 1; Mattie Stark, 2; time, 2:58.

Final heat, H. Meiswinkle, 1; J. R. Bowen, 2; time, 2:52 1-5.

One-mile, open—First heat: George Becker, 1; Gus Steele, 2; time, 3:04.

Second heat—J. C. Schmidbauer, 1; John Bowen, 2; time, 3:02.

Third heat—H. A. Githens, 1; C. W. Davis, 2; time, 2:57.

Final heat—H. A. Githens, 1; George Becker, 2; time, 2:44 2-5.

Two-mile, handicap—First heat: George Kuntzel, 1; George Becker, 2; time, 5:57.

Second heat—H. A. Githens, 1; Henry Gordon and Steele distanced; time, 4:51 3-5.

Third heat—J. R. Bowen, 1; A. Bartels, 2; time, 5:46 2-5.

Final heat—George Becker, 1; J. W. Bowen, 2; time, 5:25 2-5.

\* \* \*

## THE INTERNATIONAL CIRCUIT.

## Chairman Raymond Makes Several Excellent Suggestions.

Chairman Raymond of the racing board has issued a communication to race meet promoters throughout the country, urging them to make application for places in the proposed international circuit. The plan is a good one and will avoid much trouble in arranging dates. Heretofore each club has selected its own date, and the result has been that those following the circuit have had to do an extra amount of traveling. Mr. Raymond's circular reads as follows:

It is well known to you, no doubt, that the present racing board have formulated plans for an international circuit of race meets to be held in the fall of 1893. We desire at this time to call upon the various clubs who might be interested in this project to place themselves in communication with the undersigned at an early date, upon the conditions named below. We are mind-

ful that we are in a measure usurping the powers and work that will fall on the shoulders of the new racing board, to be appointed next February, but we believe that the matter needs immediate attention to insure the most complete success. If the main details which necessarily surround such an undertaking are left until within a few months of the opening circuit, we are certain that much that will contribute to the welfare of all concerned will be neglected. The conditions which we are bound to attach to all applications for places in the circuit we do not believe will be viewed as hardships, but will be plainly evident as necessary to universal benefit.

1. All applications must be in hand on or before Feb. 15, 1893.

2. It is understood that unless something unforeseen occurs the opening date shall be awarded to Chicago the first or second week in August.

3. All dates to be awarded by the racing board. Location, as regards distances and convenience of arriving at cities, to be the governing rule in assigning dates.

4. Each club agreeing to furnish the proper track and all facilities to obtain the very best results for their meets.

It is, of course, known that a number of foreign racing men will be our guests next season, and we bespeak for them your very best courtesy. In this direction we request such clubs as can do so to prepare their tracks in advance of the holding of the meets, and advise this board if they will be prepared to entertain any of the visitors. It will undoubtedly be the desire of the new racing board to be able to send the men, when they arrive, to some destination where they will be made welcome and treated properly. It is only proper that the new board be placed in a position to be able to say to a man when he arrives, that a track is waiting for him to train on, and assure him of club privileges at the home club. A place to keep his wheel and wearing apparel makes a man feel at home at once. To this end we ask your aid, feeling confident of the nature of your response.

\* \* \*

## THE GREAT AUSTRAL RACE.

## Won Easily by Lambton from 200 Yards—Thirty-eight Starters.

The great Austral wheel race for 1892 is over, and the prize, £200 pounds in cash, was won by H. H. Lambton, who received a handicap of 200 yards in the distance, two miles. The event was run on the Melbourne cricket ground on the first day of the Melbourne Bicycle Club's spring race meeting, Nov. 9. A cool grey day, and the people streamed down to the cricket ground by thousands. They kept coming all the afternoon until 8 o'clock when the assemblage was a most brilliant one—probably 16,000. Such a gay crowd, in holiday attire, I never saw at a bicycle sports gathering before. Mind you, there have been larger—for 25,000 is the record for an Austral day—but the splendid throng of ladies beat everything that had gone before. The lawn and stand looked like a vast garden of brilliant flowers; this and the beautiful green oaks and elms around the cricket ground, the bright green sward and colored satin jackets the riders wear made up a most animated scene.

There were thirty-eight starters in this Austral for three prizes—total 250 sovereigns—and the whole lot started at once from starts varying up to 350 yards in two miles. From the time the handicaps appeared Lambton was first favorite. He had won the same event in 1887 with 210 yards start, and since then had not done much racing. After winning in '87 the New South Wales Union held an enquiry into his running previous to the Austral, and decided to disqualify him for two years for fluctuation of form, which he was alleged to have practiced previous to the big race in order to deceive the handicapper. Ever since then he has been regarded with mystery, and when he was allotted 200 yards this year there was a great cry out amongst the other riders; but nothing was done, so he started and won somewhat easily.

Besides the £200 prize he landed a few extra hundred in wagers.

## ABOUT THE WINNER

He is a quiet, unassuming young man of twenty-five, years and his father occupies the position of secretary to the general post office at N. S. W. Lambton is not a strong man, and several times during his training for this Austral he has been known to roll off his trainer's chair in a faint while being rubbed down. He lived at the leading track with his trainer, Lee, who is the caretaker, and his training performances were kept very quiet, because he could train in the daytime when no one was about. Early on the Sunday morning before the Austral day, he made his final spin and then the knowing ones knew who the Austral belonged to and "got on" all the "stuff" they could.

Being honorary secretary of the Melbourne Bicycle Club, Lambton had the privilege of a private room for himself, a friend and two trainers at the Melbourne cricket ground on the day of the meeting, while all the rest of the riders had to rough it in the general competitors' room. Lee was rubbing Lambton's limbs with brandy while outside you could hear the murmur of the multitude in expectancy for the big race. "I would like some champagne," said Lambton; but Lee said "bosb," and would not let him have it. It was an anxious, nervous time for the candidate as the minutes rolled by. The time arrived and thirty-eight riders in satin colors and mounted on ordinary (high) bicycles filed out to their places, from scratch to 350 yards, the limit line. The air was calm, the sky overcast, and rain threatening. The course of grass, four laps to the mile, was in superb condition—rolled as hard and smooth as pavement and clipped so short that only the bare color of grass was there. "Just Lambton's day" was on everyone's tongue, and so he started the warmest favorite.

## SIX WENT DOWN.

For the first mile Kerr, the limit man, led the field, but there were thirty-seven others behind him and each one riding all he knew for the £200 prize. In the sixth round half a dozen riders came down in an awful crash through an awkward move of a clumsy rider. Lambton was just ahead and escaped the catastrophe. Next lap he was leading and people could see pretty well then that the Austral was settled. He kept the lead and when the bell rang rode like a demon, getting further and further ahead till he shot past the post a winner by a dozen yards from C. E. Rankin.

The programme for the two days' meeting was a most extensive one, thirty-one events altogether, counting heats, and the prizes amounted to 460 sovereigns, paid in cash. (There are no trophies given in Victoria at all now.) As a whole the meeting was a grand success, and resulted in a net profit of £200. The total expenses being £900 while the receipts were £1,100.

## QUEER OBSTACLE RACES.

All the M. B. C. race meetings finish up with an obstacle bicycle race, and they are immensely amusing, so much so that scarcely a person leaves the ground till they have been run. The distance is one mile, and in each of the four laps the competitors have to surmount seven various obstacles, viz: A pile of sugar mats filled with sand, ride through grooved boards, lift over hurdles, under a low hanging pole, over tilting boards, and a heap of loose earth and round barrels. The more spills the merrier, and men never get hurt.

I don't know how you racing men dress; some men, I know, prefer to wear as little as possible, and would be quite



The Stability and  
Wearing Qualities of

Are Known to Every Prominent Dealer and Wheelman,

# RUDGE CYCLES

Not only in America, but nearly every country in the world. Twenty-five medals have been awarded the manufacturers of these World-Renowned Wheels for excellency of workmanship and design from almost as many countries.

**THE RUDGE** now being made in a Rudge American branch factory in our city, under our own supervision, from finished bearings, forgings, etc., will be fully up to (excel if possible) the high standard of finish and workmanship that has made them famous throughout the world.

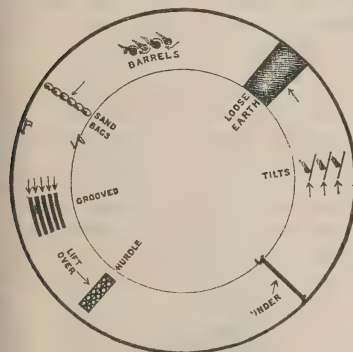
We Offer These Goods on More  
Favorable Terms

Than ever, and dealers and wheelmen purchasing them can rest assured they are getting the highest possible grade. Not one ounce of material that would tend to lessen the cost or quality of the product enters into their construction, but the best that money can buy is used throughout. Write for Catalogue—now ready.

**RUDGE SCORCHER, NO. 1,**  
As made in the Rudge American Branch Factory.

**ROUSE, HAZARD & CO., - 89 G Street, - PEORIA, ILL.**  
Agents Wanted. EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.

satisfied if allowed to compete with merely a silk handkerchief around the waist. In Melbourne color regulations are strictly enforced. Each rider registers a color, which he most always races in or pay a fine. The style at first was



sometimes objected to by riders, but never now. The pattern is a close-fitting satin jacket with long sleeves, jockey cap, white flannel knickers and black socks. The appearance of a field of riders so attired is very effective and gives tone to the meeting.

#### NEXT YEAR'S RACE.

The next Austral will take place in November, 1893, and the three prizes will total £250 or more. It will be run on safety bicycles, probably in heats of four and a final. We hope to see some of your men here—a good team could, I feel certain, make a tidy little sum. We have heard a lot about Zimmerman and Johnson, and would like to see both of them.

The road contests, in which eight Melbourne clubs are competing for the title of premier, still command attention. Last Saturday, when the fourth monthly round was held, the heat was terrible—147 degrees in the sun—but still many of

the men faced the starter for the twenty-six mile ride. It was the first real summer day we have had this season, and, as you can imagine, was no day for wheel racing. Duff was the fastest man, 1 hr. 52 min. 28 sec. The Southern District and Fitzroy clubs are now leading, both having sixteen points—the highest number obtainable. The trade has benefitted largely by these road contests, as they have given a great fillip to cycling.

#### CASH PRIZES ALL THE GO.

Cash prizes are fast wiping out the old-fangled ideas of amateurism, and the day does not appear too far distant when all the Australian colonies shunt trophies altogether. A new amateurism may sprout up afterwards, but it will be many years before it can grow to anything. New Zealand just now from end to end is agitated over this cash prize business, and while more than half are for the shekels, the balance are not converted yet—but they will be.

One of the features of the M. B. C. races was the riding of a visitor, G. Roth, who hailed from a cattle station in the centre of Australia. Roth is a horseman, who can take a fence with the best of hunters, and he got a bicycle, learned to ride, and then traveled a thousand miles to race at an Austral meeting. He rode the obstacles splendidly, and won the chief event of the second day, £60 in B. C. stakes.

AN IDLE BOY.

\* \* \*

#### Waller Going to England.

Frank Waller, ex-champion twenty-four hour rider, was in Chicago last Friday and Saturday. Waller is now employed at Plymouth, Ind. He starts training early next year for the Pullman road race and the Cuca Cocoa grind at London July 21 and 22. He is now

building a special machine for early season road work, which is to be fitted with a special set of three-inch tires. He is confident that he can do 100 miles in less than five hours, having ridden eighty miles on the track at Stockton, Cal., in four hours, while training, and without pacemakers, timed by two competent men. His record ride last year was undertaken with the idea of just beating Holbein's record, which he accomplished, doing 364 miles 1,560 yards. Waller is 5 feet 10 3/4 inches in height, and weighs, out of training, just 154 pounds, the same weight and height as Spooner, who now holds the American record. Waller looks a giant beside Spooner, being broad shouldered, with no superfluous flesh. He increases in weight under hard training. He thinks that 435 miles in 24 hours is possible, and goes to England to defeat Shorland on his geared ordinary. He is very modest and unassuming and does not at any time make any brag of his ability. He expects to leave for England about June 1, returning immediately after the great race for some long-distance record trials on the World's Fair track. He will attempt some road work in England, both on the safety and tandem, previous to the Cuca Cocoa race.

\* \* \*

#### He Told Some Fairy Tales.

A Chicago man recently met at Cincinnati a rider who had ridden from Chicago to that city in six days, and who claimed he was going south to New Orleans in the same way to meet and race Johnson for \$1,500 a side. He said he had ridden a mile on Parkside track in 2:16 and could do 2:06. His wheel was a heavy roadster and had strapped to the head a large wooden box in which was stored cold cooked vegetables and meat. This man claimed to be a member of the Oak Park Cycling Club and

his name to be Francis. His appearance was that of a man who had made a hard ride. An inquiry of Milton Mills and A. W. Hatch, of Oak Park, revealed the fact that such a man lived in Oak Park, was a ne'er do well, and a rider who was always on his wheel, but never fast. These men said he was a man who would, if possible, ride around all winter with an oil stove on his handlebars and that he might have been deranged and wandered away. They scoff at his riding in 2:16 or even 3:00.

\* \* \*

#### Indoor Meet at Buffalo.

The season for indoor games at Buffalo will shortly commence. The arsenal on Broadway has been put in magnificent condition for these events and has been remodeled throughout, \$26,500 having been expended on it. One of its most interesting features, to wheelmen, is the new floor, which is very fine. It is proposed to have some very interesting events just as soon after the first of January as they can be arranged. Indoor events have always proved very interesting to Buffalonians and they have developed several very speedy men, who otherwise would not have been heard of.

\* \* \*

#### America's Only Cement Track.

Savannah, Ga., has the only cement track in America. This is a quarter-mile, thirty feet wide and banked four feet on the turns. On this track the Savannah wheelmen will give a national tournament Feb. 23 next. The Chicago riders will be urged to go down. J. Elmer Pratt, traveling for Gormully & J. ffery, helped design this track.

Collins & Nuttall will soon take possession of their New York store on Twenty-eighth street and Eighth avenue, and will handle the Coventry Cross and Cleveland wheels.



## SOME INDOOR AMUSEMENT.

*Saturday Night at the I. C. C.*

Saturday evening was guest night at the Illinois Cycling Club. On such occasions the club members receive one guest ticket. On this occasions and, in fact, on past occasions, the privilege has been greatly abused, many coming without tickets and overcrowding the gymnasium. This will be stopped hereafter, tickets at the door being positively required. On the above occasion over 400 members and guests crowded into the gymnasium. Several men who were not members claimed to be such, and on being apprehended were ordered out, as were quite a few who held no guest tickets. Circus seats at one end accommodated 135, and over 400 were finally taken care of. The programme consisted of class work by the club men, sparring, one bout to a finish, fencing and wrestling. A number of talented ones from athletic orders took part.

\* \* \*

*A Midnight Run and Then Refreshments.*

The annual run of the Midnight Wheelmen occurs Saturday at midnight. The party leaves the Lincoln club house at 11:30, rides for an hour or more—all according to the weather—and finishing at some restaurant, will have a layout of oysters and such, with speechmaking, songs and story telling to while away the hours "till daylight doth appear." Cyclists are welcome, all attending being made members of the Midnight Wheelmen.

\* \* \*

*A Party Next Week.*

The Excelsior Cycling Club of New York will give an opening reception at its elegant parlors at Hotel Pomeroy, Broadway and Central Park, Thursday evening, Jan. 5, when Mrs. Peck, the indefatigable president, will welcome her eighty members of both sexes, and visitors, who are welcome. This club promises to be the most successful of any New York organization, if the present splendid progress is maintained.

\* \* \*

*Eat, Smoke and Tell Tales.*

Every Sunday evening of late a merry party of Lincoln club men has gathered at the club house, where supper is prepared by the steward. Over cups of good coffee, sandwiches, pie and other edibles, jokes are cracked and an otherwise dull evening passed very enjoyably.

\* \* \*

*In and About Chicago.*

Last Thursday evening the Oak Park Cycling Club gave its annual Christmas entertainment.

The holiday party of the Chicago C. C. is announced for Thursday evening of this week, at Rosalie Hall.

Members of the Cook County Wheelmen have formed a dancing class and are taking instruction at Berry's Hall.

The Lincoln Cycling Club promises shortly to spring on the cycling public a novelty in the entertainment line which will create a sensation.

Wednesday the Ravenswood club celebrated Christmas. A tree, gaily decorated, was loaded down with gifts of a humorous nature, in the delivery of which much fun was obtained.

The Æolus Cycling Club has awarded to V. Olsen the diamond medal offered early this season for a handicap pool tournament. Olsen had a cinch from the scratch mark, and interest in the event lagged, playing stopping altogether. Olsen was in the lead at the last and was finally awarded the medal.

*The "Two-Fifty" Club's Annual.*

The annual run of the Two-Fifty Club will occur on New Year's day, all

cyclists being invited to participate. This run is taken every New Year's day from Thirty-fifth street and Grand boulevard to Pullman and is in reality a scratch race of the local giants to determine who shall hold the honor of being chief scorcher for the ensuing year; the winner being so decorated over a huge mince pie and bottle of wine, given him by the landlord of the Hotel Florence. Van Sicklen won last year's scorch.

*More Lincoln Tramps Scheduled.*

Members of the Lincoln Cycling Club will shortly inaugurate a system of Sunday tramps to neighboring towns, for exercise and pleasure. In English walking suits, the hardy athletes leave the club house at about 10 o'clock, canes in hand. A good swinging gait is struck, and in the fine bracing atmosphere the cold is forgotten. Evanston, Maywood, Pullman, the World's Fair grounds, Riverside and other objective points will be scheduled, where dinner will be taken and the return trip made in the afternoon. On these trips last spring as many as twenty attended. The Lincolns originated the idea.

*When You Travel in China.*

The high regard in which the scholar is held in China is shown by the honors granted to the two American bicyclists who recently reached Shanghai safely after a perilous trip across the plains of Central Asia. The best passport these men had was a placard fastened to their wheels saying they were "traveling scholars." This gave them right of way as no other recommendation would have done, and when they reached Peking it furnished them an audience with the great Viceroy Li, who showed them marked attention, complacently remarking that "a scholar should be courteous to scholars."—San Francisco Chronicle.

*Books and Pamphlets Received.*

The REFEREE acknowledges the receipt of the following:

"Cycle-Infantry Drill Regulations," by Brig. Gen. Albert Ordway; published by the Pope Manufacturing Company's.—This little publication gives diagrams for all manoeuvres, the commands, care of the cycle, trumpet calls, etc. Exception must be taken to rule 53—position of the cyclist mounted; see editorial page.

Toledo (Ohio) Bicycle Company's 1893 Catalogue—Shows Dauntless roadster, 25 pounds; scorcher, 32 pounds; racer, 24 pounds, and a neat ladies' wheel.

St. George's Engineering Company, Birmingham, Eng., 1893 Catalogue—Shows eight styles of safeties, including a racer and road racer of same design. They weigh 28 and 25 pounds, respectively, and are as pretty in design as any wheels on the market, while New Rapids are known to be as good as any wheel made.

Toledo (Ohio) Cycling Club—Constitution, by-laws and membership list.

The R. T. Hall Manufacturing Company, Birmingham, Eng.—Illustrated list of parts of all kinds, etc.

Warman & Hazlwood, Chicago—Advance sheets of Coventry Cross cycles, giving specifications, etc., of Nos. 2, 12, 13 and 14.

J. K. Starley & Co., Coventry—Abridged list of 1893 Rovers, showing two styles of racer, two styles of road racer, two stoles light roadster, a ladies' wheel, the new "Popular" Rover and the Coventry chair. The latter is an invalid's tricycle with seat back for a rider, who propels the machine in the ordinary fashion.

Royal Cycle Works, Marshall, Mich.—Finely printed catalogue and exquisite cover, showing the Royal Limited, 27 pounds; light roadster, 34 pounds stripped; ladies' Royal, and cuts of various parts used in the wheels.

"Wagon Roads as Feeders to Railways," Albert A. Pope, Boston—A compilation of the opinions of some of the principal railroad men of the country.

Pope Manufacturing Company, Boston—Advance sheets of the 1893 catalogue, showing model 32, Century Columbia of last year; model 28, ladies' Columbia; racer; model 30, Relay of last year; model 29, Century stripped. Besides these the company shows illustrations of the elliptical gear wheel, the Columbia tire, a wheel fitted for military service and another to be used in connection with fire departments.

## FARMER JIM AND THE HEN.

*It Was a Common Thing, but Cost Him \$59 In Cash.*

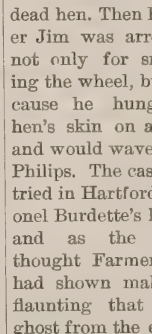
It is a week or so since this little comedy-drama-tragedy was enacted, but it is none the less interesting, nevertheless.



We shall have to acknowledge that it was intended for the Christmas number, but as the illustrations were somewhat delayed in the process of manufacture, we were compelled to wait an interval of seven days in order to present the facts in their true light to our readers. It seems strange that a common hen—we have not heard that it was of any other breed—should prove so expensive a luxury as to cost \$59, yet such is the case. It all came about in this manner. Down in Berlin, in good old New England, near the home of Colonel Burdette, lives a farmer named James Warburton, who owned a hen—the same one of common breed spoken of before. The farmer lived close beside the road, over which a horrid bicycle rider frequently traveled.



Well, that hen got in Philips' (that's the bicycle rider's name) way once too often, then death to the hen was the result. Then farmer Jim assaulted Philips, smashed his wheel and everything else that Philips owned because the latter wouldn't pay for his dead hen. Then Farmer Jim was arrested, not only for smashing the wheel, but because he hung the hen's skin on a pole and would wave it at Philips. The case was tried in Hartford, Colonel Burdette's home, and as the jury thought Farmer Jim had shown malice in flaunting that hen's ghost from the end of a post, it assessed him \$7 for a fine and made him pay \$52 costs—and the end is not yet. We have not learned what the end is, but can imagine an appeal, possibly another suit, perhaps even another case of assault and broken wheel, or perchance a duel. We understand, however, that the colonel will take a hand in the scrimmage next time and will see to it that the interests of the wheelmen are protected.



*Elected Officers.*

The annual meeting of the Audubon Bicycle Club, of New Orleans, took place last Saturday night at the club's handsome quarters on Napoleon avenue and Prytania street. The report of the treasurer showed that the club was in a fine financial condition. The following officers were unanimously elected: Presi-

dent, Vincent McEnany; vice president, R. J. Godberry; secretary, C. Rosenberg; treasurer, Peter Casse; captain, C. B. Morse.

*Milwaukee Notes.*

It is rumored that N. E. Oliphant, president of the Milwaukee Wheelmen, will shortly wed one of Washington's fair daughters. Nat has made himself very popular with the wheelmen, and his administration has been very successful.

Hal Coleman, chairman of the entertainment committee of the Milwaukee Wheelmen, is on the sick list.

At the recent Milwaukee tournament Githens won a Telegram bicycle. The Sercombe-Bolte Manufacturing Company decided to give Githens the best it could make, and is building him a 24-pound Sanger racer.

*Comedian Kelly a Cyclist.*

John T. Kelly, the comedian, is an enthusiastic wheelman, and while in Milwaukee playing an engagement took advantage of every available opportunity for a spin. It is needless to say he is an ardent advocate for good roads.

*Down Among the Bluffs.*

The friends of Charles Price will be glad to learn that he is having success on his South American tour. In a second letter he states that he is having a grand time, and that the people in that section of the world are very enthusiastic over the introduction of cycling. He is at present making a tour of the island near Kingston, Jamaica.

*A. M. Scheffey & Co.*

At the Philadelphia show A. M. Scheffey & Co., of New York, will show, besides a line of cheap wheels, six styles of the Wynnewood, all with cushion and pneumatic tires, as follows: A, 28 or 30-inch wheels, double diamond frame; B, 30-inch, Humber pattern; C, 28-inch, drop frame; D, 26-inch diamond; E, 26-inch, drop; F, 24-inch diamond. The Queen City line also consists of six styles—30-inch diamond, 28-inch convertible, 26-inch diamond, 26 and 24-inch convertible, and 20-inch drop frame.

*The Flying Badger is a Trainer.*

The Milwaukee Wheelmen have selected Terry Andrae as the club trainer, and will have a racing team next season. This shows the proper spirit of enterprise, and the example should be followed by all the other clubs in the Cream City.

*Who Is It?*

We sincerely hope Cycling has not intended this to represent President Harrison. The hat looks pretty familiar, however.

M. D. Rucker of Humber & Co. Coventry, is in Chicago.



One Word About TELEGRAM CYCLES FOR 1893.



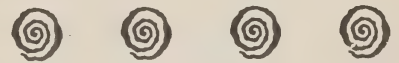
They are Without a Peer---Built for Ease, Comfort and Durability.



*Sure to Satisfy, and Fully Guaranteed.*

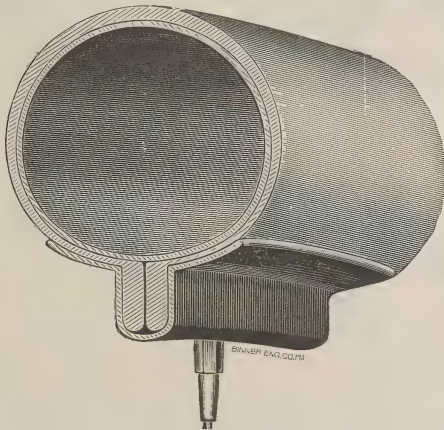
**WHY?**

We pay 20 per cent. more for our TUBING than any other maker.  
We pay 10 per cent. more for our BALLS than any other maker.  
Our line embodies more original and valuable improvements than any other make.  
We are bound to have the Best of Everything cost what it may.



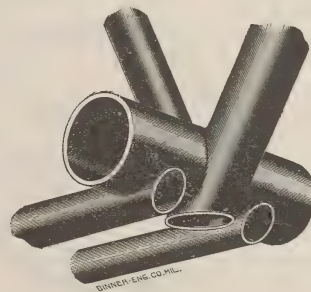
**Telegram Pneumatic Tire.**

PRICE, WITH RIMS, \$20.00 PER PAIR.  
Special figures in quantities on application.



THE TIRE PROBLEM SOLVED. No wires to kink, no paste, no wireworks. One minute for complete deflation, removal of inner tube and re-inflation.

**Our Patent  
TUBULAR . . .  
CRANK HANGER**



**Lightest,  
Most Rigid  
And Easiest Running.**

**THE SANGER RACER.**

(The King of Telegrams.)

TO ORDER ONLY. BUILT TO REACH.

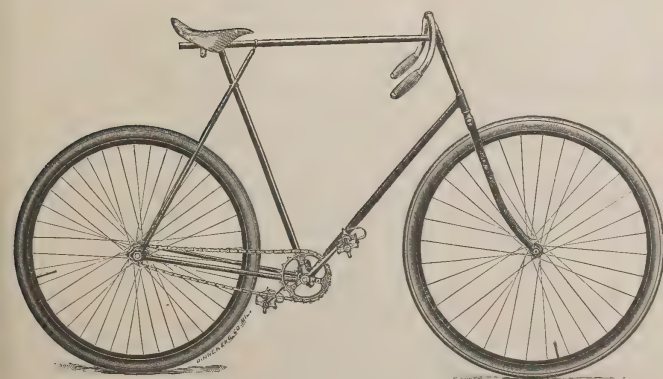
Price, with Tubular Crank Hanger, Patent Grip, Round Cranks, \$175.  
The "Sanger" Racer, weight from 24 to 26 pounds.

TELEGRAM ROADSTER, 36 Lbs. Lightning Messenger (Racer), 27 Lbs.

TELEGRAM Light Roadster, 31 Lbs. SANGER RACER, 24 to 26 Lbs.

LADIES' TELEGRAM, 33 Lbs. (The KING of TELEGRAMS).

CHAINLESS TELEGRAM, 32 Lbs.

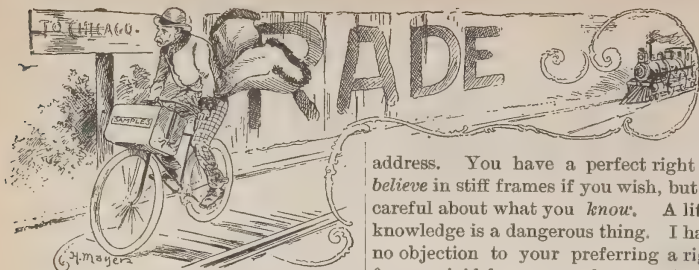


**SERCOMBE-BOLTE MFG. CO.,**

355-357  
E. Water Street,

**Milwaukee, Wis.**





DURYEA ANSWERS "MITCHELL."

The Spring Frame Man Thinks the Other Is Badly Mistaken.

EDITOR REFEREE: Regarding the spring vs. rigid frame matter, the gist of the whole matter is that "Mitchell" has had an unsatisfactory experience with spring frames and, like many others, jumps at the conclusion that they are a dead issue simply because they are in the hollow of the wave just now. Fads live and die, but that which has truth for a foundation will rise again, no matter how badly it be crushed. Mitchell is not posted; he is simply howling because the crowd does. Because one machine failed to suit him does not prove the principle faulty. If he has digested the available spring frame literature he should be able to tell at a glance whether or not any given spring frame is an advantage or a disadvantage. Mechanical science is governed by laws as exact and unchangeable as those of mathematics, and a very little study of these laws will show why one form of spring device is good and another worse than useless. Before he attempts to talk so glibly he should acquaint himself a little with the vibration question. He has not yet learned the first principles. He knows its history; he knows that every other vehicle has springs—would not be practical without them—and yet he says "I know from actual experience that on a light, rigid frame machine with pneumatic tires, a good saddle and an elastic spring saddle post, there is a larger absorption of jolts and jars than in the best spring frame wheel ever put out by any maker, and the push is well nigh a hundred per cent easier."

Poor, deluded mortal, he thinks he is in it—and I think so, too—but we differ in our opinions concerning the "it." Why, he never saw "the best spring frame wheel ever put out by any maker," much less ride it. Let me name him a test. Get a gong with an adjustable spring clapper; attach it to that rigid frame pneumatic with the highly-prized goose-neck saddle post; ride over a brick, adjusting the clapper toward the bell till the shock rings the bell. Now put the bell, without changing the adjustment, on the other machine. I can show him a machine built in 1889, weighing forty-two pounds, all on (including guards and brake), with solid tires, that won't ring the bell when ridden over the same brick. Ride this same wheel with pneumatic tires, and he can't even imagine the luxury.

As for the push—well, let us see what he says: "Fifty-pound wheels and spring frames"; "at least four to six pounds less weight"; "well nigh one hundred per cent easier." Therefore, if six pounds reduction (50, minus 6, equals 44), saves 100 per cent, twelve pounds more reduction (44, minus 12, equals 32), would save 200 more per cent; therefore, if his statement be well nigh true, we may expect to see the astonishing spectacle of two riders exerting themselves to hold a 32-pound wheel from running away.

Mitchell is evidently not any better at mathematics than at mechanics. Study up a little, old boy. I will send you a dictionary if you will send your

address. You have a perfect right to believe in stiff frames if you wish, but be careful about what you know. A little knowledge is a dangerous thing. I have no objection to your preferring a rigid frame; rigid frames are cheaper to build, have no patent complications, are easier to sell (that is, they are the fad now), easier kept clean, less likely to need repairs, etc., ad lib.; but the same is equally true of freight cars, so it offers no proof of merit whatever.

The fact remains as unchangeable as the Sphinx and as enduring as time that springs properly applied to any vehicle add comfort and save propelling power, and the goose-neck saddle post is not a properly-applied spring. Everybody knows that rough roads require work. When you are working hard there is little weight on the saddle, therefore, what good is the goose-neck? Echo answers, "What?" I then wonder, of what good is the goose that advocates them; but courtesy forbids my asking

C. E. DURYEA.

## THE NEW YORK.

A Wheel That Is Being Made for the Public, Not the Racing Men.

The New York bicycle, which is illustrated in this issue, is the product of a

in favor of the pneumatic tire and rigid frame over the spring frame, still our experiments have proven that for an every-day business wheel, which is ridden for convenience and comfort, a spring frame constructed on proper principles is really what is necessary, as it



FRANK M. SCHOFIELD.

will give lasting satisfaction to the user. It is unnecessary for us to go into the argument for or against springs and pneumatics, but we have had experts ride both over obstructions purposely placed in the way, and in no case have they considered the pneumatic in any way equal to our springs for comfort, al



THE NEW YORK BICYCLE.

firm well known for its fine machinery, the Demorest Machine Company. The New York Cycle Company, of 17 East Fourteenth street, New York, of which Mr. Schofield is manager, will control the output of the New York, and to that end will push the machine with the same energy that they had pushed their piano and sewing machine business. This company will shortly announce a novelty in the form of a brake which will operate on the sprocket wheel and is something new. Strength is what the firm is aiming at, and fancy weights will be ignored. Mr. Schofield and Mr. Wells, the assistant manager, state that they will build racing wheels to order, and will guarantee them to keep pace with all others.

In describing the New York the company says: "In placing our New York cycle on the market for public favor we have taken into consideration the fact, that to gain such we must give the very best value possible for the money. We have investigated and made thorough test of all high grade bicycles now in use, and have taken the points of merit in each, combined with what we consider elements of great advantage in the construction, as to durability and comfort. And although much has been said

though before riding it they have been perfect cranks on pneumatics."

## STANLEY SHOW NOVELTIES.

New Front Drivers and Gears and Wonderfully Light Wheels.

LONDON, Dec. 10, 1892.—The Stanley show provided English wheelmen with such a glut of new things that weeks will elapse before it is forgotten. Those makers who exhibited and filled up their books with orders are now busily engaged in fulfilling contracts. The other firms are rousing our curiosity to see their novelties in a month's time at the Crystal Palace. Already, as I shall show later, the Viaduct has cast off the deadly dull appearance its cycle shops wore during November. There will be much to interest the pressman and the public at the palace, but it seems to be generally feared that there will not be that attendance of agents and foreign buyers which constituted an important feature of the Stanley show. However, we shall see.

## EVERYBODY SATISFIED.

I have recently interviewed a number of the exhibitors at the Stanley show, but have failed to discover any dissatisfaction with the result of the exhibi-

tion. Both large and small traders reaped satisfaction from the warm interest taken in the show by the public. As for the promoters, they, too, are quite satisfied with the result—a net profit slightly in excess of last year's figures. Personally I confidently anticipate that there will be but one show in 1893—the Stanley show, embracing the entire trade once more. This year buyers came and freely placed their orders, going away satisfied and untroubled by thoughts of the palace. Patents and inventions were being bought up freely—more so than on any previous occasion. Perry & Co., gave a sumptuous dinner to their clients during show week at the Manchester Hotel, whilst the Rudge Cycle Company transported a crowd of its foreign agents to Coventry, dining them there, driving them out to visit the picturesque ruins of Kenilworth and bringing them back to town next day in a special saloon.

## MORE FRONT DRIVERS.

I have been lately examining the great show rooms on the Viaduct. Marriott & Cooper will not exhibit anywhere this winter. The recommendations of their customers appear to keep them constantly busy. J. K. Starley & Co. have not yet touched the f. d. safety, and appear determined to stake their future business on the Rover, but sudden conversions are of daily occurrence, and I hope they may not suffer loss from their procrastination. The latest statement on the part of J. K. Starley, that the f. d. safety doesn't steer well, is simply too funny. Let him try it. The Premier Cycle Company is showing a fine looking specimen of the f. d. type, with Crypto gear. Their novelty in rear-drivers consists of the adoption of a new kind of tubing, stronger and lighter than the ordinary material, the metal being made up in a scroll-like form. I like the appearance, which differs very slightly from that of ordinary tube, and the public will, I am sure; appreciate a full roadster safety with brake, full mudguard, pedals and saddle well inside thirty-five pounds in weight. The machine is shown on the scale. Starley Brothers have a light, fast-looking f. d. safety with the Perry gear and round cranks. It presents a stylish appearance, as does their new tricycle, with the "up to date" combination axle and bridge. The Rudge Cycle Company of course, has its f. d. on view, with a variety of other patterns. Humber, Singer and Cooper & Beddell betray no sign of supplementing their safeties with the new type.

## STOOD UP WELL.

John Marston has not rested satisfied with his Triumph scaling twenty-two pounds, but has since produced a safety weighing only seventeen and one-half pounds. There is nothing conspicuously fragile about the appearance of this machine except the spokes, which are the most delicate I have ever seen. It must, of course, be called a racer, but it has been ridden by a ten-stone rider over 250 miles on the road. One tire punctured and it was ridden on the rim for miles without a single spoke giving way. The new Sunbeam roadster (fully equipped) comes out at thirty-six pounds and is priced at \$90, including Carter gear case. Without the case it is \$82. It is fitted with 2-inch 1 3/4-inch and Sunbeam (Boothroyd) tires, and is altogether a well designed, handsome machine, quite up to date.

## ADOPTED A NEW GEAR.

Morris & Wilson have had to abandon the gear they were applying to their Referee f. d. safeties, in consequence of it having been discovered to be anticipated and patented by another inventor.



1893 MODEL.

TENTH YEAR.

# NEW MAIL



—WEIGHT, 35 POUNDS.—

**WILLIAM READ & SONS, 107 Washington St., BOSTON, MASS.**  
 ALBERT W. MOORE, Western Representative, MASONIC TEMPLE, CHICAGO.

M. & W. Style Pneumatic Tires, \$125.00.  
 1 1-2 Inch Cushion Tires, - 100.00.  
 Both Men's and Ladies' Patterns.

DESCRIPTION: Credenda Tubing, Long 10-inch Ball Head, Single Butt Ended Spokes, laced and strongly tied at intersections; Lapped Rim, very stiff; New MAIL Low Handle Bars, Cork Handles, 3-8 inch Best Chain, 6 1-2 Round Steel Forged Cranks, Dust Proof Ball Pedals with square rubbers, Garford Saddle, Tools Complete. Weight (stripped) 35 pounds, 60-inch Gear, 28-inch Rear and 30-inch front Wheel.

A Superb Light Roadster. Heavy orders already booked. Applications for Agencies must be entered NOW.

HIGHEST GRADE.

Also — THE BEST LINE OF CHEAP WHEELS in the market, from \$15 to \$100. Don't order your cheap wheels till seeing our samples and receiving our prices. NEW MAILS are to have a Great Year in '93. Look out for your Agency.

## WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.



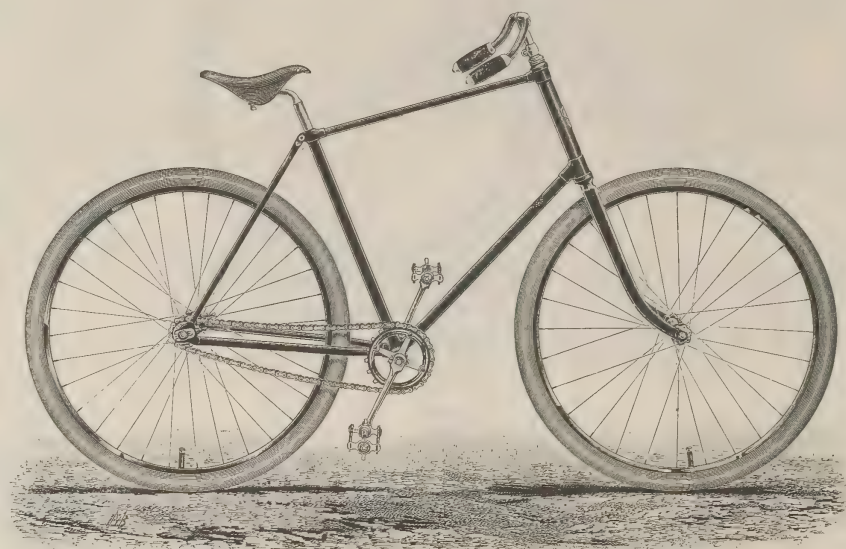
WE WILL  
Show a Full Line of Sterlings at Philadelphia,  
STAND 25.

*Weight, 27 lbs,*

*Wheel Base,  
44 in.*

*Tread, 6 5-8 in.*

*Head, 10 1-2 in.*



*Spokes,  
Piano Wire.*

*New Brake  
Attachment.*

*New Mud Guard  
Attachment.*

*New Gear  
Attachment.*

STERLING SPECIAL.

WE WILL NOT  
*Show our line of Medium Grades at Philadelphia,  
but will be ready to close contracts for same.*

STOKES MFG. CO.,  
*Makers of Highest Grade Bicycles Only.*

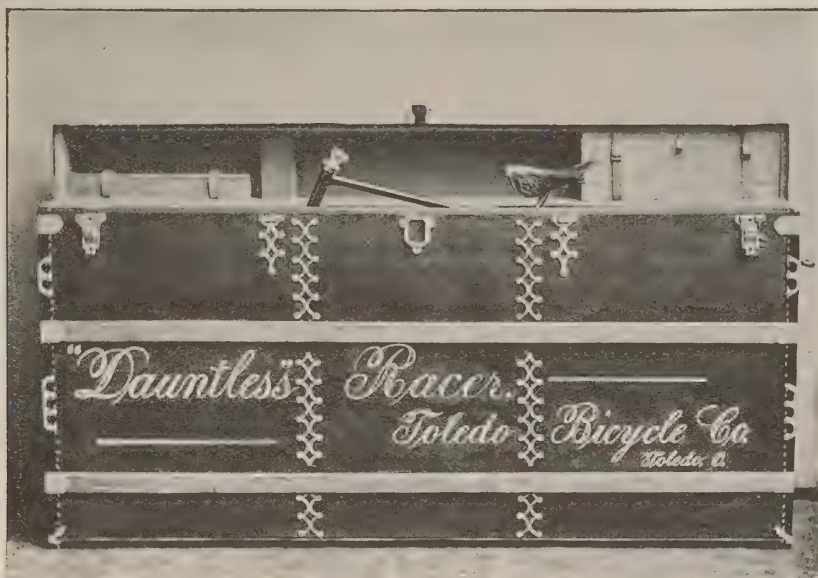
Office and Salesrooms, 293 Wabash Ave., Chicago.

Factory, 236, 238 and 240 Carroll Ave., Chicago.

Branches, Denver, Milwaukee, Chicago.



## LOOK AT THESE!



Just What the Boys Want.



An Honest Machine.



But Keep Your Eye On This One.

We want Good Agents for  
GOOD MACHINES.

TOLEDO BICYCLE CO.,  
TOLEDO, O.



# AS IN A LOOKING GLASS

THUS WE SEE OUR IDEAL WHEEL FOR 1893. We claim to have reached the highest art in bicycle manufacturing known at the present time. Are we right? See: Our Majestic Light Roadster is all made from *steel drop forgings and weldless steel tubing*. *No castings*, scorcher diamond frame, 10-in. steering head, 28-in. to both wheels, 36 butt-ended tangent spokes, tied at intersections, brass nipples, ball bearings all around on hardened steel bushings, 2-16 in. balls at head, 1-4 in. to front wheel, 5-16 in. to crank shaft and rear wheel. Detachable 61-2 inch cranks, seamless tubing drooped handle bar, detachable lamp bracket, direct plunger brake, adjustable foot rests. Mud guards to both wheels, round step, nickel parts over copper, gear 59 1-2 and 63-in., wheel base 44-in., dust proof pedals, handles cork and rubber; saddle light, graceful, comfortable, evenly balanced and easily adjusted, one screw does it all.



SECURE FOR YOURSELF NOW the Agency of the most Popular High Grade Wheel on the market.

———We are the Makers—The World is our Territory.———

Pneumatic Tires, \$115.00.

*Majestic Light Roadster,*

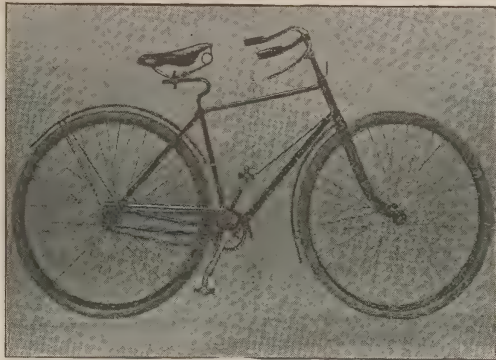
*36 lbs. with Mud Guards  
and Rubber Pedals, will  
strip to 30 lbs.*

# Hubert Bros & Co.

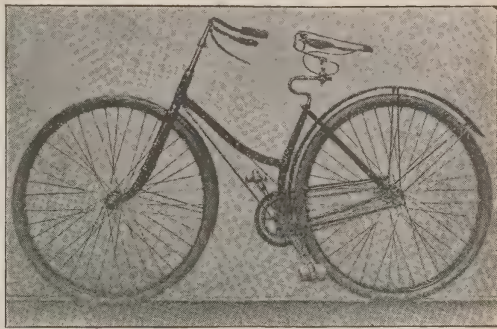
26 West 23<sup>d</sup> St.  
New York



AS THEY SHOULD BE.



DIAMOND ROADSTER.



QUADRANT ROADSTER.

A little error crept into the advertisement of the Kenwood Manufacturing Company last week. The two cuts shown above were transposed, so that the diamond roadster appeared over the title of quadrant roadster.

town to one Edward Mushing, a valued friend who knew something of law and more of Yankee diplomacy than his friend. Three hours later he presented himself with the words of wisdom and diplomacy, and this time again failed to get the "stuff," being told that the paper would be preserved until a suit for broken lamp contract should be decided by a Yankee judge and jury.

The genial Birmingham man next day sailed for his native shores, promising to send over the British army and several Birmingham "coppers," while acknowledging that the Yankees were a clever lot. This was the story told by the electric wire overhead—and the manufacturer.

The REFEREE man paid the Premier company a visit last week and inquired if it had a draft around the place—in the neighborhood of the safe—that was once in the possession of Mr. Lucas of Birmingham. President Johnson looked surprised at the questioner and coyly turned questioner himself by asking, "Who told you about that?"

On being told that the REFEREE had the story and would print it as news, and would like to see how his story compared, he very reluctantly gave it, with the comment that he would rather the matter had been kept private. "But as you have somebody's else story I will give you my side of it. Yes, it is true that Mr. Lucas left a draft in my safe for £300—not a thousand—and had drawn £200 pounds against it. While west, and indeed while in this country, Lucas was with and under the influence and control of Edward Mushing of the Centaur company. So when we learned that Mr. Lucas had sold a heavy bill of lamps to McIntosh-Huntington of Cleveland, in spite of our contract (which runs from January to January) with him, we credited Mr. Mushing with leading our lamp man astray and determined to see our lawyers about it and a breach of contract. We incidentally determined also to hold the draft until such time as the case was decided, being advised legally in the matter. Mr. Lucas turned up a few days before he sailed and wanted his draft. We treated him very pleasantly, but gave him our unqualified opinion of his action in breaking our contract. We also told him we would have to see our attorney before giving up the draft. He went away and returned in three hours, and in the meantime our firm had considered the matter carefully, and determined, in view of possible false reports of our action being spread to our injury, we gave Mr. Lucas his draft, but have not dropped the matter, as it is a clear violation of contract. In the meantime McIntosh-Huntington innocently wrote us asking for samples of Lucas' goods. They must take us for

boys and not business men. Of course we knew they had secured the agency. We sold £4,000 worth of Lucas' goods in 1890, £6,000 in '91, and did a good business this year. I cannot understand why Mr. Lucas treated us that way. Our relations, personal, business and financial, had always been of the most satisfactory character to both parties. The contract was broken without a word of warning or of dissatisfaction to us. The only reason that Mr. Mushing could have to induce Mr. Lucas to sell to McIntosh-Huntington would be the fact that they are his agents and he a competitor of the firm we represent."

RECENT ENGLISH INVENTIONS.

New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Nov. 9, give notice in the prescribed form of such opposition.]

No. 479. H. C. Gray's "Improvements in the manufacture of compound pneumatic tires for velocipedes and other wheeled carriages." Jan. 9, 1892.—This invention relates to that class of tires in which the air tube is secured in place and protected by a detachable elastic cover and consists in providing for such tires a means of automatically repairing the air tube when punctured. To attain this object the air tube (B) is made of pure or non-vulcanized rubber which, retaining its tacky character, will if pierced or cut during wear by its elasticity effect the cohesion of the severed parts and thus restore soundness to the air tube. The liability of the air tube to be punctured is minimised by the elastic cover (C) which laps around the air tube (B) and rim (A) and is made of canvas coated on opposite sides with vulcanized rubber compound and thickened at the tread by the application thereto of a band or strips of the like material. The whole is then vulcanized. The cover is attached to the rim by bringing the edges to a butt joint between the rows of spokes and securing the edges by herring bone sewing or otherwise. A strip of canvas may be cemented over the edges. As a modification the air tube may be made of equal thickness throughout, or again the outer cover may have a flat tread.

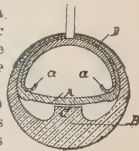
No. 2,451. R. Edlin's "Improvement in tires of wheels for bicycles, tricycles or other rolling bodies." Jan. 9, 1892.—The object of this invention is to make it possible to withdraw the air tube from the tire without removing the whole of the tire or even the outer cover from the wheel. The air tube (A) is preferably formed in a single length having one end (A1) provided with a short sleeve into which the other end (A2) is received, the two ends being preferably tied together by tapes (C) or other convenient means secured to the sides of the air tube. The outer cover (D) is preferably in the form referred to in Dunlop's specification, No. 4,116, 1889, except that a portion of one of the sides constituting a flap (D) may be left loose so as to admit of the air tube being

withdrawn. This flap is preferably ten inches long and has a series of eyelets (D2) which when the air tube is in position are placed over a similar number of screw threaded studs (F) or equivalents projecting from the back of the rim towards the centre of the wheel. A plate shaped



to the rim of the wheel and provided with holes is placed over the studs (E) upon the flap (D1) and the whole are then firmly secured by nuts being tightened over the studs (E). When it is desired to remove the air tube from the wheel the nuts are unscrewed, the plate lifted off and the flap opened. The tapes connecting the ends of the air tube are undone, the valve (B) pressed through the opening in the rim (G) and the air tube drawn out, a string being tied to one end of the tube so that it may be drawn back again into position.

No. 8,553. H. Taughe's "Improvements in tires for velocipedes and other wheels. May 5, 1891.—The object of this invention is to produce a tire to replace "the so-called pneumatic tire." For this purpose the rim is made of crescent section, having the edges (a a) bent so as to present non cutting surfaces. The rim is surrounded with a band of elastic material (A) which forms the chord of an arc across the section of the rim. This band is covered by a second band of rubber (B) which forms the tire and is made with an internal projection (C) which touches or bears upon the middle of the inner band (A). In some cases a tube may be substituted for the projection (C). By the pressure of the wheel upon the road the projection (C) is pushed against the band (A) whereby a spring movement is given which it is asserted is similar to that of a pneumatic tire. The ends or edges of the bands (A and B) embrace the back of the rim up to the proximity of the line of the spokes. These bands are then covered or partially covered with another band of fabric or other material (D) strongly cemented in such manner that the whole is very firmly held together.



No. 17,274. Roger, Baron of Maun's "Improvements in tires for wheels." Sept. 28, 1892.—This tire may be fitted to any wheels provided with the usual grooved rim. The edges of the rim are polished and greased with tallow or some other substance, presumably to present their cutting. A strip of sheet India rubber with a hem on both sides fitted with cloth bands is fixed longitudinally around the rim, the bands protecting the rubber against the rim and leaving only the middle of the strip elastic. The strip is stitched or laced around the rim so that the centre is strongly and equally tended on the groove. The tire may be either hollow or solid and should be rather less in sectional diameter than the groove as it must, when pressed upon freely, enter the groove till it forces the strip against the bottom, the whole resistance to pressure being furnished by the elastic strength of the strip and not by the narrowness of the groove. The strength of the strip is regulated so that it is normally drawn near to the bottom of the rim by the rider's weight but without touching it except when jolting it heavily. An outer cover of rubber is used to prevent the tires slipping away or the introduction of dust, etc., it is not greatly stretched and the tread is protected against wear. The edges of this outer cover are sewn together at the back of the rim.

Agents Seem To Be Scarce.

Chicago is a large city and cycle trade centre, yet traveling men find it difficult

The firm has in its possession, however, another gear, without chains or bevel wheels, which it is sure will prove a splendid thing. I hope to be in possession of particulars in a week or two. The 1893 Referee rear driver will be recognized at a glance by its conspicuous improvements in the vicinity of the crank bracket. The firm is busy, and satisfied with the show just past. When I called I was shown a fine-looking tandem safety in course of completion to order, the front seat and frame being designed to carry a fair rider.

A NEW PLATING PROCESS.

The London Metallurgical Company yesterday held a private view of its hard silver plating by the Arcas process. I was invited and after having prepared my mind with a glass or two of the Irroy and Bollinger brands, comprised in the refreshments provided, I examined numerous specimens of splendid plating and went over the works. The new board of directors includes Mr. Lambert, of the Humber Cycle Company, which will insure the Arcas plating being adopted by the great wheel firm. Its extra cost over nickel is paltry. Its merits and superiority I have proved by testing it on my cranks for a season. As I have explained the peculiarities of the Arcas plating in a previous letter I will merely mention now the firm's address, which is 80 Turnmill street, London, E. C.

THE MUSTANG TRIUMPH.

The Triumph Cycle Company, whose geared ordinary created such a good impression last spring, will show at the palace their Mustang Triumph, f. d. safety, certainly a very smart mount, and which should find favor with the speed division.

Although a small thing, Wright's pneumatic pump clips deserve mention. By their aid a long pump may be carried on the handlebar, or along the top tube of a safety, and instantly detached and replaced after use. They only cost twenty-four cents a pair, plated, and are supplied wholesale by the Dorman Engineering Company, Northampton.

I have a number of other good things in my note book, which I must reserve for my next letter, as my space is already exhausted. STANLEY.

A BROKEN CONTRACT STORY.

How Mr. Lucas Got His Draft on the Eve of His Departure for Home.

While in Boston, recently, a REFEREE correspondent, while riding on an electric car with a prominent manufacturer, was told a story of a broken contract and consequent woe to Mr. Lucas of Lucas & Son, Birmingham, Eng., the well and favorably-known lamp firm. The story went that Lucas had, while west, contrary to the wording of his contract with the Premier Cycle Company of New York, secured a large lamp order from the McIntosh-Huntington Company of Cleveland. Then a bird had whispered the fact to L. H. Johnson, president of the Premier company, who had a thousand-pound Bank of England draft in his safe for safe keeping for the genial Lucas of Birmingham, who had heard of the tricks of bunco men and Yankee sharpers generally. When the good man returned to New York (so the story goes) he took a surface special limited horse car and presented himself to the Premier office and asked for his "rocks," an application that was met with by the suave reply, by President Johnson, that he wanted to consult his attorney before giving up that high-class piece of English paper. The Birmingham man perspired freely, it is said, on learning this, and he hid himself down



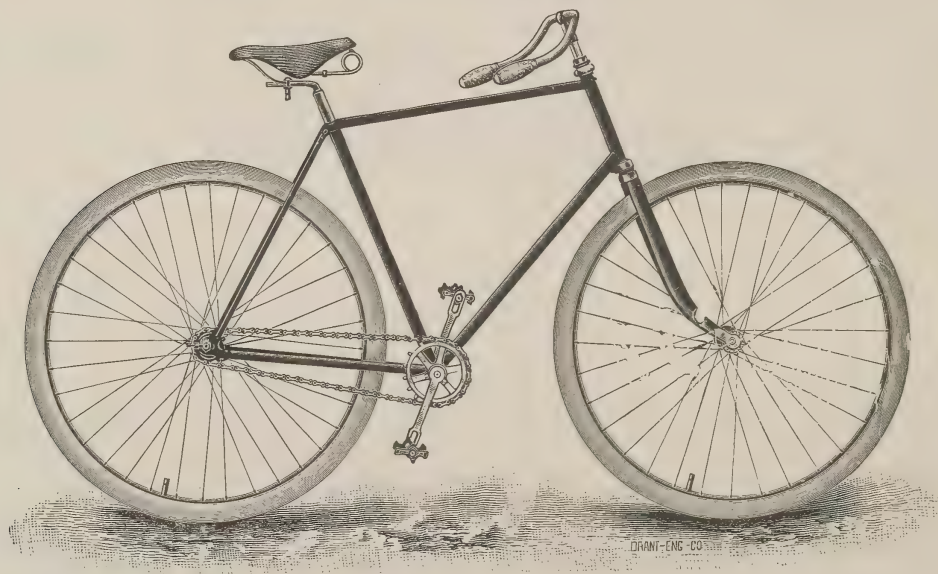
Yes, We Will Be There 

AND OUR SHOW

© Will Be With Us, ©

SPACE NUMBER 53.

PHILADELPHIA, January 4th To 14th.



*Don't make your 1893 Contracts until you have  
examined our line of*

**MONARCHS!**

*Four Styles--Weights ranging from 32 to 41 pounds.*

*The Grandest Line of Bicycles in America.*

**THE MONARCH CYCLE CO.,**

42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

1893 CATALOGUES NOW READY.



to select suitable trade representatives from the raft of agency applications received. Along cycle row most of the stores are retail branches of large English and American manufacturers and as such are not capable of pushing another line and doing it justice. General dealers are all "fixed" thus early and the representatives are afraid to tie up their wheels where full justice cannot be done them. This is driving many to open retail stores and distributing agencies, better for them and for the local trade in general. It is rumored that the Stover company will open a retail store, having taken the agency from Thomas Kane & Co. It is known that Michael Greenebaum's Sons will open a store and it is said Demorest & Co. will also open a distributing point here. Agencies for two score wheels have been offered here, and there are representatives of twice as many more yet to come. Who will handle all these machines? Not the present dealers. It would seem then that an excellent field is open for several firms of capable men. Mr. Clementi, formerly of Sieg & Clementi, has secured several lines. He has not decided where or how he will locate. It is not in these days strictly necessary to open a store on the street, where a prominent and well known wheel, one that is well advertised, is handled. Buyers will go up stairs—that is, critical buyers, and most of them are—for they must see all wheels before buying. A shining example of this is James Bridger, who does a splendid retail business on the third floor and out of cycle row. Many of the local manufacturers will sell at retail from the factory, and beyond an exhibit at the World's Fair, and small agents in the outskirts, have no retail store next season and no local agents.

#### Thiele's New Machine.

Jonh H. Thiele, for many years well-known as foreman of the repair department of the Pope Manufacturing Company in Chicago, now proprietor of the Lincoln Bicycle Exchange on North Clark street, is the designer and manufacturer of a machine to be known as the John H. Thiele Special. It is hardly necessary to add that this will be an excellently made wheel, John's reputation for first class work guaranteeing that. He has already received orders for fifty. It will be made of drop forged parts and the very best English weldless steel tubing, of a special design, the rear portion of the frame being much higher than the front. Mr. Thiele argues that in this way the strain is equalized between the front and rear wheels. The Special will weigh thirty-two pounds and a ladies' wheel, an exact copy of the Columbia, thirty-five pounds. The gentlemen's wheel will have an 28-inch head, 44-inch wheel base, either 30 or 28-inch wheels or both 30 and 28. Parts will be forged; wheels, tangent-spoked; chain, block; tread narrow and pedals raised eight inches from the floor with the 28-inch wheel; special saddles of the well-known Thiele pattern. Both machines will list at \$150. Any tire will be fitted and frames will be built to order.

#### New Styles of Roulettes.

The Roulette, made by the Roulette Cycle Company, Coventry, will be handled in this country by McLean, New York. At the recent Stanley show the company had a display of nearly twenty machines. In addition to its well known patterns it introduced one or two new designs, notably the model E, a full roadster. It was fitted with the new Dunlop tire and has the frame tubes carried high, with a tubular L saddle pillar. Barton & Loudon's chain cover, with dust proof barrel bracket

and dust proof ball head, is used. The second new design is model F, a ladies' safety. It has the handles brought forward and good leather dress guards for wheel and chain. Model E is a racer, weighing twenty-four pounds.

#### A Neat Trade Mark.

The Henry Sears Company, 110 Wabash avenue, has just been granted a patent for its new wheel, the Phantom. The Sears company is pushing the Phantom, which is a strictly high-grade wheel of neat design. The same concern also handles the Lyndhurst. The



company will do a large jobbing trade and will make a strong bid for a portion of Chicago's retail business.

#### General Agent Merrill Now.

C. S. Merrill, general agent for the Columbia Bicycle Company, was in Chicago last week. This company was lately formed with a large capital stock, and expects to turn out 3,000 or more machines this season of the two grades, the Columbus light roadster, weighing 29 1-2 pounds, and listing at \$150, and the second listing at \$100. The Columbus will be composed of drop forgings and Mannesmann spiral tubing; the wheel will be 28-inch, wheel base 45 inches, head 9 1-2 inches, and fitted with hinged handle-bars, adjustable, and either straight or drop. This adjustment is so strong that the front wheel may be lifted over a ten-inch curb without slipping. The cheaper grade will have 30-inch wheels, drop forgings and Credenda tubing, the design being the same as the Columbus. These wheels will be exhibited at the Philadelphia show. L. Fink is president, A. J. Kessler, vice-president, and F. B. Chaplin, secretary and treasurer of the Columbus Bicycle Company.

#### Whiting's Aluminum Handles.

Dr. T. H. Whiting, McVicker's Theatre building, Chicago, has brought out an aluminum handle, a cut of which is shown here. The handle does not enclose the bar, but is secured and ce-



mented to it near the end, thus doing away with some three or four inches of each end of the bar, or, as the inventor figures it, a saving of 308 complete bars in a thousand.

#### Sold Many Wheels.

Herbert Hadden, of Bayliss & Thomas, Coventry, cried "Excelsior" as he hopped aboard an England-bound steamer, having spent nearly three months in a profitable manner in the land of the eagle. Mr. Hadden wished the REFEREE to say that he bears no hard feelings against any other English drummer of cycles and trusts they each sold 4,000 wheels. Mr. Hadden is a pusher—a hustler (with apologies to Harry Swindley) second to none.

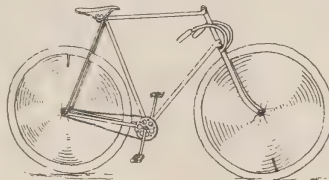
#### Bought G. and J.'s Interest.

A. W. Gump, manager and general partner of the firm of A. W. Gump & Co., Dayton, O., one of the pioneer bicycle houses in America, has purchased Gormully & Jeffery's interest in the firm. He will continue the business under the firm name of A. W. Gump &

Co., and will push the Rambler in a large territory in Ohio. The firm controls several states on the Eagle, is wholesale dealer for Western Wheel Works goods west of Pennsylvania and will also handle most of the leading American cycles.

#### Peculiar Handle Bars.

The cut herewith shows the new racer of the Marble Cycle Company, with its peculiar handle bars. It has been said that this kind of bar does not allow good steering, having been tried in England;



but Barrett says he has tried the machine and that it steers even better than a machine fitted with the ordinary bars, while a much better position is obtained.

#### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

488,392, pneumatic tire; Walter B. Hardy, Boston, Mass.; assignor to the Revere Rubber Company, same place. Filed July 28, 1892. Serial No. 441,478.

488,395, cycle stand; William M. Justice, Pittsburg, Pa.; filed April 18, 1892; serial No. 429,534.

488,464, stand for bicycles. Herman C. Wiedemann, Philadelphia, Pa. Filed March 21, 1892. Serial No. 425,753.

488,494, pneumatic tire for vehicles; Alexander T. Brown and George F. Stillman, Syracuse, N. Y.; filed June 20, 1891; serial No. 396,988.

Trade Mark.—22,223, safety bicycle; the Henry Sears Company, Chicago; filed Nov. 28, 1893; essential feature the word "Phantom."

#### Get Good Position On It.

Warman & Hazelwood have at their store in Chicago a Coventry Cross geared ordinary. The front wheel is but 34 inches and rear 24. The position is exactly that assumed on the good old ordinary of long ago, and the rider can easily touch his feet to the ground. The machine, all on, weighs but 35 pounds. The position the rider obtains on the machine is a splendid feature.

#### Allen's Digest of Patents.

James T. Allen, the examiner of patents of the United States patent office, Washington, called at the REFEREE's eastern office last week and left one of his exhaustive digests of patents, which covers everything in wheels and pertaining to cycling for 103 years. The work is bound nicely and the plates are accurate. It is sold for \$50, while the subscription price for the monthly, which reports and illustrates all patent inventions appertaining to bicycles is \$5 per year.

#### The Credenda Tube Company.

The Credenda Tube Company, of Birmingham, is so well known in this country that little need be said in its favor. The company makes the best tubing in England, and it is used by some of the oldest and largest bicycle manufacturers abroad. At the Stanley show the company made a display in a variety of gauges, up to as fine as No. 28, and showed several new sections in tubing from square to round. The Credenda company enjoys a large trade in this country, which is steadily increasing.

#### The Chautauqua Company's Product.

The Chautauqua Cycle Company of Jamestown, N. Y., whose factory is at Falconer, is at work on 500 high grade wheels, to be made in three styles and weights—light roadster, 36 pounds; road racer, 30 pounds; racer, 24 pounds.

The wheels have 39-inch front and 28-inch rear wheels, 44-inch wheel base, 11-inch head, and have dust-proof bearings throughout. The company will also make 200 or 300 sulkies.

#### Medals for Record Breakers.

The New Howe Machine Company gives to record breakers on its wheel a heavy gold watch chain. This is of fifteen karat gold, a quarter of an inch thick, three-quarters in width and one and a quarter inches long. It costs in England about £8 (\$40) and would be an ornament to anyone's watch chain. Mr. Golder, now in Chicago, proudly displays one of these medals.

#### New Howe Novelties.

The New Howe Gordinary has a duplex backbone which prevents the swaying of the rear wheel, pronounced by riders very disagreeable. The New Howe company also shows a patent scored seat post, enabling the rider to adjust his seat post to the exact position suitable for his reach.

#### Working Twenty-Four Hours Now.

Morgan & Wright are now running their tire factory twenty-four hours a day and turning out double quantity of tires. The late fire is already a thing of the past. Monday the office was located on the first floor of the new building. It is one of the finest offices in the city and commensurate with the immense business done by this firm.

#### Business in the South Looks Bright.

J. J. Ross returned last week from a three months' trip in the south in the interest of Ames & Frost. He stated that there was an opening for a large business in the spring and that he should again cover the field in March. He was as far south as Key West, Fla., and stated that it was hard to sell goods at present, but that interest in the pastime was increasing. Ross left for Wisconsin on Friday for a long trip. One week ago he was picking lilacs and rosebuds on a road leading out of Savannah and a week later was skating in Wisconsin.

#### The Judges Will Now Take Hold.

Competition for the Morgan & Wright prizes for "hard pounded" road riders of their tires closed last Sunday, and the committee, Messrs. Van Sicklen, Root and Berger, will shortly enter into a canvass of the applications to determine upon the lucky men. The winners will be announced in a few weeks.

#### Been Through the Mill.

Robert B. Abbott, now with the Hill Cycle Company, has had six years of active service in the cycle business in as many departments, as manager of a large house, secretary-treasurer of a company, indoor salesman, traveling salesman, bookkeeper, correspondent and manager of a sundry department. His varied experience and untiring energy will land him well up in local trade circles before many seasons have passed away.

#### A Specialty of Frames.

H. F. Vale & Co., Birmingham, Eng., write that they are in a position to build frames on order. The firm has an excellent reputation in this line, having filled orders for some of the largest dealers in England. Frame making is a specialty of this house. The work is second to none, and cash buyers will get the lowest possible prices.

#### Big Tire Deal.

Stillman G. Whittaker, manager of the Revere Rubber Company's tire department, called at our New York office last week with a large package, which,



# RAGLAN CYCLES

.....ARE REPRESENTED BY.....

HARBER BROS. COMPANY,  
Bloomington, Ill.

IN CHICAGO AND WESTERN STATES.

FREDERICK W. JANSSEN & CO.,  
310 Broadway,  
NEW YORK CITY.

IN EASTERN STATES.

C. F. BOSTWICK,  
24 Front Street,  
TORONTO, ONT.

IN CANADA.

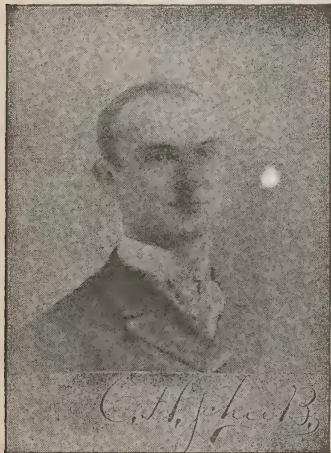
And Manufactured of the Best of Everything by

TAYLOR, COOPER & BEDNELL, LTD  
Raglan Works, - - - COVENTRY, ENGLAND.  
LONDON, 33 HOLBORN VIADUCT, E. C.

he said, contained United States negotiable paper, and which he also said he was willing to deposit, wager and gamble against a package of equal value, that his firm had secured the largest order for pneumatic tires that will be given in America this year. It was from the George R. Bidwell Cycle Company. This, he said, is made public with the company's consent.

#### Imports the Cataract.

C. H. Schub, South Bend, Ind., is a dealer of considerable note and is now



importing the Cataract, one of the best known of English wheels.

#### Some Agents Named.

Rolle, Weigle & Co., 128 Whitehall street, Atlanta, Ga., have been appointed state agents for New Howes by Mr. Golder.

L. C. Crondal, superintendent of agencies for Howard A. Smith & Co., has placed the following agencies for

Excelsiors: Buffalo, W. G. Schack; Rochester, C. L. Connolly; Syracuse, Reuben Woods' Sons; Oneida, Stone & Lonnberry; Rome, C. G. Miller.

C. G. Field, for the Sterling Cycle Works, has placed the following: E. C. Meacham Arms Company, for St. Louis; Avery Planter Company, Kansas City, state of Kansas; Inter State Bicycle Company for Kansas City; Rector & Wilhelmly Company, Omaha; A. C. Abbott & Son, Marshalltown, Ia., state of Iowa.

#### The Whitworth Man Coming.

C. Vernon Pugh, the general manager of the Whitworth Works Cycle Company, expects to pay us another visit next month, when we may hear of the company making some important moves in America. Those who had the opportunity of meeting the capable young Birmingham man will be glad to welcome him here again. Mr. Pugh is one of the quiet, unassuming sort of people whom Americans, with all their love for display, like to meet. Perhaps we will hear something definite about Osmond's intention when Mr. Pugh arrives.

#### Mr. Paul Is Pleased.

P. C. Paul, president of the Ariel Cycle Company, was in Chicago last week. He is more than pleased with the hearty reception accorded the Ariel in all parts of this country where it has been shown. This company will fully double its capacity this season, make a lighter wheel and a few racing machines, and merit the admiration of all lovers of excellent workmanship. M. A. Meader, secretary of the company, is now on a trip through the west, while Tom Roe is doing the east.

#### Will Give Away Pumps.

The James Cycle Company has placed a large order for large pneumatic pumps

with Codman, Shurtliff & Co., of Boston, and will give one of these pumps to every retail purchaser of their machines this coming season. The Hill Cycle Company, it is said, will also follow out the above plan. These two firms, by setting the example, may cause others to do likewise, in which case the firm of Codman, Shurtliff & Co. will reap a harvest, and buyers will be accordingly benefitted, both by receiving something for nothing, and by obtaining a much-needed article.

#### Plans Have Been Adopted.

L. W. Conkling received a cablegram last week stating that the plans for the Coventry Machinists' Company's American factory at Richmond, Ind., as designed by E. M. Newman, were accepted, and work will go forward at once. This is designed to be one of the most complete factories for the construction of bicycles in America. In its arrangement it is so laid out that the raw material will be unloaded direct from the cars into one door, pass through the four long buildings arranged around an open square and emerge at a door farther on, completed bicycles ready and for shipment.

#### Says the Outlook is Good.

C. S. Gallagher, representing Tower & Lyon, was in Chicago last week. His line included wrenches, oilers and locks, and he stated he had already taken orders for as many goods as his firm sold in this part of the country last season, and that in Chicago alone. All dealers and manufacturers seen were prospering and preparing for an enormous increase in business in '98.

#### Many Out of Employment.

One cycle firm has received on an average five letters a day for several weeks from cyclists desiring positions. He

wants only one of them, and being new in the cycle trade is at a loss to select the right one from among the lot. Another cycle dealer, who knows a bit, wants a man and has refused a score or more of prominent cyclists. He will have none of the so-called push, stating that he wants a worker and a man who will devote his time to the business.

#### Another New Wheel.

Mr. Prudden, of the Michigan Wheel Company, was in the city last week for several days. His concern makes hickory sulky wheels and attachments, this being a larger share of the trade with them. Shortly the manufacture of cycles will be entered into, the specifications of the wheel not being ready as yet. The factory is a large one and very complete. The machines will be the highest possible grade.

#### Humber Cycle Company Sold.

Late last week the Humber Cycle Company, 285 Wabash avenue, disposed of all its stock and business to Montgomery Ward & Co., who have practically controlled the business for some time. Horace Bell remains in charge, and no change in the business has been announced to take place.

#### Chicago Trade in Brief.

E. H. Miller, agent for Ariel cycles at Cincinnati, was a visitor to cycle row last week.

A. E. Flavell of Loyd, Reed & Co., manufacturers of the Overstone, is expected in Chicago this week.

The Sieg company will add space to its sales room by fixing up the basement where second-hand and job wheels will be placed.

Otto Merpall, formerly manager of the Marble Cycle Company's Chicago house,



which position he resigned, is looking for an opening.

H. E. Laurie, the well-known Englishman, and T. F. Rockwell, now on the road for Warman & Hazelwood, are expected in Chicago next week.

A. W. Moore, western representative of William Read & Sons, Boston, and United States agent for Belsize wheels, left for an extended trip through the west last week.

The Chicago branch of the Pope Manufacturing Company has received its samples of the '93 line, models 30 and 32. These are generally admired. Both are fitted with elliptical sprocket wheels.

W. E. Newton, of the Imperial Bicycle Company, Portland, Ore., who was in the city last week, reports a good trade during the past season. For next year the business on the coast will be much larger.

Mr. Dorr, manager of the cycle department of Thomas Kane & Co. has gained popularity rapidly since entering the cycle business, with which line he was but slightly acquainted until late last season. Mr. Dorr is a thorough mechanic.

Small Trade Notes.

C. Vernon Pugh, of the Whitworth company, will arrive in this country next week.

Flint capitalists are offering considerable inducements to secure the Harriett Cycle Company of Detroit.

The Raleigh company was the first concern to engage space in the English section at the world's fair.

Arthur E. Flavell, representing Loyd, Read & Co., the makers of the Overstone, will arrange an exhibit at stand 116.

It is said another large English concern seeks to open a factory in America this season, to manufacture goods for '93 delivery.

The Union company writes that its shops are in operation sixteen out of every twenty-four hours, in order to fill orders for the P. D. Q.

L. J. Righter, late of the Lincoln (Neb.) Cycle Company, has taken hold in his new position as manager of the Schwalbach Cycle Company's Williamsburgh branch.

Bergfel's saddle, which is made in Newark, is having a nice run. Mr. Bergfel is now experimenting with two or three other ideas, one of which is a sprocket wheel brake.

The Coventry Machinists' Company will carry a line of geared ordinaries and front driver safeties this season. The latter will have 33-inch front wheel and 24 back, and is very handsome.

A few of the agencies established for Fowler safeties by E. C. Bode are as follows: T. B. Rayl & Co., Detroit; George Worthington Company, Cleveland; George F. Lutz & Son, Buffalo.

L. J. Ollier, formerly of St. Louis, who has filled positions in Chicago with the Spooner-Peterson Company and Ames & Frost, expects to enter the employ of the Nebraska Cycle Company at Lincoln next month.

James Bridger has placed the agency for his three lines, the James, B. & A. and South Road, for Dayton, Ohio, and vicinity, with the Keenan, McGee & Finke Cycle Company, which will handle these wheels exclusively.

The Du Cros brothers, Alfred, George and Harvey, Jr., were visited in their new office, Mohawk building, 160 Fifth avenue, New York, by our eastern representative last week, who learned that the famous Dublin boys will soon be ready to handle the large volume of bus-

iness that has commenced to flow in for '93. In future New York will be the distributing point for the famous Dunlop. The latter people have gobbled up the Airtite company—for a consideration.

The Raleigh Cycle Company, Ltd., which recently installed one of the Zucker & Levett Chemical Company's complete nickel-plating outfits in its new factory, is well supplied with the best machinery and apparatus for turning out first-class work.

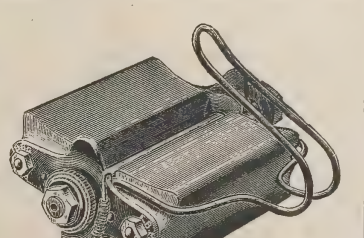
J. Whyard, of Jersey City Heights, N. J., will build one hundred wheels on Humber lines next year, which will be called the Highholder, to weigh 80 pounds, all on. A. W. Wood, of Thirty-first street and Eighth avenue, New York, will market the wheels.

The Red Star Manufacturing Company, 58 Front street, New York, is much pleased at the splendid reception given its Red Star solid illuminant for bicycle lamps, which is a clean and economical compound that melts while burning. This firm also sells Red Star chain grease.

The Binghampton Oil Refining Company of 14-16 Desbrosses' street, New York, is about to place a first-class illuminating and lubricating oil for cyclists on the market, and will cater to the jobbing and wholesale trade exclusively. B. D. Butler is representing the company, of which Mr. Morgan is general manager.

There is a lively war going on between Frank Bowden of the Raleigh company and Mr. Pugh of the Whitworth Cycle Works Company over advertising claims. The two English managers are alive to the value of claims and advertising, although possibly Bowden is better served with age. It will be interesting to note the two leading exponents of speed and light weights in England.

The Colorado Wheelmen recently joined the Ramblers in a body, which was the starter for the enormous growth the latter organization has enjoyed. From between fifty and sixty the membership has in five weeks jumped to 219, with fifty-eight applications waiting to be acted upon. New club house the cause. The Denver Wheel Club has also increased and now numbers within two or three of 100 members.



**Send For Prices**  
AND TRADE DISCOUNTS OF  
**RANKIN'S**  
**PAT. TOE CLIP.**  
Sample Pair by Mail, 50c.

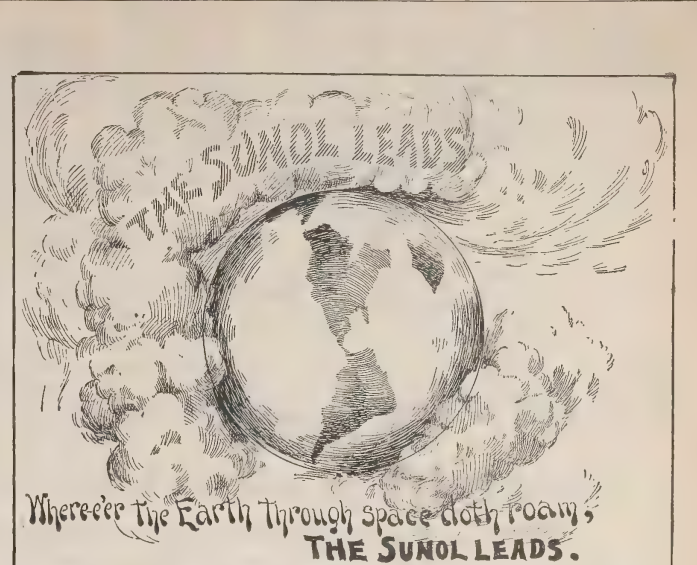
**MUNROE'S**  
**ANTI-FRICTION**  
Compound for Cycle Chains.  
Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.  
**W. G. RANKIN & CO.,**  
23 Custom House St.,  
PROVIDENCE, R. I.



**RIDERS OF THE M. & W. PNEU-**  
MATIC. by using my Rapid Fasteners these tires can be repaired as easily and speedily as any. No cutting strings, no lacing, no cementing. Can be repaired by a lady as easily as gent. Do not add weight or effect. Original make applied to outer casings. \$2.00 per set. It takes but a second to remove or replace the fastener. Send express outer casings only.

**C. G. MILLER, Jr.,** Skullsberg, Wis.  
P. S.—See that your '93 tire has this device or you'll swear.



*It has the best dust resisting devices of which our catalogue gives a complete description. Shall we send you one?*

*The McIntosh Huntington Co.*  
Cleveland, O.

## Save Your Wheel

by oiling it properly with the best oil can in the world—the "PERFECT" POCKET OILER.



No leakage. Only a small quantity of oil at a stroke. Handsomely nickel plated. Price 25 cents each.

**CUSHMAN & DENISON, 172 9th Ave., N. Y.**

## ENAMELER WANTED

**M**UST BE STRICTLY TEMPERATE and steady, and fully competent to do first-class work, and take charge of hands.

Address—  
"U. C.," at this office.

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## Wanted: An Agent

IN EVERY TOWN IN THE UNITED STATES for our New High Grade Wheel,

## THE LINCOLN.

Warranted equal to any machine made at the price.

Liberal Discounts. Send for Catalogue.

**NEBRASKA CYCLE CO.,**  
Manufacturers, 5 Thirtieth-st.,  
LINCOLN, NEB.



**FOR THE SALVATION OF PNEUMATICS.**  
THOUSANDS HAVE BEEN SOLD SINCE DEC. 1-92. IT IS FOR THE BEST KIT AND IS AS GOOD AS GOLD.  
PRICE BY MAIL - 50 CENTS. ORDER ONE

**CHAS. H. SIEG MFG. CO. CHICAGO.**

(THE ORDERS FOR THIS KIT HAVE BEEN COMING IN SO RAPIDLY THAT WE CANNOT SEND SWIFT OF ONE KIT, AFTER RECEIPT OF ORDER. PLEASE NOTE.)

**BICYCLE MAKERS SHOULD CORRESPOND WITH US AND GET QUOTATIONS ON THOUSAND LOTS.**

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**BICYCLE BEARINGS OF TOOL**  
Steel. Cones and Bearings made of best tool steel insure smooth running and little wear. We make Bicycle Hubs, Cones, Cups, Ball Bearings, Axles, Nuts, Steps, Nipples. Also, Bicycle Roller Chain with case-hardened roll; Humber-pattern solid link Chain, Coasters, Lamp Brackets and all kinds of machine screws, etc. Send sample or accurate drawings of parts for estimates. We solicit your business and have the best facilities for doing your work. THE NEW BRITAIN HARDWARE MANUFACTURING CO., New Britain, Conn.

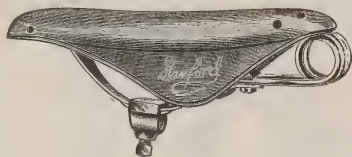
9-cow



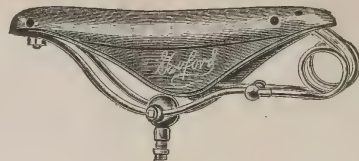
GARFORD SADDLES.

HERE THEY ARE.

MORE COMING.



FLAT SPRING SCOTCHER.



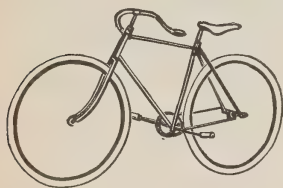
WIRE SPRING SCORCHER.

ASK for them on your wheels. Our new inner tube Hartford Tires will soon be out for inspection. "High Grade Only." Our supply of tubing, chains, forgings and other lines is full and complete.

PARKHURST & WILKINSON,

150 E. KINZIE ST., CHICAGO.

## EXCELSIORS



MANUFACTURED BY  
BAYLISS, THOMAS & CO.

For Agency Apply At Once.

LIBERAL TERMS.

WEIGHTS, 25, 30, 35 AND 40 POUNDS.

JOHN MALPAS, © CLEVELAND OHIO.

Sole Importer for Ohio.

Our Rims are Black

—AND OUR LINE OF—

## WYNNEWOOD BICYCLES

Cannot Be Beaten Anywhere for the Prices. Following is the List:

|                                                                                                 |                                                                  |
|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| WYNNEWOOD A—28 or 30 inches, diamond frame, double tube below, pneumatic tires, - - - - - \$100 | WYNNEWOOD D—26-inch diamond frame, pneumatic tires, - - - - - 65 |
| " " 11-4-inch cushion tires, - - - - - 85                                                       | " " Cushion tires, - - - - - 55                                  |
| WYNNEWOOD B—30-inch diamond frame, single tube, pneumatic tires, 100                            | WYNNEWOOD E—26-inch combination, pneumatic tires, - - - - - 60   |
| " " 11-4-inch cushion tires, - - - - - 85                                                       | " " Cushion tires, - - - - - 50                                  |
| WYNNEWOOD C—28-inch combination, pneumatic tire, - - - - - 90                                   | WYNNEWOOD F—24-inch diamond frame, pneumatic tires, - - - - - 50 |
| " " 11-4-inch cushion tires, - - - - - 75                                                       | " " Cushion tires, - - - - - 40                                  |

They are all LEADERS—all Sellers, and will be fully described in our 1893 Catalogue, which every agent and dealer in this country should have. Send for it Respectfully,

A. M. SCHEFFEY & CO., 92 Reade Street, New York.

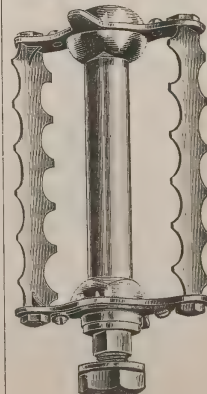
FACTORIES: Chicago and Buffalo.

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Still remains the only useful Club Trainer on the market. Write for circulars and prices.

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Indestructible Rat-Trap Pedal.

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WEIGHT, 10 OZ.

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# SILVER RIMS

Spaces 69 and 71, Philadelphia Cycle Show.

## TELEGRAM CYCLES

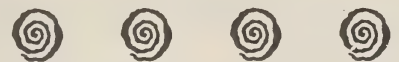
They are Without a Peer---Built for Ease, Comfort and Durability.

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|-----------------------------------|---|----------|-------------------------------------------------|----------|
| Telegram Roadster, 35 lbs.,       | - | \$150.00 | Lightning Messenger (Racer) 27 lbs.,            | \$155.00 |
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| Ladies Telegram, 33 lbs.,         | - | 150.00   | Sanger Racer (King of Telegrams) 24 to 26 lbs., | 175.00   |

*Sure to Satisfy, and Fully Guaranteed.*

### WHY?

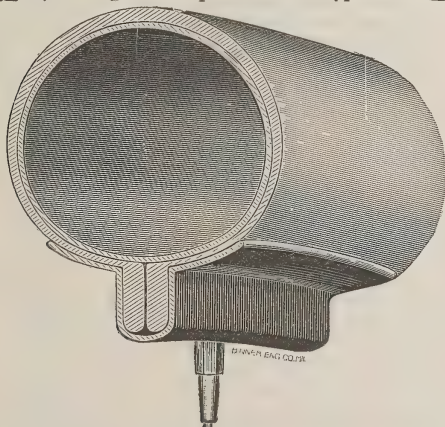
We pay 20 per cent. more for our TUBING than any other maker.  
We pay 10 per cent. more for our BALLS than any other maker.  
Our line embodies more original and valuable improvements than any other make.  
We are bound to have the Best of Everything, cost what it may.



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PRICE, WITH RIMS, \$20.00 PER PAIR.

Special figures in quantities on application.



THE TIRE PROBLEM SOLVED. No wires to kink, no paste, no wireworks. One minute for complete deflation, removal of inner tube and re-inflation.

#### Our Patent TUBULAR . . . CRANK HANGER



Lightest,  
Most Rigid  
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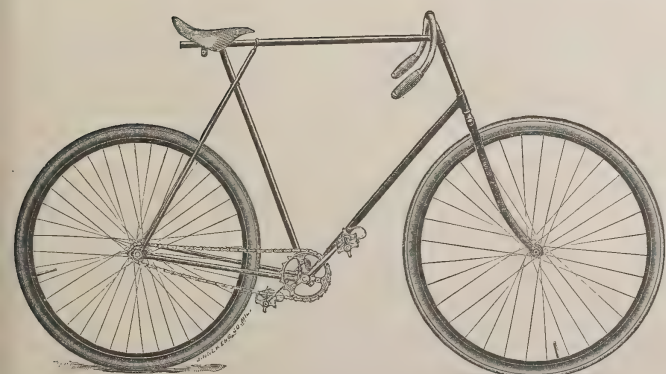
#### READ THIS:

KANSAS CITY, Mo., Dec. 12, 1892.

Sercombe-Bolte Mfg. Co., Milwaukee, Wis.:

GENTLEMEN—My Sanger Racer, ordered through Mr. W. D. Womack, arrived safe and sound. I hardly know how to express my appreciation of the same. It is the grandest piece of cycle construction I ever beheld in the past ten years of my riding. If I could not get another I would not part with it for its weight in gold. Respectfully yours,

A. JOE HENLEY.



SERCOMBE-BOLTE MFG. CO.,

355-357  
E. Water Street,

Milwaukee, Wis.

# SILVER RIMS





PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

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TO ADVERTISERS:

Copy for advertisements *must reach us not later than Monday* to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - - Editor.  
CHAS. P. ROOT, - - - - - Associate Editor.  
R. M. JAFFRAY, - - - - - Business Manager.

## WERE THEY "FULL?"

Relative to the New Year's day races at Milwaukee, the *Inter Ocean*, in a special dispatch, said:

There is no danger, however, that the foolishness of some of the crack riders who come here to participate in the races may make the sport unpopular and unprofitable for those who try to promote interest. Two of the fast riders who appeared yesterday had been drinking so heavily the night before that they were unable to make time creditable to themselves. Their condition and the unsatisfactory work which followed have made the Milwaukee wheelmen feel rather sore.

The REFEREE has not been given the names of those who were "full," if such was the case. Inasmuch as the "cracks" were from Chicago, it is reasonable to suppose those who were "full" were from the World's Fair city. At any rate, it is a disgrace to the city and the cause of cycling. Respectable men who went to Milwaukee will, of course, be suspected; but men are known by the company they keep. It is the case of "the push" again—the more one associates with "the push" the sooner will his reputation fade. It is to be wondered that such occurrences are not more frequent. There is too much liberality on the part of race meet promoters.

## THE PHILADELPHIA SHOW.

Wonderful, indeed has been the progress of the cycle trade during the past few years, and in no way can the fact be better exemplified than by viewing the exhibit of cycles and accessories gathered at this moment in the Fifth Street Market Hall, Philadelphia. It is a scene to make glad the hearts of many who were fortunate enough and far-seeing enough to enter into the business years ago, and who, by means of good management and the production of good goods—perhaps the terms are synonymous,—have attained positions among the foremost business men. Nor, by the appearance of things, do these people mean to neglect the opportunity here afforded them.

It is not long ago since the first Philadelphia show occurred—less than two years, in fact, and yet the exhibits then and now cannot be compared. The first show occurred at Horticultural Hall Feb. 30, 1891, affording space for only two dozen exhibitors, the overflow being forced into a room below stairs, where their show was of no use to them. Larger quarters were provided for '92, and still the building—Industrial Hall—was crowded, both as to available room

for exhibitors and spectators. This time the building is ample in size, though not possessing the excellent surroundings which marked the *locales* of the previous shows. The building was originally a market house, but what it lacks in architectural beauty has been made amends for by the committee in the way of decorations.

The Philadelphia show bids fair to rival, and even excel, in the course of time, the famous Stanley, held annually in England for fifteen years. The first attempt, of course, assumed no great importance, but last year many agents came from all parts and a considerable amount of business was transacted. Encouraged by the success of the Philadelphia, people in other cities promoted exhibits, but they were not successful, and happily there seems to be no likelihood of their being repeated. Through the REFEREE, trade men expressed themselves in favor of Philadelphia or Chicago. This year the management of the show has gone into the project on a much broader scale than heretofore, and has ventured a large amount of money in the enterprise. They have advertised extensively and made every effort to reach every possible exhibitor.

## IS THIS JUSTICE?

The racing board of the League of American Wheelmen is a slow moving body, but sometimes when it does become aroused from its state of lethargy and passes upon this, that or the other matter, its act seems to have as much tenacity as the octopus. It has not been forgotten that the racing board, at its meeting in Chicago, Oct. 22, suspended Julian P. Bliss "for having competed in a class race to which he was not eligible," or "falsifying his entry," the charge being made that he had ridden a half-mile somewhere in much faster time than would permit him to ride in the class race in which he is alleged to have competed. He was laid on the shelf for sixty long days, was deprived of his rights as an amateur, was not permitted to race at Nashville or Milwaukee—the latter place on Thanksgiving day—where he could surely have won several handsome prizes—and he has been looked upon as a semi-professional by his many friends. To make matters worse the chairman of the racing board refused to answer Bliss' letters asking what particular race it was he entered to which he was not eligible. He received no answer, he could not defend himself; in fact, he could not learn the direct charges in order to defend himself.

The REFEREE, at the time of the suspension, championed his cause and said that even the Baltimore officials could not show any grounds for the charges. We hunted over the results of all the races in which the Chicago man had been and could find nothing to bar him from any class race in which he actually rode. The handicapper of the district in which Baltimore is located, wrote the official handicapper of the Chicago district for Bliss' record, and a reply was sent back to the effect that Bliss was eligible to the class race over which the trouble arose. This was *before* the suspension—and Handicapper Goodman sent the same word *after* Bliss had ridden at Springfield, Mass., and Columbus Ohio.

Notwithstanding all this information, the racing board saw fit to suspend him for sixty days, ignored his requests for charges, and the Baltimore race officials withheld his prizes. It now turns out that the racing board could not substantiate the charges made against Bliss—if any were made—and he has been written to by the chairman—*since his suspension was raised, mind*—to the effect that the

board could not back up its charges and he is therefore exonerated.

But Bliss has not received, and probably never will, the prizes fairly won and so admitted by the board under whose sanction the races were held. How unfair it would be for a judge to send a man to jail for sixty days, deprive him of his liberty and the right of franchise, *without a chance to even say he was innocent*, and when liberated tell him he was never guilty! This may be justice, but it is a new kind. The racing board has made a bad mess of the affair, has been unjust in the extreme, and the best it can do is to see that Bliss receives the prizes withheld or others to take their place. Deal out justice next time, gentlemen of the racing board.

If memory serves us right this paper was taken to task by the *Chicago Tribune* for being behind the times. At that time we pointed out a case wherein the REFEREE published a letter, addressed and mailed to the big daily, two days before it appeared in that paper. That same great blanket sheet wound up the departing year in a becoming style by publishing, as a dispatch from Boston and as real news, the contemplated scheme to build an asphalt track or road from Chicago to New York. Why, dear *Tribune*, that item was published in all the American cycling papers at least two months ago, and in the English cycling press a full month hence. Talk about being hebdomadal—better try once more, Mr. *Tribune*.

AN Ohio farmer is said to have written to a local paper on the subject of good roads, and suggested that as good roads are being agitated for the benefit of bicycles more than for other vehicles, an annual tax of \$2 or \$3 be levied on all wheels to create a fund for the purpose of helping the reform along. He would place wheels and dogs in the same taxation category. To tell the truth we hardly know how to express our contempt for such a man. It does not seem possible that such mossbacks could live in the good state of Ohio. Oh, *Good Roads*, where art thou?

THE REFEREE desires to thank its contemporaries and many friends in the cycling world for the flattering testimonials on its Christmas issue. They are, indeed, appreciated, but we believe our readers prefer matter other than that pertaining to this publication and for that reason refrain from publishing the compliments bestowed upon it.

"A BICYCLE club composed mostly of pneumatic tires and the latest improvements, came over from Lee's Summit and Pleasant Hill on Sunday," is the way a Missouri paper puts it. Must have been a windy sort of an affair, to say the least.

## CURRENT COMMENT.

For the first time in several years the weather clerk is doing his duty in the matter of winter weather. Let us all pray that he keep it up. Cold weather and plenty of it will go a long way toward making 1893 a successful year from a bicycle standpoint. Warm winters and cold, wet springs have been our lot for so long that a comfortable change from cold winters to warm springs will be hailed with rejoicing. Cold weather has a tendency to keep people indoor; snow is not so pleasant to the eye as green grass, and if Boreas will only cover the green with the white for two or three months, the youth of the land will be mighty anxious to get out when the green again asserts itself.

In no way can the spring be better enjoyed than, when mounted on a bicycle, one spins through highway and byway. The smell of new grass and the sight of daisy and dandelion is more appreciated from the perch than from the ground. Many, many people know this, and when the soft and hazy sunshine of a warm spring day calls one out of himself, he becomes very generous and will spare no expense or time when the object is a journey from city smoke into clover and pure country air. Then it is that the cycle dealer reaps his harvest. Therefore it is that we long for a warm and dry springtime. Cold weather may or may not have a destroying effect on cholera germs. Let us hope that it has, for should the Asiatic scourge get a good hold on our overcrowded cities, the effect on business of all descriptions will be deplorable, and the cycle industry will suffer even worse than most others, because to a great degree it is still a sport. Therefore, again let us thank the weather clerk for the good in a certain way, and for the negative good that we hope the cold weather will accomplish.

\*\*\*

The national cycle show which opened in Philadelphia this week will have an effect on the trade which will be wide spreading in its results. It is one of the sign of the times that such an exhibition can be successfully run for two seasons, especially when the expense to makers for an exhibit is so great. In re this matter, I hear some grumbling—not without cause, it seems to me—why such an exorbitant price should be asked for space and then an entrance fee be charged lookers on is a question of some moment. That there is a growing necessity for a national show there is no doubt, but that such a show should be run for private or corporation interest is very questionable, and I, for one, hope to see the makers and dealers get together and arrange for a show of their own hereafter. Personally, I think there should be two shows—one in the east and one in the west—and the expense of the two, if properly managed, should not be greater than the one under the present system. If such a plan could be maintained as would conduct these two exhibitions, say a week apart, so that an exhibitor in the east could move his machines to the western show without loss of time, and that the affair at both ends might be planned and conducted by a makers' and dealers' association after the manner of the stove makers' association; then if the grade, price and discount could be controlled by such an association, buyers could come to the show and place their orders with absolute certainty of getting just what they wanted, and much expense could be saved both buyer and seller. I sincerely hope that such an arrangement may be reached, for the trade needs and demands it.

I have a premonition that an association for mutual protection will be formulated during the national cycle show. In fact I know of steps that have been taken toward such an organization. To be sure, the scheme has been tried before without success, but the time was not so auspicious as now. It is high time that the petty trade jealousies were put away and that the season for cutting each other's throats should be relegated to the shelf, upon which already is placed the ball bearing and saddle patent warfare, the good old ordinary, the A. A. U. and the six day race. Bicycle building and bicycle selling has finally settled down into a regular business, weak at its outposts, to be sure, but more secured in general than ever before. Now let those most interested form shoulder to shoulder for their own protection and interests, and the business will at last see a season of prosperity.

LA COTE MAL TALE.



THE REFEREE'S VOTE.

RESULT OF THE REFEREE'S INQUIRIES TO DATE.

A Majority Do Not Want Amateurs and Professionals Mixed—Cash Prizes Voted Down — Publish the Addresses.

The result of the REFEREE's mail vote on the amateur question will doubtless bring gladness to the hearts of the pure amateurs, for a majority of those who have sent in their replies seem to be decidedly in favor of maintaining amateurism. Each day for the past week some 200 circulars (like the one printed on this page) have been sent out to local consuls promiscuously throughout the United States. Each circular contained a return postal card, so that the answers might be sent to this office promptly. In addition to this a voting blank was printed in the papers and others were sent to league members in the same manner as were the circulars and postals. It was deemed advisable to keep the vote separate, so as to guard against use of the blanks by factions. At the time of going to press it was too early to expect a very heavy vote, but the fifty-one votes by card and the four by blank will give a good idea of the drift of things.

It is quite evident, judging by the vote herewith, that good league members do not like to see promateurs and amateurs mixed, nor do they care to have cash prizes for any but professionals. It seems to be about evenly divided as to the value of prizes to be given. By a small majority cash prizes are tabooed. But the voters are unanimous and most of them emphatic in their demand for having the names and address of applicants for membership to the league published in the Bulletin. One man said "not necessarily" in answer to the question, and his vote is placed in the "optional" column. Some were very strong in their demands on this question, and there was a frequency of underscoring. By a majority of seven, professionals are thought fit to become league members. Those who have not voted should read the circular herewith, cut out the blank on the next page and send it to the REFEREE office at once. The voting blank will be found on another page.

Two New Clubs.

A new club has been organized in Long Island City, called the Long Island City Cycle Club. The following officers have been chosen: President, E. F. Mackee; vice president, H. H. Jones; secretary, J. G. Horsfeld; treasurer, P. J. Inghs; captain T. F. Jones; lieutenants, G. Boettiger and H. Poppenburg. The Inter Ocean Wheel Club was formed at Sioux City, Ia., Monday, with fourteen members, and with A. A. Her-ring as president: W. J. Ashley, vice president; Thomas Rae, secretary and treasurer; G. F. Sparks, captain. It is the intention to make it a league club. Another club house will be added to the city in the near future.

The Kentucky Division Board.

The annual meeting of the executive board of the Kentucky division was held at Louisville Wednesday last. W. W. Watts, chief consul; C. O. Updike, vice-consul; Orville W. Lawson, secretary-treasurer, and others being present. Messrs. Johnson and Watts were selected as delegates to the national assembly.

RESULT OF THE VOTE:

|                                                                                                                                                   |                  |                          |                |                     |                  |                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------|----------------|---------------------|------------------|------------------|
| No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs?.....                                              | Postal vote..... | Yes.<br>4                | No.<br>47<br>4 |                     |                  |                  |
|                                                                                                                                                   | Blank vote.....  | —                        | —              |                     |                  |                  |
|                                                                                                                                                   | Total.....       | 4                        | 51             |                     |                  |                  |
| No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.?.....                                                    | Postal vote..... | Yes.<br>23<br>1          | No.<br>22<br>3 | Medals Only.<br>3   | Various<br>4     |                  |
|                                                                                                                                                   | Blank vote.....  | —                        | —              | —                   | —                |                  |
|                                                                                                                                                   | Total.....       | 23                       | 25             | 3                   | 4                |                  |
| No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals?.. | Postal vote..... | Professional.<br>29<br>4 | Middle.<br>11  | Amateur.<br>1       | No Answers.<br>5 | Various.<br>5    |
|                                                                                                                                                   | Blank vote.....  | —                        | —              | —                   | —                | —                |
|                                                                                                                                                   | Total.....       | 33                       | 11             | 1                   | 5                | 5                |
| No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?.....                                        | Postal vote..... | Yes.<br>27<br>3          | No.<br>22<br>1 | No Answer.<br>2     |                  |                  |
|                                                                                                                                                   | Blank vote.....  | —                        | —              | —                   |                  |                  |
|                                                                                                                                                   | Total.....       | 30                       | 23             | 2                   |                  |                  |
| No. 5. Shall cash prizes be awarded to any class, and if so, which?.....                                                                          | Postal vote..... | Yes.<br>4                | No.<br>19<br>1 | To Pros.<br>12<br>3 | To All.<br>11    | Scattering.<br>5 |
|                                                                                                                                                   | Blank vote.....  | —                        | —              | —                   | —                | —                |
|                                                                                                                                                   | Total.....       | 4                        | 20             | 15                  | 11               | 5                |
| No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin?.....                                       | Postal vote..... | Yes.<br>50<br>4          | No.<br>—       | Optional.<br>1      |                  |                  |
|                                                                                                                                                   | Blank vote.....  | —                        | —              | —                   |                  |                  |
|                                                                                                                                                   | Total.....       | 54                       |                | 1                   |                  |                  |
| No. 7. Shall the constitution be so changed as to permit of a change by a mail vote?.....                                                         | Postal vote..... | Yes.<br>42<br>2          | No.<br>7<br>2  | No Answer.<br>2     |                  |                  |
|                                                                                                                                                   | Blank vote.....  | —                        | —              | —                   |                  |                  |
|                                                                                                                                                   | Total.....       | 44                       | 9              | 2                   |                  |                  |

SAM'L. A. MILES,  
Editor..



R. M. JAFFRAY,  
Business Manager.

THE LEADING CYCLING JOURNAL.

PUBLISHED WEEKLY BY THE REFEREE PUBLISHING CO.

PRINCIPAL OFFICE, "CAXTON" BUILDING  
328-334 Dearborn Street.

Chicago, \_\_\_\_\_ 189\_\_

Dear Sir:

For several seasons a number of important questions have been before L. A. W. members for discussion. Some of them will probably be decided at a convention to be held at Philadelphia on February 20, 1893. For the purpose of ascertaining the views of the membership at large, we request you to answer the questions on the enclosed postal card and return to us.

Should you feel disposed to express your views at greater length than the postal card will permit, we shall be glad to receive a further communication from you for publication.

Yours truly, REFEREE PUB. CO.  
AN EXPLANATION.

For the guidance of those not thoroughly familiar with the questions involved we give the following information concerning them:

No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs? Heretofore men whose expenses while in training and while attending race meets have been paid by their clubs, have been allowed to compete as amateurs. It is generally supposed, also, that many riders' expenses are paid by manufacturers.

No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.? Amateurs have been allowed to accept the prizes named, as well as laundry bills, shaving bills, loads of ice, flour, hams, soda-water tickets, "merchandise to the value of," etc.

No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals? It has been suggested that men whose expenses are so paid, and who compete for such prizes, be placed in a separate class, and called "promateurs," while others consider that they should be declared professionals.

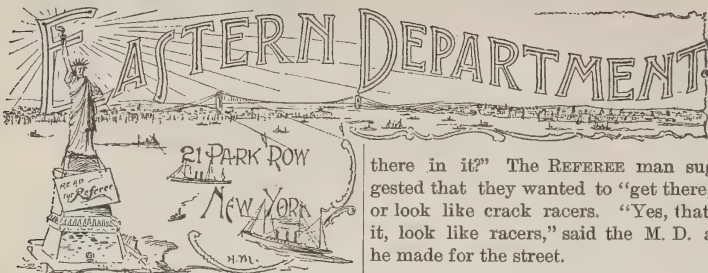
No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?

No. 5. Shall cash prizes be awarded to any class, and if so, which? Many believe in awarding cash prizes to all; others that articles of jewelry, etc. should be awarded to amateurs and cash to others, all to be under control of the league.

No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin? At present only the names of applicants for membership are published, and no alteration, probably, can be made until the present contract with the Wheelman Co. expires. Some claim that the applicants cannot be identified without their addresses, while others are actuated by personal motives only.

No. 7. Shall the constitution be so changed, as to permit of a change by a mail vote? The constitution cannot now be changed except at a meeting called for the purpose, and notices of proposed amendments must be published in the Bulletin 30 days before such meeting.





Among the callers at our New York office were: Arthur Flavel, Loyd, Read & Co., Coventry, Eng.; C. J. Phelps, Phelps & Dingle, Passaic, N. J.; T. T. Roe, Ariel Cycle Company; E. C. Bode, Hill Cycle Company; Fred T. Merrill, Portland, Ore.; Howard A. Smith, Newark, N. J.; Geo. S. Macdonald, Raleigh Cycle Company; Alex. Schwalbach, Gendron Iron Wheel Company; F. F. Weston, Hulbert Bros. & Co., New York; A. Holroyd, Birmingham, Eng.; H. E. Laurie, Warman & Hazlewood; H. E. Ryder, Chicago; W. H. Kirkpatrick, McKee & Harrington; H. C. Wheeler, Premier Cycle Company; C. M. Murphy, Brooklyn; Hoyland Smith, New Bedford, Mass.; W. T. Gibbs, M. D., New York; Louis Crondal, Howard A. Smith & Co.; W. J. Morgan, patent solicitor, New York; D. B. McIlwaine, representative of the South Wales Man-nesman Tube Company; Alfred and Harvey Du Cros, American Dunlop Tire Company; Frank Albert, of piano contest and amateur professional racing fame; W. F. Murphy, Brooklyn; W. Price, "Cupid's Chariot company."

#### Greeting to Papa Zimmerman.

The REFEREE eastern department's manager was the guest of Champion A. A. Zimmerman at Manasquan on Christmas day and night, and begs to return cordial thanks for the kind treatment received at the hands of the members of the champion's family, who wished to seduce the REFEREE man from the path of duty by conspiring together to make him miss all trains and make the visit an all-winter one. To Papa Zimmerman, greeting!

#### Cyclists Narrow Chested.

Dr. T. Gibbs, of New York, who is examining physician to the Fidelity Insurance Company, was a caller at the REFEREE eastern office last week, and was enquiring into the habits of racing men and the general health of cyclists. One of the remarkable statements the doctor made was that the average cyclist had one-third less in chest expansion than other athletes or non-athletes. The REFEREE representative did not exactly agree with the man of physics. Several tests were made (some on himself) by the doctor, who is a rather undersized man, but whose chest development is greater than three cyclists whom he examined and tested. The doctor explained that the lack of chest expansion by cyclists was entirely due to the stooping or leaning, which brings the shoulders forward, and consequently narrows the chest. Dr. Gibbs was emphatic in his denouncement of the stooping position in vogue these days, and thinks that there is "millions in it" for some man who will invent a handle bar that will do away with the stoop.

"Why," said the doctor, "we shall surely have a race of narrow-chested men if cyclists don't brace up." The man of medicine thought he might take a whack at inventing himself, if some other man or woman don't come forward with the panacea for stoops. "Why," continued the doctor, "do cyclists assume such a position? It is decidedly ungraceful, and what benefit is

there in it?" The REFEREE man suggested that they wanted to "get there," or look like crack racers. "Yes, that's it, look like racers," said the M. D. as he made for the street.

#### Physical Perfection and Decay.

While traveling in New England a REFEREE reporter came across the following in a New York paper. It was an editorial, but the editor would not make such a success as a tipster as Colonel Bill Harding, of the New York Daily News—neither does the editor know much about physical perfection high tide in man:

The training work of weeks failed to put Sullivan corporeally into ideal athletic symmetry. It hasn't made the circles representing the measurements of chest and stomach indicate the physical harmony of Grecian sculpture, though the cham-

twenty-two. Sullivan has abused himself, and his gross condition at present is the direct abuse of a at one time magnificent physique. Sullivan to-day, if he had only taken as good care of himself as some people, would be as good (or nearly so) as he was ten years ago. This I judge from watching the ex-champion spar the other evening. At the present time Sullivan's body, from the thighs up, is much too heavy for the legs to support in a long contest—and an abused stomach helped Corbett to whip him. Even if Sullivan was to be 'boiled out' and reduced, his stomach and body generally would not stand a severe strain." Cyclists in Rhodes, Prince and Howell bear out the statement that a man can be a crack athlete at thirty-five or forty.

#### New Men at the Helm.

On Wednesday last the Mercury Cycling Club, of Milwaukee, entertained its friends in a very enjoyable way and elected officers for the coming year as follows: President, Gus Simmerling; vice

east for a short time he will proceed to Chicago.

Jacob Roth, of Roth & Seibert, Erie, Pa., was in New York on business last week. This firm is doing a good business in Western Wheel Works goods and a large repairing and modeling trade. It will also build a few Humber pattern wheels this year.

J. E. Poorman & Co. of Cincinnati placed a large order for Marble cycles with George K. Barrett, obtaining the states of Ohio, West Virginia, Kentucky, Tennessee and southern Indiana as territory. Other agencies throughout the east were placed, but none as large.

The Brandenburg Manufacturing Company, 52 Portland Block, Chicago, manufacturer of the Brandenburg dust proof pedal and self-adjusting bearings, states that its most sanguine hopes for 1893 have been doubled, and it will be necessary to more than triple the output.

Warman & Hazelwood have placed a large contract for Coventry Cross cycles with the Pioneer Implement Company, of Council Bluffs, for the state of Iowa. Mr. Warman has also given the agency for the state of Georgia to the Rolfe-Weighe Cycle Company of Atlanta.

The Monarch Cycle Company has contracts with the following well-known firms: Prince Wells, Louisville, Ky.; Dayton Cycle Company, Dayton, O.; George Hildendegen, Detroit; Speedwell Cycle Company, Baltimore; C. J. Connelly, Rochester; Benjamin Andrews, Syracuse.

#### Works Awhile, then Tours.

"Flying-Start" Hicks will soon quit his position on the New York World and take a two years' tour—through Asia, this time. Hicks saves up for two years and then takes a two years' trip abroad, and earns something while away by syndicate writing. He will flirt with the pretty Japanese maidens inside of two months, as his first stopping place is Japan. W. G. is full to the brim on the value of a "flying start," and will probably advise the Japs to send their champions off that way.

#### Books and Pamphlets Received.

The REFEREE acknowledges the receipt of the following:

Calendars—Pope Manufacturing Company, Overman Wheel Company, Hibbard, Spencer, Bartlett & Co., Kirkwood, Miller & Co., McKee & Harrington, H. T. Hearsey & Co., Singer & Company.

Gormully & Jeffery Manufacturing Company, catalogue—Beautiful embossed cover and neatly designed; shows four styles of Rammers and all sorts of sundries.

Stokes Manufacturing Company, dictionary of cycle terms—Humorously illustrated; a very catchy affair.

New York Belting and Packing Company, catalogue—Shows the Burris-Michelin, Protection Strip and laced Mackintosh tires; also pedaled rubbers and prices on solid and cushion tires.

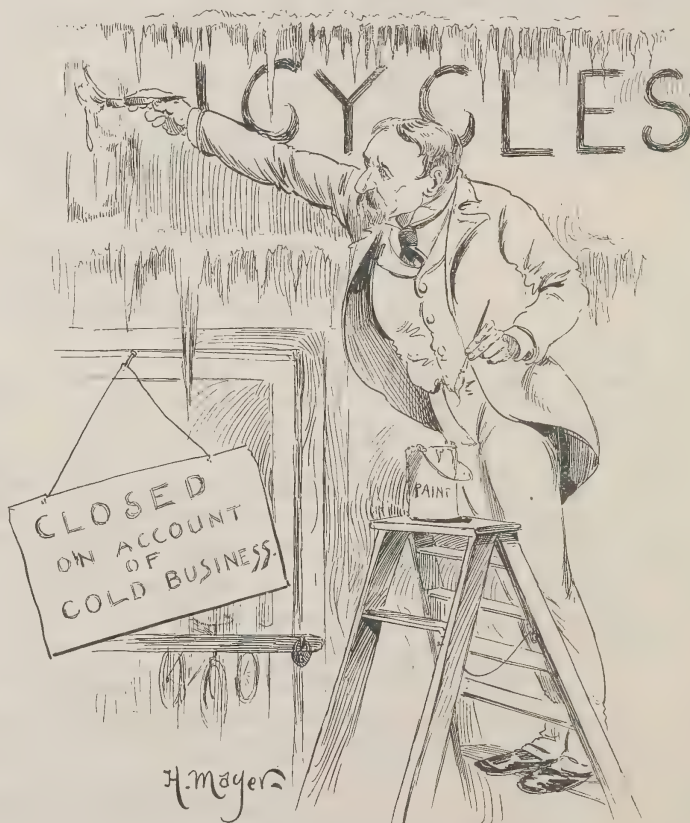
National Columbian United Wheelmen's Association, prospectus—Gives details of the club house and illustrations of those who are assisting the enterprise.

Pope Manufacturing Company, catalogue—Shows the various styles of the Columbia, as mentioned last week.

#### Des Moines C. C. Dance.

The Des Moines C. C.'s leap year party last Thursday night was a most brilliant affair, as elaborate, probably, as any reception ever held in the Iowa city. The club house was elaborately decorated, the music was fine, the crowd immense and every detail complete. It was a novel sight to the dancers as well as to the spectators to see the young ladies filling programmes. Over seventy-five couples were in attendance.

The Englewood Cycling Club gave a smoker New Year's eve.



A CHANGE WITH THE SEASONS.

pion is still mightier, no doubt, than the other man, and both able and destined to lay low the ambitions and the person of Jeems Corbett, the tall sequoia of the Pacific slope. Possibly a strict adherence to the precepts of a careful trainer may have made Sullivan fitter for fight than he ever was in his life before, but intrinsically he is not the equal of Sullivan aged twenty-four, when his fist-shooting shoulders were a pair of rapid-fire machines of double charges, and when no bucking mustang could outdance him around the ring.

The fact is that for physical perfection man is a comparatively short-lived race. Decay sets in at the youthful age of about twenty-two, after which one may grow in wisdom and honors, but not in muscle and in the power to use it.

"Rot, pure and simple," was the comment of a New York professor of physical culture the other day, when the REFEREE man spoke of the above declaration by the Nutmeg state editor. "The fact is man is at his prime at thirty to thirty-five if he has taken anything like care of himself," said the muscle builder, "and it is all bosh to talk of a man declining physically from the age of twenty-two. Sullivan didn't, for a certainty, as his blows at the age of twenty-eight were triple the weight they were at

president, Alexander Emmery; corresponding secretary, Hugo Westhofen; financial secretary, Richard Ebert; treasurer, Joseph Wellstein; captain, John Reitzner; first lieutenant, Martin Klaev-enour; second lieutenant, George Bender; directors, Herman Block, Thomas Nevell, Wells Pritchard.

#### Trade Settings.

The Rudge Cycle Company has declared a dividend of 7 1-2 per cent per annum for the last six months, making, with interim dividend paid in June last, a total dividend of 8 3-4 per cent for the year ending Oct. 31.

Stephen Golder, of the New Howe Machine Company, and Mr. Nevill, of J. K. Starley & Co., left Chicago on Thursday for Buffalo and Niagara Falls, when, after viewing the ice bridge, they proceeded to New York.

Arthur G. Flavell, representing Loyd, Read & Co., Coventry, makers of the Overstone cycles, arrived in New York last week, and reported an extremely rough passage across. After doing the



## ZIMMY'S FUTURE PLANS.

WILL GO SOUTH IN MARCH AND  
ABROAD ABOUT MAY 1.

*How a Country Family Called to See the  
Champion of Champions—A Colored  
Boy's Admiration for the Jer-  
sey Man.*

Being Christmas day, a REFEREE correspondent thought it would be a good time to catch A. A. Zimmerman at home, as well as his family, which shares the popularity of the famous Manasquan champion of champions. Manasquan was reached at 6 o'clock. Boarding the only conveyance that meets the train, the driver was asked to deposit the REFEREE man as near Zimmerman's hotel as possible, which he did five minutes later, the Zimmerman hotel being half a mile from the little wooden depot. Entering the large bar-room, whose only occupant was the bar-tender, the dispenser of cheer was asked if any of the Zimmerman family were around. Yes, Mr. Zimmerman, Sr., was up-stairs. What name should he say? "Just say ——— would like to see him when disengaged."

In the next minute a cheery voice of welcome and outstretched hand were extended by that grand sportsman, T. A. Zimmerman, father of "the hero of two continents." Leading the way to the parlor, where a comforting fire blazed merrily (it was in the neighborhood of zero outside), Mr. Zimmerman said: "Arthur and Joe [McDermott], Mrs. McDermott and Mrs. Zimmerman are over at Asbury Park, but I expect them back every minute."

This was luck, indeed, and we fell to talking about the past season, and dipped into the probable future of the champion's career.

"I never forgot your prediction, that 'the American flag will be perfectly safe pinned on the shoulder or back of A. A. Zimmerman, and he will do his country credit in England,'" said Mr. Zimmerman, who, it seems, remembered what the writer said just as Arthur Augustus sailed for the land of the Britons. My prediction was occasioned by the fear expressed by the distinguished editor of a New York cycling paper, who said he would rather pin his faith and flag to the shoulder of the Milbury lad. While in the midst of a debate in walked the gentleman who "scouted" so fast last summer, and also made such fast time from the Saltonstall dinner. Another warm greeting from the champion, who had, as usual, made a scout from Asbury Park in advance of his family, in order, as he explained, to be present at a local Christmas tree lighting up.

An adjournment to the dining room, and Zimmerman, Sr., and the writer partook of supper, while the champion sat at the end of the table puffing away at a cigar.

"He never looked better or stronger," was my comment as I ran my eye over the redoubtable champion of the world.

"No, and I never felt better in my life," was the champion's quiet response, with that smile so fetching, "and I intend to keep up in strength and increase some in weight before March, when I again expect to commence work."

It may be news, however, to state that "Zim" caught a severe cold in Chicago, which was augmented by another contracted duck hunting, and this laid the champion in bed for nearly three weeks. After returning to the parlor "Zim" excused himself, saying that the Christmas tree demanded his attention, but promising to be back in an hour,

which promise he observed to the minute.

In a few moments in walked Joseph McDermott, wife and boy, and the champion's mother.

"Well, well, who has Santa Claus sent us?" exclaimed McDermott, as he repeated the welcome extended by Zimmerman, Sr. and Jr. After a talk about general matters, the REFEREE man commenced delving for what he was after—Zimmerman's present and future plans.

On this subject Mr. McDermott said:

"Well, at present Arthur will continue to take things easy, and will, in company with Marshall Wells of Toronto, do some work in my office at Freehold, as I was never so crowded with work in the abstract title business. He will, about March 1, go south to Brunswick, Ga., be the guest of Warren Leland's famous hotel at that place, and do his work on the splendid ten-mile shell boulevard at that place. He will possibly take advantage of the invitation of Mr. Connelly of Savannah to practice on the new four-

"What is my opinion of Hillier? Why, I think he is one of the best—if not the best—posted man in racing to-day, and we feel deeply grateful for the advice he gave Arthur whilst over there, and will be glad to meet him again. Of course, he did not train Arthur, he simply gave good advice, and I don't wish to take the least credit away from the kind Londoner whilst saying that Arthur did improve after we arrived in England. He felt better and had my personal attention."

Here the champion broke in with: "There is one thing I greatly admired in Mr. Hillier. Although he knew all of Osmond's strong and weak points, he never made me acquainted with them. Is that not most honorable of a man who did not speak to Osmond at the time?"

Mr. McDermott may invite one other good man to join Zimmerman on his English trip.

Mr. Zimmerman, Sr., tells some good stories about the intense admiration some of the local people have for "the

merman said: "This is the wheel on which he won the world's championship and a thousand-dollar team."

"Wall, I swan. Peter, what do you think of that? Can I touch it?"

"Oh, yes." And woman admirer of "them legs" felt the pneumatic tire in a tender sort of way. Placing the cabinet photo next to her heart she mounted the wagon, and with "Now, Peter, let's go home, I have got the champan with us," away they sailed to their country home, thirty miles distant. This is only a sample of the hero worship the poor "skeeter" has to endure.

A conical looking negro was telling in the bar about his meeting with the great Arthur at the Baltimore tournament. He prefaced his story to the REFEREE correspondent with: "I have known 'my boy' since he was so high [about three feet two inches] and have known his sisters and brothers and family, and you can bet I'm proud of 'my boy.' Well, it was like this. I live here in Manasquan, but I went visiting to Baltimore. So when I seed 'my boy's' name in circus letters and bills, I said to the rest of the common nigger trash: 'I'm going to see 'my boy,' the champion, race.' 'Your boy—he won't know you, you foolish nigger.' Now I wanted to take them Baltimore niggers down, so I said: 'You come and see.' Well, it was one of these d—n races—what you call 'em?—they put 'my boy' in a line, then they put one feller here, another there and another here [walking along the bar-room describing the handicap]. Well, it's a fool race anyhow, and I hoped he wouldn't ride. There they was all around the track and 'my boy' by hisself. Well, 'my boy' was just coming out of the house where he dressed for the race, and some fine gentlemen was talking to him. Then the common niggers said: 'He won't see you, he is astamed of you.' That hurt me. I'm white if I am a nigger, so I put my hat under my arm and went a little closer and 'my boy' seed me, and he smiled like he used to, 'my boy' did, although he is champion, and what do you think he did? He excused himself to the fine gentlemen and ran to me and said: 'Why, Tom, old boy, howdy?' I said: 'Pretty well, thank you, Mr. Zimmerman. Can you beat 'e in this fool race to-day?' 'Yes, Tom,' he said. 'Well,' I said, 'Mr. Zimmerman, I want you to if you can, just to show them what a Jersey man can do.' Just then a whistle blowed and 'my boy' got on his wheel and was all alone. But you should have seen them fine gentlemen look and smile, and one of them said: 'It is just like him, he is so modest.' Then I said to the common niggers: 'Go 'way, you niggers, you don't know the champion—he is my boy.' Then they was started, and 'my boy' didn't gain much the first time around, but on the second he did, and I said to a man with a big ribbon on, called judge: 'Say, judge, I'll bet you a dollar 'my boy' wins.' 'My boy,' he said, 'judges don't bet; go away off the track.' I was watching 'my boy' and he caught them all and you should see the way he came down the homer [home stretch]. He came like greased lightning and beat 'em all, 'my boy' did. I throwed up my hat and said: 'Three cheers for the Jerseyman, 'my boy,' I did."

J. P. Bliss has just been notified that, in so many words, the charges laid against him, and upon the strength of which he was suspended sixty days, from Oct. 22, could not be proved—that he did not enter a class race to which he was not eligible. And this kind information after he has been punished by a sixty days' suspension!

## THE MOST IMPORTANT MAN IN CHICAGO LAST WEEK.



[It must be remembered that Mr. William Bostworth Young has become somewhat of a race meet promoter—or inducer—and cut quite a figure in the success of the recent Milwaukee tournament.]

lap track they are building in the latter city. Mr. Wells may accompany him. About May 1 we will sail for England, to be there in time for the English championships, and will try to be there three weeks ahead of time. I will go with him, and expect that he will be in fine form on landing. I will arrange for him to take some exercise on the vessel going over."

"What do you intend to do regarding the Sanger challenge, Mr. McDermott?" asked the REFEREE man.

"Simply ignore it, as we will have plenty of opportunity to meet Mr. Sanger at the tournaments—especially the World's Fair—on our return. We can't think of making such a match as the Sanger people propose at present. In this connection I thought it a singular coincident that my writing the secretary of the club that Arthur was sick—too sick to race—that a challenge should appear on behalf of Sanger on Oct. 21. We have no feeling against Mr. Sanger, but cannot accede to the kind of a match they propose at present.

boy," as Zimmerman, Sr., calls him. One afternoon a country wagon with a farmer, his wife and five children drove up to the hotel, accompanied by two dogs. The woman led the way into the barroom as she asked:

"Do the champan live here—I mean the boy who rides the bisticle?"

"Yes, his home is here. I'm his father, but he is at Freehold, ten miles from here, at present."

"Well, I swan," she replied, turning to hubbie. "Peter, I guess we can drive there. I want to see that champan of Jersey, who beats 'em all on the bisticle."

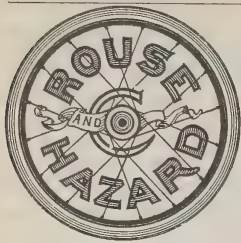
"I can show you his picture, in fact, I'll give you one," said the amused Zimmerman, Sr. "Step this way."

Leading the way to the parlor Mr. Zimmerman showed a large picture of Arthur Augustus on his wheel.

"Whv, Peter, look at them legs; ain't them dandies? Peter, if you only had them legs we wouldn't have to slave on a farm."

Turning to a racing wheel, Mr. Zim-





We Will Be Headquarters in the West For the Celebrated and Ever Popular



## WESTERN WHEEL WORKS' LINE FOR 1893.



19 Patterns of Safeties to Select From, with sizes ranging from 20 to 30 inch wheels, thus making the most complete line of medium high grade safeties ever offered the trade. Numerous Improvements have been made in the '93 patterns, which will make them more popular than ever.

|                                            |                                              |                                   |                                                    |
|--------------------------------------------|----------------------------------------------|-----------------------------------|----------------------------------------------------|
| 20-in. PET.....\$20 00                     | 24-in. COMBINATION JUNIOR, No. 2.....\$50 00 | 28-in. ROB ROY, No. 3.....\$70 00 | 30-in. ESCORT, No. 2.....\$100 00                  |
| 24-in. BOY'S JUNIOR.....25 00              | 26-in. COMBINATION JUNIOR, No. 3.....45 00   | 28-in. ROB ROY, No. 4.....85 00   | 30-in. CRESCENT, No. 1.....85 00                   |
| 24-in. CINCH, No. 1.....35 00              | 26-in. COMBINATION JUNIOR, No. 4.....60 00   | 28-in. JUNO, No. 1.....75 00      | 30-in. CRESCENT, No. 2.....100 00                  |
| 24-in. CINCH, No. 2.....50 00              | 26-in. ROB ROY, No. 1.....50 00              | 28-in. JUNO, No. 2.....90 00      | BLACKHAWK LIGHT ROADSTER, 28-in. Wheels.....135 00 |
| 24-in. COMBINATION JUNIOR, No. 1.....35 00 | 26-in. ROB ROY, No. 2.....65 00              | 30-in. ESCORT, No. 1.....85 00    |                                                    |

We have placed an enormous order for these goods, the same as we have done for several years past, and are prepared to supply the largest jobbers and dealers with the same degree of promptness as last season. Several of the largest jobbers have already contracted with us for their 1893 supply of these goods and others are being added to the list daily. During the past season we sold more of the W. W. W. goods than any other jobber, except the Eastern agents, who control exclusively a large territory. Bottom Prices Guaranteed on these goods—the discounts depending on the number ordered during the season. Catalogue free. Correspondence solicited.

ROUSE, HAZARD & COMPANY, 89 G STREET, PEORIA, ILL.



### DO NOT BE DISCOURAGED!

If you have tried various makes of Safeties and none of them seem to have brought you the comfort and satisfaction you had anticipated, do not be discouraged, BUT TRY A SYLPH.

SYLPH CYCLES RUN EASY and RIDE EASIEST.

Try One Once and You Will Be Convinced.

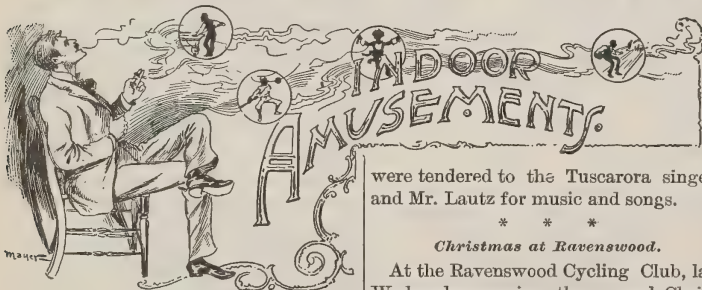
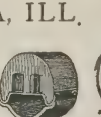
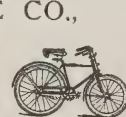
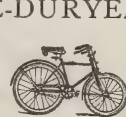
The Three-part Spring Frame does its work thoroughly—stops the jars and jolts and makes cycling a great pleasure and comfort. They are rigid in every direction except up and down. Try one once.

Catalog  
Free.

Agents  
Wanted.

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.



#### Novel Buffalo Entertainment.

Last night the Ramblers of Buffalo installed their officers and had a general jollification. A large number of members were present and were given a good entertainment. There were two constables and a spirit of darkness from the untamed wilds of "Boo-Hoo," who made things very pleasant for the incoming officers. A high altar, at one end of the large gymnasium, contained a revolving disk, upon which were the twelve signs of the Zodiac and in the sun's path were lucky policy combinations, this circle surrounding the club emblem. The whole affair was gaily decorated with national colors and flags. The sprite turned the wheel of fortune and the men did its bidding, and some very strange acts were asked of them. The new president had to stand on his head and whistle the chorus to "Annie Rooney." Dick Kelsey ate a weiner suspended in mid-air, his hands tied behind him. Dick took a sky-scraper in a blanket, while Hauenstein and Diehl bobbed for apples in a dishpan of ice-cold water. Fuhrmann, Woods and Riester had a pie-eating contest, and Mr. Thomas had to drink two bottles of pop at once. The evening finished up with a luncheon, hot coffee and claret punch. Everybody voted it a success, and thanks

were tendered to the Tuscarora singers and Mr. Lautz for music and songs.

#### Christmas at Ravenswood.

At the Ravenswood Cycling Club, last Wednesday evening, the annual Christmas entertainment was given. Married couples and single ladies and gentlemen dropped all thoughts of dignity for the time, while old Kris Kringle, in the person of Grant Newell, distributed numerous inexpensive gifts from the brilliantly decorated Christmas tree, with its myriad of canoles. An informal entertainment and dance followed. Lots are chosen a week previous to these entertainments, and the members are expected to purchase a gift, not to exceed ten cents in value, for the person whose name is drawn.

#### In and About Chicago.

With but a few more games to play, C. W. Davis leads in the Chicago Cycling Club's handicap pool tournament.

Other clubs beside the Lincolns are contemplating tramping parties for the early springtime to trim the muscles for the opening of the riding season.

It was watch night at the Illinois Cycling Club Saturday evening, quite a number entering the new year snugly ensconced in one of the club's famous easy chairs.

The Ravenswood Cycling Club is planning a smoker which promises even greater novelty than the famous hard-times smoker of the Lincoln Cycling

Club last season. As on former occasions, the Lincoln club members will be the guests.

The Minnette Cycling Corps stag parties Saturday evenings have been very regular and well attended, from three hundred to six hundred, including guests, being present.

The Cook County Wheelmen gave a reception and dance at Berry's Hall last Thursday evening. Thirty-five couples joined in the grand march, led by John Apwell and lady.

The weather counted for nought New Year's eve, when a number of the Cook County Wheelmen rode from '92 into '93, and later spent many enjoyable moments over a repast spread for them by the club.

On Saturday evening of last week—New Year's eve—the Ravenswood Cycling Club gave its annual formal dance, the dancing coming to a full stop as Sabbath and the new year came stalking in together.

Last Thursday evening the Chicago Cycling Club gave its annual New Year's reception at Rosalie Hall. About seventy-five couples were present. It was one of the most enjoyable of the club's many receptions.

#### About the Country.

The annual reception of the Riverside Wheelmen will be held at Manhattan Athletic Club Theater Jan. 20. The Riverside boys can be depended upon to do the thing properly. They never do anything by halves.

The Hudson County Wheelmen enjoyed a stag racket last Saturday night at the club house on Belmont avenue, Jersey City, as well as a large Christmas tree, which was weighted with suitable prizes for amateurs. The married ama-

teurs were presented with rattles, and Chairman Raymond was solemnly presented with a little steamer and a pure little amateur—a white doll on a wheel. The chairman was completely overcome—at the appearance of the amateur!

The Omaha Wheel Club held a concert and smoker at the "Tepee," Chicago and Seventeenth streets, New Year's eve. A few of the braves from other tribes ate jerked beef and smoked the pipe of peace with the Omaha tribe.

Members of the Manhattan, Riverside, Harlem, Columbia, Brooklyn, Kings County, Long Island, Bedford, Atlanta, Elizabeth and Business Men's Cycling Clubs have engaged seats for the wheelmen's theatre party to be held Jan. 12 at New York.

The ancient and honorable Citizens' Bicycle Club, which the pioneers of cycling in New York venerate, gave a stag social the last night of '92, and had an old-fashioned hilarious time of it. All the old boys were on hand, with a goodly gathering of cyclists from all over.

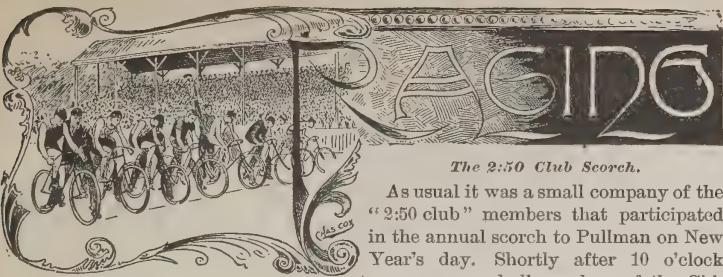
#### Wants a Six-Day Race

Charles W. Ashinger, the professional, is section boss on the Third avenue (New York) cable road in course of construction. The six-day man in his leisure moments haunts the office of the Madison Square Garden Company, talking six-day race, over which the company does not seem to enthuse. The fact is, the Madison Square Garden Company would like to hear from people who will assume the financial responsibility, and, as usual, will want "the big end of it," but is not over favorable to managers of the Howell type. Neither is the public.

#### Gerencing a Journalist.

Bob Gerwing, the Denver crack, now has charge of the cycling department of the Denver Sun.





## THE MILWAUKEE TOURNAMENT.

## Johnson, Rhodes and Ballard Break Indoor Records.

The third and probably last of the series of indoor meets of the Milwaukee Wheelmen was held on Monday afternoon and evening at the Exposition building. Though the club made money on the first tournament it is doubtful if it pulls out even on the series, because the extreme cold weather on Christmas and New Year's days kept many away. Then Sanger did not ride on these two days and a good many would stay away on that account. Johnson, Rhodes and Ballard, under Tom Eck's tutelage, were on hand; also Lumsden, Githens, Steele, Leonhardt, Emerson and other Chicago men. Rhodes, Githens, Leonhardt, Bowen and Schmidbauer qualified in the five-mile handicap, the first two being on scratch. Leonhardt, with his 400 yards, simply kept behind Githens and Rhodes and won with a couple of laps to spare, while Githens beat Rhodes out. In the half-mile open (heat) Johnson made 1:13, and in the final 1:13 3-5. Johnson was sick and didn't want to ride, but did so to pacify the crowd when it began to howl "fake." He felt insulted and said he never would race again in the Cream City. In the evening, however, he won the two-mile open. The summaries follow:

Half-mile, open—First heat—John S. Johnson, 1; George E. Emerson, 2; W. A. Rhodes, 3; time, 1:13.

Second heat—George Becker, 1; J. C. Schmidbauer, 2; time, 1:30 2-5.

Third heat—A. E. Lumsden, 1; Gus Steele, 2; E. W. Ballard, 3; time, 1:17 2-5.

Final heat—Johnson, 1; Steele, 2; Schmidbauer, 3; time, 1:13 3-5.

One-mile, 2:45 class—First heat—J. L. Coogan, 1; A. Leonhardt, 2; time, 2:44.

Second heat—W. C. Wenger, 1; Mattie Stark, 2; time, 2:43 1-5.

Final heat—Gus Steele, 1; W. C. Wegner, 2; A. Leonhardt, 3; time, 2:59.

Two-mile, open—First heat—A. E. Lumsden, 1; Phil Nickel, 2; W. C. Wegner, 3; time 6:00.

Second heat—J. S. Johnson, 1; E. W. Ballard, 2; time, 6:23.

Final heat—Johnson, 1; Lumsden, 2; Ballard, 3; time, 5:36 3-5.

One-mile, Milwaukee championship—Phil Nickel, 1; P. H. Sercombe, 2; time, 2:45.

Five-mile, handicap—First heat—W. A. Rhodes, 1; J. C. Schmidbauer, 2; time, 13:51.

Second heat—A. Leonhardt, 1; J. R. Bowen, 2; time, 14:53.

Third heat—A. Bartels, 1; H. A. Githens, 2; time, Bartels, 13:51; Githens, 14:06 3-5.

Final heat—A. Leonhardt, 400 yards, 1; A. R. Bowen, 400, 2; time, 13:17 2-5.

One-mile, 2:40 class—First heat—H. W. Breckenridge, 1; J. L. Coogan, 2; time, 3:00.

Second heat—P. H. Sercombe, 1; Phil Nickel, 2; time, 2:44.

Final heat—Phil Nickel, 1; J. L. Coogan, 2; time, 2:52 3-5.

One-mile, open, one heat—W. A. Rhodes, 1; E. W. Ballard, 2; time, 2:41.

## TUESDAY'S RACING.

Tuesday afternoon Johnson lowered Sanger's record for the track (2:31) to 2:26, Ballard cut the half-mile made by Johnson (1:13) to 1:12, and Rhodes put the five miles at 13:05 4-5, as against Githens' 13:29. The evening races were witnessed by a small crowd. The results were as follows:

Two-mile, handicap—A. Bartels, 140 yards, 1; Gus Steele, 130 yards, 2; J. S. Johnson, scratch, 3; time, 5:21 2-5.

Five mile, open—J. S. Johnson, 1; W. A. Rhodes, 2; time, 15:03 3-5.

## The 2:50 Club Scorch.

As usual it was a small company of the "2:50 club" members that participated in the annual scorch to Pullman on New Year's day. Shortly after 10 o'clock seven men, and all members of the Chicago Cycling Club, left Grand boulevard and Thirty-eighth street. A good pace was made and at Midway Plaisance and Cottage Grove avenue W. C. and G. A. Thorne had dropped back. Waller, Barrett, Van Sicklen, Root and Theodore Smith kept on through Woodlawn and Parkside to Stony Island avenue. A little below "Five Points" the Thorne brothers—who had made a short cut via Cottage Grove and South Chicago avenues, and thus gained a half mile—were overtaken. George Thorne had a big lead, but was overtaken by Smith; Barrett gave up, so did W. C. Thorne; Van Sicklen had a bad fall, but passed Waller on the meadow near the hedge row; Root went into fourth place, trailing

tance will be twenty-five miles, of which there will be four miles of asphalt pavement and twenty-one of very fine dirt roads with no hills. The management has again been given to D. H. Lewis, of the *American Wheelman*.

\* \* \*

## The Championship Medals.

Chairman Raymond of the racing board has been in communication with the World's Fair people regarding the medals to be used for the international championships next year. It is his desire to have one side struck from the world's fair die, and on the other a suitable inscription. Mr. Raymond has already received many applications for dates for the international circuit, which will be arranged during February.

\* \* \*

## A Bicycle-Base Ball Deal.

A Pittsburg dispatch, dated Dec. 31, says:

President Buckenberger said to-day that there is a movement on foot to arrange a bicycle league in connection with the twelve-club base ball league, and that the local team is figuring on a bicycle track here, as Von der Ahe has arranged one in his St. Louis grounds. From another source it was learned that the object of the move is to have a bicycle track at each base ball park in the league, and have bicycle race meetings

## VOTING BLANK.

Cut Out this Blank, and, After Filling In Your Replies, Mail to the Referee, Chicago.

No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs? .....

No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.? .....

No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals? .....

No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership? .....

No. 5. Shall cash prizes be awarded to any class, and if so, which? .....

No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin? .....

No. 7. Shall the constitution be so changed as to permit of a change by a mail vote? .....

I certify that I am a member of the League of American Wheelmen and I have not previously voted on the above questions.

Name.....

Address.....

League No. (if possible).....

A supply of these blanks will be forwarded to any league member on application.

Van Sicklen at the sand hill. Smith was in first in 45 m n., George Thorne second, then Van Sicklen, Root, Waller, Barrett and W. C. Thorne in the order named. After dinner the seven rode across Calumet lake on the ice and down the river to South Chicago.

\* \* \*

## The Martin Road Race.

H. C. Martin & Co., of Buffalo, have come out with their announcement in reference to the annual Martin road race, which takes place on Decoration day, and which promises to outdo in excitement and interest the event of last year. The prizes offered will be increased in value from \$1,900 to \$2,000, and some changes will be made in the course. The distance will be the same, and the road also, but the course will be extended so that the contestants will not have, as they did last year, to make three circuits of the quarter-mile distance around the parade, but will make it once, finishing at a certain point, thereby making it easier for the track officials, as last year the people crowded in and mixed things so that it was impossible for the judges and scorers to tell anything about the number of times the men had passed. The entire dis-

take place during the entire base ball season and the absence of the home team. It is further said that Zimmerman and nine or ten other prominent wheelmen have signed to take part in these races next season.

## ZIMMY'S MASCOT.

The "Dark Secret" and How He Will Travel to Europe.



For about next June Londoners should see a very happy-looking African about sixteen years old, shouting and smiling as only an African can, in the neighborhood of Herne Hill after the finish of an English championship, they will understand that the aforesaid joyous "gem-

um" is John Backus of Philadelphia, mascot extraordinary to Arthur A. Zimmerman of Skeetersville, champion of champions. Now this mascot is not in the employ of any manufacturer; and, as far as his amateur standing goes—well, its perfect (this for the information of G. L. H. and the N. C. U.), and as far as his "expenses" go, that is all right also. He never pays "expenses." Whenever Mr. Zimmerman feels like winning a few pianos or houses he picks up his traps and proceeds to the scene of action with a first-class ticket as a passport on the railroad or steamboat. John Backus picks up his graveyard rabbit's foot (the African's sure luck), and also proceeds to the scene of action—generally by freight cars—and sometimes by ways that are dark and very peculiar. But John always gets there without the expenditure of one red. He lives pretty good, too, while on his journey, and the story of his trip to the dedication tournament in Chicago, having "beat" his way



over a thousand miles to be with Zimmerman and see him race, is a true example of the way "Zim's" mascot travels.

The writer was throwing some mail in the New York postoffice the other day, when some one said "hello!" Looking around he beheld John Backus, Zimmerman's distinguished mascot, who said: "I'm dead against it."

"What, booze?" was asked.

"No, luck," he said. "I am not a mascot to myself, but 'my boy' Zimmerman can always win when I'm about. He can't lose; see!"

Later on (after disposing of a meal) the great mascot dropped into the REFEREE office, and looked much better, as he inquired: "Is Zimmerman going to England?"

On getting the champion's proposed plans—south first, and then to England—Backus simply reveled in the information and chuckled softly:

"I'll be there; 'my boy' can't be alone, or a winner without me."

"How will you travel th's time?" the REFEREE man asked.

"Well, I'll go souf by boat on the Savannah line, and will wuk for my paslage, and to England on a cattle boat, and I will make enough to buy me a new suit, so that Zimmerman won't be ashamed of me. How I do like 'my boy'—he can beat 'em all when his mascot is aroun'," was John Backus' last remark as he made tracks for the Pennsylvania railroad depot to catch a fast freight for Philadelphia. He will be at the show, as Zimmerman will be there.

The Illinois club is laying out a 25-mile course on the west side for the purpose of riding for road records the coming season.

The Minnette Cycling Corps held a novel race New Year's day on the ice at Garfield Park. A score of men were entered. The distance was 200 yards.



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

## HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

# SINGER CYCLES.

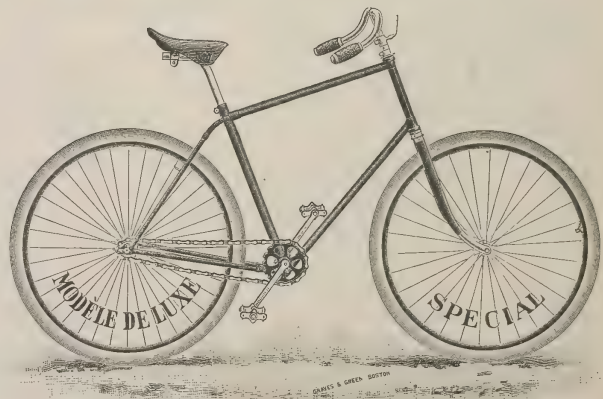
BOSTON, MASS., Dec. 31, 1892.

MESSRS. SINGER & CO.,

BOSTON, MASS.

GENTLEMEN:—My Special Modele de Luxe has been all, and more than I had ventured to hope. As your books will show, I purchased it September 2, and since that time have ridden it about 1,700 miles. It tips the scales at 29 lbs., and I have yet to see the wheel, that to my taste, approaches it in appearance. So far as I discover, it is as stiff and strong in every way as the 33 lb. Singer Modele de Luxe, which I rode with perfect satisfaction during the fore part of the season, until the lighter edition (The Special) was put on the market. Both my safeties were fitted with Heale pneumatic tires, and when I say that no repairs were put upon my wheels the whole season through, I mean that no repairs were put upon either machines or tires. Not many riders, whose mileage for the season has been nearly 4,600 miles can honestly say as much as this, and I am glad to express my appreciation of my happy lot by making this statement of the facts, which you are at liberty to use in any way you desire.

Yours truly, JAMES KELTIE, Captain Roxbury Bicycle Club.



Reliable Agents wanted in the West, including Chicago. Send for our Catalogue.

# SINGER & CO.,

6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS.





# THIRD ANNUAL PHILADELPHIA CYCLE SHOW JAN 4 TO 14 1893.



P

PHILADELPHIA, Jan. 4.—[Special].—Notwithstanding the fact that the third annual National Cycle

Show of the Associated Cycling Clubs opened to-day, everything was backward, but with hard work to-day getting things in place, the show will be in good running order shortly. The carpenters and decorators did not begin work until Tuesday and this alone put things back considerably. To add to the discomfort, the building is exceedingly cold. The decorations throughout are beautiful and the building presents a handsome appearance. The attendance of the trade men is good, but on account of snow and a bad storm, the attendance of the general public was poor to-night. The building is nicely lighted by electricity. Many of the exhibitors on hand to-day promised to have their stands entirely completed by to-morrow.

One of the sensations of the day was the rumor that Phelps & Dingle would sue the owners of the American Dunlop patent, claiming that the same was issued to a Philadelphian no less than three years ago, and many believe the claim to be good. A rumor to the effect that the people offered to sell their claim for \$50,000 was not verified, as none of the parties in the case have arrived, as yet.

The formal opening of the show was made by President Tucker, with a neat speech of welcome. He was followed by Mr. Bartols, who had the honor of organizing the A. C. C., and Col. A. K. McClure, editor of the *Times*, who made a very neat speech, most favorable to cycling, in which he said that the prospects were so excellent as to completely outshadow all other shows. Up to this time it has been hustle and bustle among the exhibitors, newspaper men, trade people and everybody in general; but from present indications the show will prove an immense success. President Bunnell, for the last few days, has devoted his exclusive time to arranging matters pertaining to the show, and has come to the conclusion that because of the neglect of his private business, in the future he will have no connection with the exhibitions. Among the trade people noticed in town during the last two days are as follows: Edwin Oliver, W. S. Atwell, James Josephi, James Murphy, H. C. Tyler, Kirk Brown, L. A. Howell, C. W. Heath, A. L. Pope, Jr., C. R. Overman, P. H. Sercombe, F. T. Fowler, William Herrick, George M. Hendee, W. W. Kenfield and many others. Up to this time a large majority of the exhibits are very incomplete, some of them being merely blank spaces, while others have a few boxes and cases scattered about. There is a large force

of workmen on hand however, and things are being quickly put into shape, so that before the end of the week the show will be fairly under way.

**Stand No. 1.—Hulbert Bros. & Co., New York City.**

George M. Hendee and Frank Weston are busily engaged fitting up Hulbert Bros. & Co.'s exhibit, which contains a complete line of the King and Queen of Scorchers in various styles, the Majestic, and a line of cheaper wheels. A considerable showing in sundries is also made. The voting contest for a Majestic began to-night, the drawing to take place the last day of the show. Altogether, Hulbert Bros. & Co. have a very select line of wheels and report a strong demand for their goods. The stand was handsomely decorated and richly carpeted.

**Stands Nos. 3 and 4. Coventry Machineists' Company, Boston.**

The chief article in this exhibit is a racing Swift with a Humber pattern frame, weighing but 20 pounds. A road wheel which is shown has the same lines and strips to 30 pounds. A geared ordinary, with a Crypto gear, 66 inches, also attracts considerable attention. Besides these wheels, the Swift people show a neat ladies' machine and a so the Holbein and models C and D, which are too well known to need description. A number of parts of the Swift are on exhibition, as well as a bag for repair outfits. The stand is in charge of Charles Haigh and Charles Seymour, the latter of saddle fame.

**Stand No. 5.—Yost Manufacturing Company, Toledo, O.**

The house shows samples of its entire line, consisting of a gentlemen's road wheel, ladies' and boys', and boys' and girls' combination. The line is fitted with pneumatic tires, ball bearings all around, and is built throughout of steel and cold-drawn weldless steel tube. The latest lines have been adopted in their construction, and they have a distinctive feature in the shape of russet tires. Otherwise they have no distinctive feature, except that (in common with all manufactories) of being the best wheel ever made for the money. H. G. Campbell and C. F. Cope are in charge.

**Stand No. 6.—Norman Wheel Company, Philadelphia.**

A new comer in the cycle trade is the Norman, a 35 pound light roadster. This is model A. Beside it stands model B, a road racer of 30 pounds. The Norman front driver and the ladies Norman are also shown. The Umpire, a medium grade machine at 35 pounds, completes the line. W. A. Whitmore, formerly with Luburg, is in charge.

**Stand No. 7.—Smith Wheel Company, Washington.**

Shows the Dart in five styles, and has a neat exhibit. The Smith brothers and Mrs. W. E. Smith, the pioneer woman safety rider of America, are on hand. The Smith Wheel Company is using the Silverton self-closure pneumatic on all its wheels, which seem to be entirely up to date.

**Stand No. 8.—J. B. Rich Cycle Company, Philadelphia.**

This house makes an exhibit of Triumph cycles. It includes the Chicago, 24 and 40 pounds; Royal, 24 and 40 pounds; ladies', 32 pounds; geared ordinary, 30 and 35 pounds; geared, 36 to 45 pounds, and London Triumph, substantially the same as shown last year. The Rich company has made important progress during the past season, and the exhibit plainly shows its advancement. The exhibit also contains a 34-pound March, made by the March-Davis Cycle Company.

**Stand No. 9.—Common Sense Bicycle Company, Philadelphia.**

This exhibit consists of the various styles manufactured last season, together with the new pattern Humber frame prepared for the '93 market. C. F. Cope is on hand.

**Stand No. 10.—Howard A. Smith & Co., Newark, N. J.**

Howard A. Smith was in charge of the stand, assisted by L. C. Crondal and C. Walter Heath. Their exhibit consists of the now well-known line of Excelsiors, and the Prince, a splendid medium grade wheel; also a very complete line of sundries, both domestic and imported, principal of which were cork handles, rims, bundle carriers, tire tape, adjustable cone wrenches, etc. A very distinctive feature of stand 10 is the festoons of cork handles and a railing made from rims and spokes of cork.

**Stands No. 11 to 14.—R. L. Coleman & Co., New York.**

These four stands are presided over by E. J. Day, George A. Pixley and Lewis Asmond. A very complete line of the Western Wheel Works' goods is shown, including the new Blackhawks. It was on one of these machines that J. W. Judge won a race at midnight, Dec. 31, from One Hundred and Tenth street to Tarrytown. Throughout, the line is much improved, and contains nineteen more styles than last season's. The output will be greatly increased this season, and 35,000, of all grades, is the figure set down by the concern. A thousand hands will be employed in making these wheels. The Blackhawk light roadster, weighing but thirty pounds and listing at \$135, is sure to prove a splendid wheel. It has

28-inch wheels, Western Wheel Works tires (which are, indeed, good), and is built of light, high-grade tubing. It has every improvement known in cycle construction.

The No. 2 Crescent is a 30-inch diamond pneumatic weighing 43 pounds, and is fitted with brake, guards, etc. It is also fitted with the firm's own tires, and is made in a perfect manner.

The Juno No. 2 is a ladies' pneumatic listing at \$90, having 28-inch wheels and all improvements. The Rob Roy No. 4 is an \$85 diamond frame, with pneumatic tires on 28-inch wheels. Rob Roy No. 2, pneumatic, sells for \$65 and has 26-inch wheels; Combination Junior, No. 4, 26-inch wheels, \$65, pneumatics; Combination Junior, 24-inch wheels, \$50, pneumatics; Clinch, 24-inch wheels, \$50, pneumatics. The other wheels are mostly fitted with cushion tires.

**Stands Nos. 15, 16, 17, 18.—A. G. Spalding & Brother and Overman Wheel Company.**

These houses occupy these stands in partnership. The stands are on the corner of the center aisle, and are in charge of S. H. Bilyeu and G. H. Bolton. The five different models of Victors are shown, also the Credenda line. It includes the new Pacemaker Credenda and the Consort Credenda, the former with a Humber diamond frame, the latter with a Humber drop diamond. The new models are fitted with pneumatic tires only.

**Stands No. 19 to 22.—Raleigh Cycle Company, New York.**

Zimmy and his Raleigh—and his prizes, too—seemed to prove an attraction at the four stands occupied by the Raleigh company and J. T. Bailey & Co., the company's Philadelphia agents. The Jerseyman's pet racer was admired by all, and so was the stack of medals, cups, pieces of jewelry, etc. All the prizes won by Zimmerman—excepting the bulky articles, such as horses, buggies, pianos—were exhibited, besides six styles of Raleighs. M. G. Geoli and Mr. Greer in charge, and Zimmerman was there, while Manager George S. Macdonald was in and about. The Raleigh exhibit was a most attractive one to the trade people as the general public.

**Stand No. 23.—Warwick Cycle Manufacturing Company, Springfield, Mass.**

The Warwick company shows four new models, all fitted with Warwick pneumatic tires; including a 21-pound road racer; 28-pound road racer; model B, a 30-pound road wheel, and a ladies' wheel weighing 34 pounds, all on; the Ghost, a light roadster, which is shown, weighs 27 pounds. In addition to the exhibit of wheels, which is complete in every detail, a fine showing is made by



the drop forgings in the rough, used in the construction of the various Warwicks.

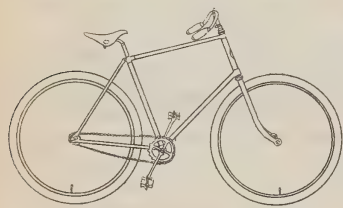
**Stand No. 24.—Bretz & Curtis Manufacturing Company, Philadelphia.**

W. M. Perrett is in charge here, and has a neat exhibit. There are four patterns of Quadrants and a large line of Solid Comfort saddles shown. The full roadster has a Humber frame, 30-inch front and 28-inch rear wheels and weighs 36 pounds with guards and brake. The ladies' roadster is of a new design, light and strong, with 28-inch front and 26-inch rear wheels, weighing 32 pounds, all on. A special light\* roadster, of Humber frame, 28-inch wheels and weighing 30 pounds, is a handsome wheel. The racer resembles the light roadster, has 28-inch front and 26-inch rear wheels, and weighs 25 pounds.

A large line of saddles is shown, the roadster, for heavy riders; Scorchers, weighing 25 ounces; the ladies' and one for boys. Another novelty shown by the Bretz & Curtis Manufacturing Company, is a new idea of tool bag. This is of metal construction and made practically in the same shape as the old bags. The idea of the metal is to do away with the old way of using straps and buckles to get at their tools and oil can. As this bag is made, the cover snaps off and on with a single turn of the hand.

**Stand No. 25.—Stokes Manufacturing Company, Chicago.**

A stand that attracts universal admiration. The railing surrounding it is composed of Sterling wheels each attached to a separate post and free to revolve at any curious spectator's will. In the centre of the exhibit is a post ten feet in height from which is suspended an old-fashioned set of steel-yards, on which is hung from time to time one of the models of Sterling wheels, that there may be no mistake



STERLING SPECIAL.

about the weights. Three Sterling specials are shown, one full coppered, and most handsomely finished. Another has what are usually the bright parts plated to represent black steel. The third is black enameled with Sterling silver rims. These wheels weigh 27 pounds each. Two Sterlings of the double diamond variety, one nicked and the other enameled, are shown. All are fitted with M. & W. tires. C. F. Stokes, C. W. Dickerson, William Herrick and L. A. Howell are present. An illustrated dictionary of cycling terms is being distributed. This is liberally illustrated by the incomparable Herrick and is serving its purpose, being quite a hit.

**Stand No. 26.—Buffalo Tricycle Company, Buffalo, N. Y.**

This stand is occupied jointly by the Buffalo Tricycle Company and H. C. Martin & Co., Buffalo. The first named concern shows a couple of samples of each of the Fleetwing, Envoy and Unique. The first named is a drop frame (convertible) machine, made in various sizes, of the best materials throughout and splendidly finished. The machines are made with 24, 26, 28 and 30-inch wheels, in cushion and pneumatics, the latter listing at \$60, \$70, \$95 and \$100, respectively. The Envoy is a diamond frame, Humber pattern machine with

24, 28 and 30-inch wheels and listing at \$60, \$95 and \$100. The Unique has a double diamond frame, made with 26, 28 and 30-inch wheels, listing at \$70, \$95 and \$100. The machines are finely finished and constructed, the spokes being swaged at both ends and having the threads rolled on. Mr. Martin shows the Buffalo light roadster and scorcher.

**Stand No. 27.—Stover Bicycle Manufacturing Company Freeport, Ill.**

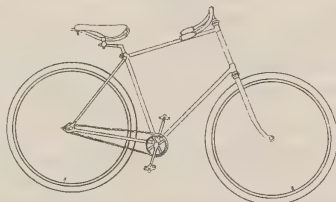
The Stover exhibit, in charge of Vice President Wilcox and C. M. Bouggy, eastern traveler, consists of Thoroughbred Phoenix A and B, Phoenix, C and D, and the Ladies' Phoenix, Y and Z. The Freeport wheels will be fitted with G. & J. or Palmer tires exclusively this year.

**Stand No. 28.—A. M. Scheffey & Co., New York City.**

Scheffey & Co. have a nice stand, with A. M. Scheffey in charge. The exhibit consists of four Wynnewoods in two weights, all splendidly made and apparently good mounts. The Queen City is also shown in several styles.

**Stands No. 29, 30, 32.—Rouse, Hazard & Co., Peoria.**

Rouse, Hazard & Co.'s exhibit, although not entirely in shape, is one of the largest and most complete in the show. It adjoins the stand of the Rouse-Duryea Cycle Company, and the four booths are practically thrown together.



RUDGE NO. 1.

Fred Patee is in charge. The principal part of the exhibit consists of all the grades of Rudge cycles, including a neat racer and the No. 1 scorcher, made in the Rudge American branch factory at Peoria. There seems to be no difference between the American-made and the English-made wheel. The '93 pattern is considerably improved in design over that of '92, and has a general excellent appearance.

**Stand No. 31.—Rouse-Duryea Cycle Company, Peoria.**

The exhibit of Sylph spring frames, at this writing, is hardly in shape. A full line of the Sylph spring frames will be shown. There seems to be no change in the wheels for 1893 except in the matter of tires. The ladies' wheel now has 29-inch instead of 30-inch wheels, but the patterns and weights of the two spring frame machines, models A and B, remain unchanged. The company also shows a rigid frame scorcher of 30 pounds, with 28-inch wheels, and made with 18-gauge tubing throughout.

**Stand No. 35 and 36.—Remington Arms Company, New York.**

J. Zollinger is in charge of this splendid exhibit, which includes a light roadster, 31 pounds; roadster, 44 pounds; ladies' machine, 43 pounds. The wheels were fitted with New York Belting, Closure, Morgan & Wright and Bidwell tires and roller chains. Mannesmann tubing and Warwick hollow rims are used in the construction of these wheels. They are using very large gauge tubing, and both the light roadster and roadster have the crank hanger very high. The models they are showing are not Humber pattern, the Remington people say. The finishes of the wheels on exhibition are in black and red.

"Pop" Worden is expected here Saturday.

**Stand No. 37.—Charles Scott & Co., Philadelphia.**

This house has long been one of the most prominent builders of wagon wheels in the country. It makes a display of sulky wheels fitted with pneumatic tires. M. J. Kelly may be found in charge.

**Stand No. 38.—Crawford Manufacturing Company, Hagerstown, Md.**

R. H. Crawford is in charge of the exhibit, and shows three diamond frame wheels, one for boys all fitted with Greyhound tires.

**Stand No. 38.—Columbus Bicycle Company, Columbus, O.**

This company shows Columbus light roadster and Diamonds, and is represented by C. S. Merrill, general agent.

**Stands Nos. 39 and 40.—Schoverling, Daly & Gales, New York.**

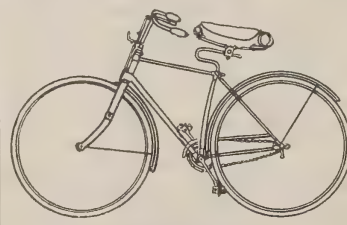
The exhibit of Schoverling, Daly & Gales, in charge of Messrs. Wympier and Alvah, contains Humber, racers and roadsters from both factories. A special Humber was shown having the Dunlop silk tires. Holophote, Powell and Hammer lamps are also exhibited.

**Stand No. 41.—Hart Cycle Company, Philadelphia.**

This stand adjoins that of the Pope and Hartford companies and is conducted in conjunction with them. The display is combined with these two houses and the exhibit is a general one.

**Stand No. 42.—Hartford Cycle Company, Hartford, Conn.**

Marion is in charge of this neat exhibit, which contains six patterns of the Hartford—A and B, cushion tires; C and D, pneumatics; E and F, pneumatic (E also with 1 1/2-inch cushions). The last two are the latest product of the Hartford company. Pattern E is a diamond



THE HARTFORD.

frame listing at \$120 with 1 3/4-inch pneumatics, and \$110 with 1 1/2-inch cushions and having 28-inch wheels, ball bearings throughout, elliptical or round sprocket wheel, Elliott chain, 62-inch gear, weight 43 pounds.

Pattern F is the ladies' wheel, with the same specifications as in E excepting the weight. The frame is the loop pattern and the weight 45 pounds. The finish on both is black enamel and nickel.

**Stands Nos. 43-46.—Pope Manufacturing Company, Boston.**

The Pope company show models 30, 27, 28, 29, 31 and 32. Those in charge are Messrs. Anderson and Pope, Jr. The four spaces, which are practically in connection with the exhibit of the Hartford people, are well arranged in every detail. Besides the wheels, the Pope company shows samples of many of the parts, sections, tires, etc. In addition to this is a machine which shows the advantages of the elliptical sprocket wheel, which is fitted to all Columbias this year.

**Stand No. 47.—Lovell Arms Company, Boston.**

Manager Harvey is in charge and has

on hand a complete line of Lovell pneumatics and cushions. A new model wheel of the Humber pattern is shown, with steering head 9 3/4 inches; wheel base 44 inches; 28-inch rear and 30-inch front wheels, weighing 36 pounds. The same wheel is also shown striped and with light pneumatic tires, weighing about 30 pounds. This wheel is known as the light roadster. Manager Harvey states that a little later on, possibly not before the middle of the season, they will have a racer ready. This will be on the same lines as the other machines, but will probably weigh between 20 and 24 pounds. The ladies' wheel is a gem, one advantage being that there is sufficient room between the saddle and the handle bar to allow a person to mount without difficulty. The machine weighs 37 pounds, all on. Both wheels are 28-inch and are fitted with 1 3/4-inch tires. Besides this line, the Lovell people have a number of boys' and youths' safeties.

**Stand No. 48.—Eclipse Bicycle Manufacturing Company, Beaver Falls, Pa.**

The Eclipse people have a nice stand, but unfortunately have only one wheel on hand. Three styles will be shown, however, the road wheel, scorcher and a ladies' wheel. They will turn out a racer later.

**Stand No. 49.—Eagle Bicycle Manufacturing Company, Torrington, Conn.**

The Eagle company's exhibit shows a full line of Eagles, with a true elliptic racer with aluminum rims. The exhibit is in charge of F. E. Weaver and E. K. Tryon, whose wares are also shown in this space.

**Stand No. 50.—McKee & Harrington, New York.**

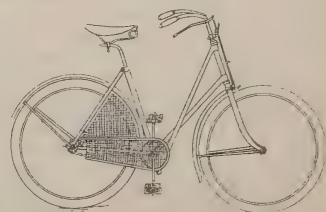
This firm has a complete line of Lyndhursts on exhibition. The racer, 21 pounds, has wood rims which are enameled in orange. The light roadster, 28 pounds has steel rims (wood if ordered), road tires, scorcher saddle, but no guards and brake. The roadster weighs 32 pounds and has brake, road saddle, steel rims and guards if desired. The lady Lyndhurst is something really fine, weighing but 32 pounds when fitted with wood rims, brake, guards and 1 3/4-inch tires. McKee & Harrington have adopted the lap braze on all their wheels, which enables them to make a light mount without losing strength. They also give the rider the option of wood rims. They have adopted the Mackintosh tire, but will give the riders what they desire on special order. W. H. Kirkpatrick is in charge of the space.

**Stand No. 51.—W. H. Hart, Jr., Philadelphia.**

This handsome stand is so arranged as to allow the wheels to revolve, producing a striking effect. Mr. Hart is in charge and shows a very neat and new style of home trainer, which will, no doubt, be kept going during the show.

**Stand No. 52.—Buffalo Wheel Company, Buffalo.**

The Buffalo Wheel Company shows a roadster, 38 pounds, all on; semi-racer,



MAID OF THE MIST.

27 pounds, with brake; racer, 24 pounds; a ladies' wheel, the Maid of the Mist, 30 pounds, all on, and a 21 pound racer built to order only. The roadster has a



diamond frame, long wheel base, hollow rims, cork handles, forgings throughout and Morgan & Wright tires. The racer is built on the same lines as the semi-racer, but is constructed of lighter stock, with stationary handle bar, hollow rims, hollow cranks, and rat trap pedals. The ladies' wheel combines all the features desired to make a light, strong and graceful machine. Brinker has charge of this excellent exhibit.

**Stand No. 53.—Monarch Cycle Company, Chicago.**

This western concern is well represented by L. M. Richardson and C. C. Mead, of Chicago, and the C. W. Dalsen Cycle Company, the local agents. Four machines are shown, a road racer weighing 32 pounds, a ladies' wheel, 35 pounds, roadster model A, 41 pounds; roadster model B, 37 pounds. The ladies' wheel has a double loop frame and the samples are finished in gold instead of the usual nickel, and it is possible that the company will shortly adopt this style of finish.

**Stand No. 53 1-2.—Hilliard Cyclometer Company, Philadelphia.**

The exhibit is far from complete, but Messrs. Hilliard and Wise, who are in charge, show a very complete line of cyclometers, including one weighing but ten ounces.

**Stand No. 54.—Ames & Frost Manufacturing Company, Chicago.**

This exhibit is resplendent in Chicago's municipal color, terra cotta and white. The tubular railing surrounding it is handsomely enameled in these colors, and in each corner a post of the same material rises ten feet in height, from which many gay signs are stretched. The company has but one space, and this is fitted as befits it. The carpets match the general decorations in color and magnificence. Five of the regular models, a military cycle and a set of Imperial sulky attachments are shown. The Imperial roadster is enameled black. This wheel weighs 39 pounds, all on. The same model, stripped and full copper plated, weighs 35 pounds. This is the scorcher. The track racer, weighing 24 pounds, is greatly admired. The ladies', model B, is full nickeled and weighs 38 pounds. Then there is the road racer, 28 pounds. Full sets of forgings, rough and finished, display the real excellence of the wheels. A new dust cap for ball bearings is shown among the parts. James Josephi and W. E. King are in charge.

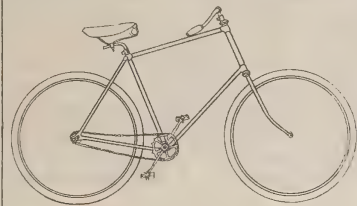
**Stands Nos. 55, 57 and 59.—Gormully & Jeffery Manufacturing Company, Chicago.**

Messrs. Smith, Wells and McWade are in charge of the G. & J. exhibit, which is very complete. It includes a Rambler racer, weighing 28 pounds, having a perfect diamond frame, fitted with G. & J. tires; Diamond Rambler No. 1, with pneumatic tires; diamond Rambler No. 2, with pneumatic tires; rigid frame diamond No. 3, pneumatic tires and brake, weighing 37 1-2 pounds, all on, with tool bag and road saddle; strips to 33 pounds; Diamond Rambler No. 4, similar to No. 3 but shorter, weighing 28 pounds, strips to 26 pounds, with racing tires; ladies' Rambler A, with pneumatic tires; ladies' Rambler B; combination Rambler; boys' Ideal Rambler and girls' Ideal Rambler, fitted with cushion tires. The G. & J. line of sundries is very complete and shows eight styles or lamps, including the Lustre, Arc, Brilliant, Rambler, Leader Nos. 1 and 2, Chicago Headlight Nos. 3 and 4; four styles of bells; three styles of saddles; tool bags, pouches, pumps, tourists' bags, luggage carriers, child's seats,

stands, locks, wrenches, clothing, etc., help to complete the excellent showing made by the Chicago firm.

**Stand No. 58.—H. A. Lozier & Company, Cleveland, Ohio.**

The Lozier stand was beautifully decorated and carpeted, having a quantity of rugs and all surrounded by handsome nickeled railings. The exhibit contained three No. 4 Clevelands, weighing 30 to 34 pounds; two No. 5 Clevelands, weighing 34 pounds, and also a



THE CLEVELAND.

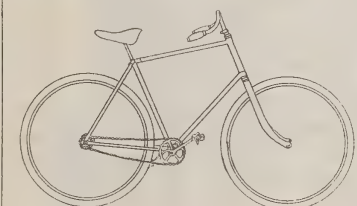
racer. Besides the wheels, samples of Shelby tubing, forgings in the rough, rims, Cleveland tires and other parts were shown. The wheels were finished in various colors and were in charge of H. A. Lozier, Jr., and Messrs. Ensworth and Diamond.

**Stand No. 60.—Royal Cycle Works, Marshall, Mich.**

Considerable improvement is noticeable in the wheels of this concern. All the parts are shown separately. The machines shown consist of three Royal Limiteds in three different weights and finishes; two Royal light roadsters, with different finishes, one ladies' Royal and one special 19-pound racer. The company also exhibits a Royal Limited complete in every other respect, but with no finish whatever, which has very naturally attracted a great deal of attention and comment. The finish on these wheels causes much favorable comment. President Gorham and Secretary Weld are in charge.

**Stands Nos. 62 and 64.—Union Cycle Manufacturing Company, Boston.**

Messrs. Kirk Brown, Measure, Jr., and Tyler represent the Union company at stands 62-64, where they are



UNION P. D. Q.

buisly engaged, in arranging several Union wheels, principally the No. 3 and the P. D. Q. Another portion of the exhibit was the Riehle Brothers' testing machine for spokes, chains, rims, etc.

**Stands Nos. 63 and 64.—American Ormonde Cycle Company, New York.**

The Ormonde exhibit consists of a very complete line of sundries, a full Ormonde roadster, weighing 38 pounds; a light roadster, weighing 28 pounds; a front driver safety, two ladies' machines and a model D. The last three are all fitted with roller chains.

**Stands Nos. 66, 68 and 70.—Wilson, Myers & Co., New York City.**

This company, makers of the Liberty, show ten different machines, including a full roadster, 40 pounds; a light roadster, 35 pounds; scorcher, 29 and 31 pounds; and ladies' wheel, 33 and 37 pounds. A racer weighing but 11 3-4 pounds without tires is also shown, and as Bidwell has promised tires but two

pounds to the pair, the Liberty people think they will have about the lightest racing machine on the market. A 20-



FULL ROADSTER.

pound racer is also shown, besides the Ideal and Columbia Rubber Works tires. The construction in the Liberties seems to be of the best. The bottom bracket is hard, cylindrical tubing is used, and the fork connections are bolted from the inside and brazed. The racer is all steel, with 1 3-4 inch tires. The Liberty ex-



GODDESS.

hibit was tastefully arranged, lanterns showing the word "Liberty," being suspended across the front. The railing was composed of forks and wheels. This



BOGIE MAN.

will be used also at the exhibit at the World's Fair. Messrs. Bretz, Perkins, Hazleton, Robinson and Green are in attendance.

**Stand No. 67.—Gendron Iron Wheel Company, Toledo, O.**

The Gendron exhibit consists of a diamond frame safety with 30 inch front and 28-inch rear wheels; a ladies' machine with 28-inch rear wheels, a double diamond frame with 26-inch wheels, and also a full line of sundries. In addition, a sulky is shown fitted with 1 1-2 inch cushion tires on 54-inch wheels. The company is represented by E. T. Valient, Peter Gendron and J. F. Vogel.

**Stands No. 69 and 71.—Sercombe-Bolte Manufacturing Company, Milwaukee.**

In the two spaces mentioned the Sercombe-Bolte Manufacturing Company exhibits its full roadster, 35 pounds; light roadster, 31 pounds; ladies' Telegram, 33 pounds; also a full nickled ladies' Telegram; Chainless Telegram, (diamond frame) 35 pounds; Lightning Messenger racer, 27 pounds and the special Sanger racer, 24 pounds. In addition to these machines the company shows sections of its new Telegram (clinch) pneumatic tire and "silver rims," which are fitted to all its machines with the exception of the Sanger racer and the Lightning Messenger racer, which are fitted with light racing tires. Samples of frames, enameled and bare, to show the workmanship and material and the different colors of enamel, including

green, yellow, red and wine color, are also shown.

Then samples of every part of the machines are exhibited, finished and unfinished, to show just what material and workmanship enter into their construction. Five different styles of saddles, including a three-spring saddle which weighs 28 ounces, are exhibited.

Perhaps the most interesting part of this exhibit is a machine for measuring the different sizes of balls used in the Telegram cycles. The workmanship of this machine is so delicate that with it a hair can be measured. The company also makes a special feature of exhibiting its pneumatic sulkies, of which it has several designs. Messrs. Sercombe and Seward arrived to-night and F. S. Fox is here also.

**Stand No. 72.—W. H. Wilhelm & Company, Reading, Pa.**

This firm shows its regular road wheel, the Reading Flyer, weighing 36 pounds all on; Humber pattern frame, Solid Comfort saddle, drop bars, 28-inch wheels and 1 3-4-inch tires. The road racer is a 32-pound wheel, all finished in nickel except the frames. The racer weighs 25 pounds, has 28-inch wheels and 1 5-8-inch Morgan & Wright tires. These wheels have 11 1-2-inch ball head, and the ladies and Junior Flyer have 9-inch ball head. The ladies' wheel weighs 37 pounds and is built on the double tube straight line order. The Junior is a 26-inch boys' pneumatic. All the wheels are built on the same lines and list as follows: Flyer, \$115; road racer, \$115; ladies', \$115; racer, \$125; Junior, \$65.

**Stand No. 73.—Parkhurst & Wilkinson and the Garford Manufacturing Company, Chicago.**

The former firm arranges an exhibit of forgings, chains, rims, forks and tubings, parts and Hartford Rubber Company's goods very artistically. The booth is prettily decorated with evergreen and cork. The saddles have not arrived, but the Garford exhibit will contain fifteen saddles of different designs. The complete list includes twenty-two designs.

**Stands Nos. 74 to 77.—George R. Bidwell Cycle Company, New York.**

This is a house which seems determined at all times to be among the leaders at exhibition times, and its display to-day is no exception. Samples of its entire line are shown, but many of them, particularly the St. Nicholas line, have been already described in the REFEREE.

The Tourist is by no means a novelty, but the '93 model differs from the '92 in having a longer wheel base and a longer steering head, while the saddle post tube is almost straight, making a frame, practically Humber pattern. The full line comprises the Roadster, the Light Roadster and Ladies'. The Roadster weighs 40 pounds, with 30-inch wheels and 1 3-4-inch tire to the front and 2-inch to the rear wheel. The Light Roadster, stripped of guards and brake parts, weighs 34 pounds, 28-inch wheels and 1 3-4-inch tires. The ladies' Tourist is made with U frame, 28-inch wheels, 1 3-4-inch tires and weighs 39 pounds. All list at \$150.

A cyclometer of new pattern, improved as the result of two seasons' experience, is shown. The company believes it perfection. List, \$10. It was intended to have a tire-making exhibit, but as yet it has not been arranged. Secretary Loucks has charge of the stands.

**Stand No. 78.—New York Cycle Company, New York.**

This exhibit is in charge of S. H. Ellis,



and comprises a line of six different styles of machine and the New York saddle.

**Stand No. 79.—The Ariel Cycle Manufacturing Company, Goshen, Ind.**

Here is shown a geared ordinary of home manufacture, models C and D Ariel and a ladies' machine, the Titiana. The model D is the leader for '96 and has the Humber pattern frame, with 10 1-2 inch head. It has 28-inch wheels, Warwick rims, 64-inch gear, and lists at \$150. A wheel is shown fitted with elliptical sprockets.

**Stand No. 81.—Whitten, Godding & Co., Providence, and Philadelphia Drop Forging Company.**

This exhibit, which is in charge of Mr. Whitten, consists of a very complete line of sample forgings of the Philadelphia concern, and also forgings, parts and sundries of all kinds by the Providence house.

**Stand No. 82.—Premier Cycle Company, New York.**

The Premier exhibit is far from being ready, but promises to be elaborate. It will consist of five styles of machines, an electric lamp weighing but 24 ounces, and a line of Lucas' oil lamps and other sundries, and will be in charge of Harry C. Wheeler and E. S. Dayton. President Johnson is expected next week. The machines to be shown are as follows: A helical tube road racer, weighing 26 pounds; helical tube roadster, 30 pounds, with brake and mud guards; weldless tube roadster, 38 pounds; helical tube racer, 18 1-2 pounds, the frame of which weighs 3 1-2 pounds, and a ladies' machine, 30 pounds, complete with brake, guards and chain case. All the machines are fitted with Dunlop detachable tires, and list, respectively, at \$150, \$150, \$115, \$160 and \$150.

**Stand No. 83.—American Dunlop Detachable Tire Company.**

A fine line of the old and new style Dunlop tires will be shown as soon as the exhibit is complete. Alfred and Har- Harvey (Jr.) Du Cros will be in charge. The two young Irish gentlemen, with A. Halroyd and an assistant, will soon be busy giving illustrations of attaching, detaching and repairing the new Dunlop tire.

**Stand No. 84.—C. D. Hill Cycle Company, Chicago.**

The stand is hardly ready. It is to be handsomely decorated and carpeted. The railings are brightly nickeled and enameled, the exhibits of the New York Belting & Packing Company and American Dunlop Company on either side being surrounded by a similar railing. Four machines are shown—including model A, standard finish, all on 36 pounds and model B, stripped to 32 pounds, full nickeled. Another of the same model, of polished steel and unbrazed, is shown. This machine has the pins only to hold it together, and can be taken apart in a few minutes. The road racer, weight 26 pounds, attracts much attention. All machines are fitted with Morgan & Wright pneumatic tires. A novelty in this exhibit is a long bar of tool steel, such as the parts are turned from, on which cups and other parts have been turned and finished up as if for the machine, but none of them detached from the bar.

**Stand No. 86.—E. C. Stearns & Co., Syracuse, N. Y.**

This exhibit is represented by C. A. Benjamin, F. A. Garrett and F. Howard Tuttle, and consists of a Stearns racer built on Humber lines, either with 28 and 30 inch wheels or two 30 inch

wheels; road scorchers, 32 pounds, and a model C, 38 pounds.

**Stand No. 87.—Anglo-American Iron & Metal Company, New York.**

The Anglo-American company's exhibit has an immense variety of materials used in cycle construction, in all conditions of finish. Rims, frames, ball heads, chains and small parts make up the major portions of the exhibit. It is the only concern in the show which has aluminum rims on exhibition. The stand is beautifully decorated and very complete in all details.

**Stand No. 88.—Singer & Co., Boston, and Wall & Boyer, Philadelphia**

The leader is a line after the Modele de Luxe. Of these there are the roadster, light roadster, ladies' and a racer. The first named has been remodeled since last season, the lines of the frame being like those of the Special Modele. To the lightness, strength and finish of these patterns they have devoted strict attention. They show a new pattern,

a marble slab, are all sizes of balls made by the company, from 2 5-8 inches down to 1-32 of an inch. The display is neatly gotten up and attracts considerable attention.

**Stand No. 93 to 95.—Elliott Hickory Cycle Company, Newton, Mass.**

Sterling Elliott is on hand. His company shows all the different finishes of its machines, and its new tubular handle bar and forks. The original Nancy Hanks sulky, as it is known, is shown, together with all the parts used in the construction of the Elliott sulky. Mr. Elliott says prospects are unusually bright. Many improvements are noted in the Hickory for 1893. The east railing of the exhibit is formed of Hickory trade marks, each four feet long. The first Hickory ever made and an old hickory boneshaker are displayed.

**Stand No. 96.—The Columbia Rubber Works Company, Akron, Ohio.**

This exhibit consists of the Palmer and Greyhound tires, various kinds of rub-

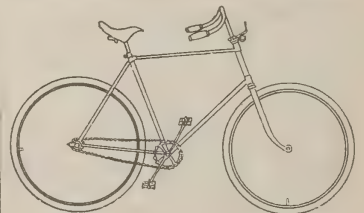
Next they show a 28-pound racer of the same model, which is a superb machine. A lady's model with a very full dress guard and ball bearings throughout, and also a boy's New Mail, diamond frame and ball head, which is certainly a very handsome machine, are also shown. The exhibit is tastefully arranged and is presented over by W. S. Atwell.

**Stand No. 98.—J. A. Hunt & Co., Westboro, Mass.**

Hunt & Co. exhibit a large line of the several styles of saddles for gentlemen's use in riding, scorching or racing saddles; a fine line of ladies' saddles, both in regular leather and pneumatic tops; also tool bags, toe clips, pedals and other sundries. They also show fourteen different styles of saddle tops, thirty-three styles of saddle springs and sixteen different sizes and styles of tool bags. The saddles are arranged in tiers and make a good exhibit.

**Stand Nos. 99 to 101.—McIntosh-Huntington Company, Cleveland.**

An attractive display and one in which the man who delights to ponder over the days of the g. o. o. is particularly interested, is this, inasmuch as it includes a number of Crypto geared ordinaries, including one said to be that on which the great Shorland won the 24-hour race at Herne Hill, and established a record unapproached up to that time. A number of other wheels were shown at Agricultural Hall in November. The gearing is shown and fully explained to interested inquirers. The McIntosh-Huntington Company is even more deeply interested in the Sunol, however, a wheel manufactured at the old Speedy factory, in Chicago, by a company com-



KING OF SCORCHERS.

posed mainly of people connected with the Cleveland house. The wheel has a gun metal finish and is a splendid wheel. It is made in four styles, comprising the track racer, weighing 25 pounds, the light roadster weighing 30 to 31 pounds, the full roadster weighing 35 to 36 pounds, and a ladies' wheel weighing 34 pounds. These wheels have many novel features, prominent among which are a new adjusting device, a removable sprocket wheel, and a gear case made after the company's own design. The King and Queen of Scorchers are shown, and for a medium grade the house has the Hercules, manufactured with 30, 26 and 24 inch wheels, all with cushion or pneumatic tires and diamond frames. Another wheel handled is the Stella, a combination, made in two sizes, with 26 and 28 inch wheels. A child's machine completes the list. Lucas' lamps and other sundries are shown.

**Stand No. 103.—Winton Bicycle Company, Cleveland, Ohio.**

Four patterns of the Winton, besides a triplet, were shown, as follows: Roadster, 40 pounds, all on; light roadster, 30 pounds; ladies', 38 pounds, all on; racer, 20 pounds.

**Stand No. 109.—Kalamazoo Cycle Company, Kalamazoo, Mich.**

H. M. Kindee represents this house and exhibits to advantage samples of all its products. Two novelties are shown, a carrier which does not fold and a mail carrier. The latter, should the system

similar in design to the Modele de Luxe, and of the same quality of material, but, having fewer specialties, the price will be less. The well-known Special Singer and Royal are included in their patterns at reduced prices.

The Miniature, ladies' Miniature and Intermediate are fitted with one-inch wired cushion tires, as last year, and the prices will be somewhat reduced. Singer & Co. have several patterns of pneumatic tires under trial. The Singer. Among other improvements we may mention the Singer steering lock, which has been simplified and altered in detail. The Singer detachable crank bracket and the Singer ball pedals they will continue to use. They have also patented a simple, neat and reliable detachable foot rest. A racing saddle weighing 1 1-2 pounds and many sundries were shown.

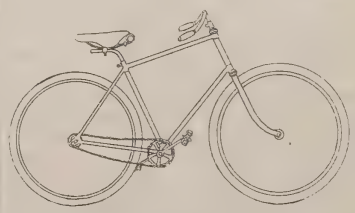
**Stand No. 89.—Simonds Rolling Machine Company, Fitchburg, Mass.**

At this exhibit, tastefully arranged on

bers and handles. J. C. Pierrez is in charge.

**Stand No. 97.—William Read & Sons, Boston.**

William Read & Sons exhibit a full line of their New Mails. They have brought out at \$125, with pneu-



NEW MAIL.

matic tires, a straight Humber diamond frame 36-pound wheel, which is right for a roadster, with an extra long ball head, and is a very taking machine. It already has received very heavy orders, and is sure to have a great season.



of mounting mail carriers on bicycles prevail, will be one of the most useful articles in the sundry line.

**Stand 109 a.—Red Star Manufacturing Company, New York.**

W. S. Thorn, Jr., was in charge of this exhibit of specialties, consisting of Red Star solid illuminant for bicycle lamps, Red Star chain lubricant and Red Star lubricating oil. Mr. Thorn was making contracts for future delivery.

**Stand No. 110.—Grand Rapids Cycle Company.**

L. T. Wilmarth, secretary of this company, is on hand with three styles of Clippers, and is arranging what will be a neat exhibit.

**Stand No. 110 1-2.—Niagara Machine Company, Buffalo.**

This exhibit consists of a full line of dust-proof pedals, and includes one weighing complete, with rubbers, about 15 ounces. The house is also making a light rat-trap for general and road use, weighing between 9 and 10 ounces, having foot plates made of drop forgings with the corners so braced as to make the pedal, according to the makers' claim, the stiffest rat-trap in the market. In addition to these, they show a very full line of pressed steel bearing cases and a line of steel balls, with specimens of the usual tests. The Capitol Manufacturing Company of Chicago also occupies this stand, and shows a complete line of wrenches, including the Acme, Acme Combination, Hercules and Hercules screw driver.

**Stand No. 112.—Derby Cycle Company, Chicago.**

J. L. Tounsley is representing the Derby company at the show and is exhibiting the Derby, model A, weighing 36 pounds; model C, scorchers, and a ladies' wheel are also shown.

**Stand No. 113.—Bradley Chainless Bicycle Company, Albany.**

A hand-made sample only is shown. As an attractive curiosity it is certainly



a success, but its qualities as a practical road machine have yet to be demonstrated. Nothing can be added to the description already published in the REFEREE.

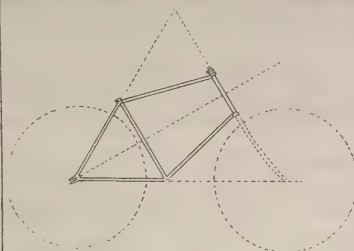
**Stand No. 115.—New York Belting & Packing Company.**

The exhibit is not nearly completed, but the Burris-Michelin tire will be shown by having tires which can be taken apart, showing the method of operating. The company also shows two French wheels, three Humbers, and an American fitted with the Burris-Michelin tires to show how they look upon the wheel. Mr. Burris is arranging the exhibit. There will also be a neat exhibit of new Protection Strip (1893) and laced tires, together with pedals, handles, and other rubber goods made for the use of cyclists. There is also shown an electrical pump for inflating tires.

**Stand No. 117.—Peerless Manufacturing Company, Cleveland, O.**

W. A. Neff has charge of this exhibit, which consists of the Triangle, a high-grade pneumatic weighing thirty-six pounds, with drop frame and a perfect

truss, as shown in the cut. It has a 45-inch wheel base, 10-inch head, and the cranks are eight inches from the ground. It lists at \$150. Besides this,



THE TRIANGLE.

they show the America and Buckeye Junior, the former weighing 36 pounds and having a 43-inch wheel-base and a 10-inch head.

**Stand No. 120.—Rimington Bros. & Co., New York.**

This firm has a fine exhibit, embracing the Westwood Wheel Company's double hollow rims, Sanspareil patent dust-proof pedal, crank, and interchangeable sprocket wheels, Butler's XLNT, specially toughened brazed forks and patent Webb joint frames, besides bicycle fittings of almost every description. S. A. Rimington and W. H. Newman have charge of the stand.

**Stand No. 122.—Indianapolis Bicycle Manufacturing Company.**

So far the Indianapolis people have received nothing but trunks containing the various sample wheels and parts, and at the time of writing the exhibit has not been arranged.

**Stand No. 123 (a)—Warman & Hazelwood, Chicago.**

This exhibit is tastily fitted out, nothing gaudy or showy. The line includes nine wheels and attracts general attention. J. I. Warman and H. E. Laurie are in constant attendance. The machines shown are as follows: No. 2 Coventry Cross, standard finish, weighing 36 pounds, fitted with Morgan & Wright tires. No. 2 full roadster, Morgan & Wright tires, 40 pounds; No. 4, Coventry Cross, cushion tires, 39 pounds; No. 5, Coventry Cross, cushion tires, weighing 39 pounds, a little different in shape from No. 4; No. 12, Coventry Cross, Morgan & Wright tires, weight 38 pounds; No. 14, Coventry Cross, '93 Dunlop tires, enameled chocolate color and striped in gold; this is a diamond frame with long ball head, and weighs 36 pounds; No. 15, road racer, Morgan & Wright tires weight 32 pounds; No. 16, ladies' wheel, frame of novel construction, strength and beauty in every line. This is called the Lady Bird. It weighs 38 pounds. No. 17, geared ordinary, front driver safety, fitted with Boothroyd tires, weighing but 36 pounds.

**Stand No. 123 (b).—Morgan & Wright, Chicago.**

This exhibit occupies a corner of the stand of Warman & Hazelwood, and is in charge of F. E. Spooner. A tepee of tires and inflated tubes attracts no end of attention. The new racing tire, with its excellent tube and valve, is shown, and Spooner will book many contracts.

**Stand No. 124.—Keating Cycle Company and Philadelphia Cycle Company.**

The stand is occupied by these houses jointly, the latter named being the local agent of the former. Models C and D are shown and are much the same as last year. Model B is a road wheel of pretty lines.

**Stand No. 126.—Cushman & Denison, New York.**

Walter H. Hemming is in charge of

this exhibit, and is busy showing the good points of the Perfection pocket oiler, the Perfect pocket oiler holder, for carrying the oiler, and the Perfect pneumatic pump holder for carrying a pump on a bicycle.

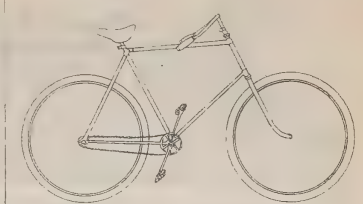
**Stand No. 129.—Excelsior Chemical Company, Sandusky, O.**

A really good oil was shown at this stand, being made expressly for typewriters, bicycles, firearms, sewing machines, etc. It is claimed for it that it will remove rust from nickel, enamel and steel, and is an excellent article for cleaning parts.

**Stand No. 130.—Acme Bicycle Carriage Company, Newark, N. J.**

R. Chandler, in charge of this exhibit, shows the Acme bicycle carriage, a most excellent stand. Several stands are shown enameled in plain and fancy colors. Several firms had all their wheels on these stands. The stand is on castors,

ples of the Druntless—a 22-pound racing wheel, packed in a traveling case; a 30-

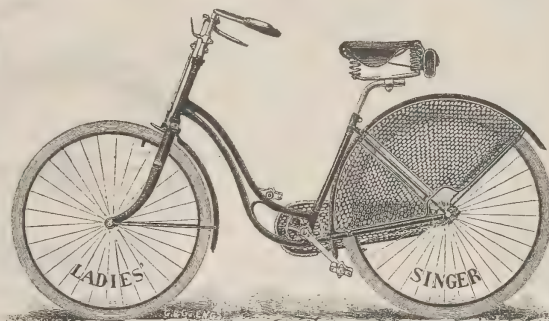


TOLEDO RACER.

pound scorchers; 38-pound roadster, and a 40-pound ladies' wheel.

*The Newspaper People.*

It is a mighty small specimen of a cycling journal which is not represented. Some of them feel that the show committee should have furnished suitable press quarters free of charge, but they are here just the same. Our esteemed and enterprising contemporary, the *Bearings*, will no doubt speak for itself



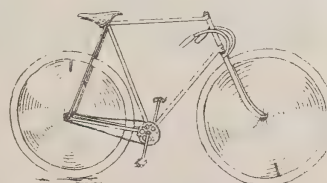
is light and easily adjustable and is certainly a desirable article, particularly for home use.

**Stand No. 153.—Lloyd & Co.**

A. G. Powell, manager, is in charge of this exhibit, which contains a full line of Hickory ball bearings and Pennsylvania cycles. In addition to these they show a new home trainer and a complete line of Hilliard lamps, saddles and bells.

**Stand No. 155.—Marble Cycle Manufacturing Company, Plymouth, Ind.**

The exhibit is far from ready. George K. Barrett and W. B. Young are expected every moment to arrange the



MARBLE RACER.

stand, which will contain a full line of Svalleys and the new Marble racer, with handle bar attached to the fork crown, as shown in the cut herewith.

**Stand F (exit).—Rochester Cycle Manufacturing Company, Rochester N. Y.**

This is the only stand not in the main building, but its exhibit was of such a complete character that it attracted many admirers. President Kenfield was in charge and showed the scorchers, roadster, racer, and also Nos. 1 and 2 Rochester. In addition he had on exhibition a number of sulky wheels, various parts used in the construction of his wheels and a full nickel scorchers. The Rochester detachable sprockets were exhibited with considerable pride by Mr. Kenfield.

*The Toledo Exhibit.*

C. T. Buchanan and C. H. Melik, for the Toledo Bicycle Company, show sam-

—as usual. "The solid paper of the trade" is here apologizing for its backwardness at Christmas time, but preparing for a mighty scoop on its western contemporaries! Crowther's home is stand 94, and he is in his element, of course. Happily his stand is far enough removed to be out of hearing of the fu-sy little man whom F. P. P. so delights to honor. Frank Egan, editor of *Sporting Life* ex-apostle of purity, and a good many other things, is also to be seen, heavily armed and under police protection. Then there are Dimon of *Cycling*, Lewis of the *American Wheelman* and "representatives" and correspondents galore.

*Notes.*

The Simonds Rolling Machine Company of Fitchburg, Mass., is very busy now filling orders for 1893. Its works are run every night until 9 o'clock. It already has orders for nearly 20,000,000 balls and a great many other bicycle parts. It has just made a special lot of balls for the Sercombe-Bolte Manufacturing Company of Milwaukee, Wis., which Sercombe-Bolte Manufacturing Company is exhibiting at the show.

The McCune Cycle Company, of Everett, Mass., had a sample of each of its wheels on hand.

The New Departure Bell Company, of Bristol, Conn., shows samples of its bells.

Loyd, Read & Co., Coventry, have on exhibition several styles of Overstones.

Guest & Barrow, Birmingham, Eng., are represented by Richard Cadbury.

*Singer & Co's. Fine Line.*

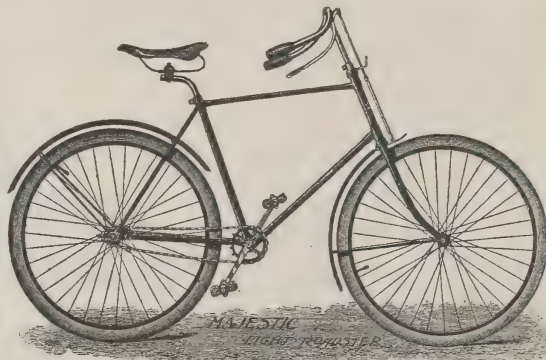
Singer & Co., Boston, have an excellent line of wheels for 1893, including the special Modele de Luxe, which is shown in their advertisement, the regular Modele de Luxe and a pretty and well-made ladies' wheel. We show a cut of the ladies' wheel, which has two 26-inch wheels instead of 26-inch front and 28-inch rear; geared to 53 or 54. It is called the Modele de Luxe, and has every improvement known. They are exhibiting at the Philadelphia show, the report of which contains a good description of the Singer goods.



# AS IN A LOOKING GLASS

THUS WE SEE OUR IDEAL WHEEL FOR 1893. We claim to have reached the highest art in bicycle manufacturing known at the present time. Are we right? See: Our Majestic Light Roadster is all made from *steel drop forgings and weldless steel tubing*. *No castings*, scorch diamond frame, 10-in. steering head, 28-in. to both wheels, 36 butt-ended

tangent spokes, tied at intersections, brass nipples, ball bearings all around on hardened steel bushings, 3-16 in. balls at head, 1-4 in. to front wheel, 5-16 in. to crank shaft and rear wheel. Detachable 61-2 inch cranks, seamless tubing drooped handle bar, detachable lamp bracket, direct plunger brake.



adjustable foot rests. Mud guards to both wheels, round step, nickel parts over copper, gear 59 1-2 and 63-in., wheel base 44-in., dust proof pedals, handles cork and rubber; saddle light, graceful, comfortable, evenly balanced and easily adjusted, one screw does it all.

SECURE FOR YOURSELF NOW the Agency of the most Popular High Grade Wheel on the market.

———We are the Makers—The World is our Territory.———  
Pneumatic Tires, \$115.00.

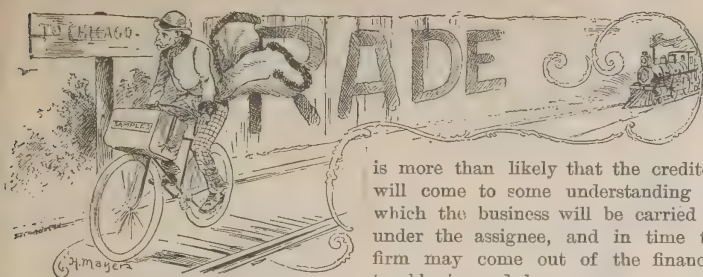
*Majestic Light Roadster,*

*36 lbs. with Mud Guards  
and Rubber Pedals, will  
strip to 30 lbs.*

# Hulbert Bros & Co.

26 West 23<sup>d</sup> St.  
New York





## TWO MORE FAILURES.

Kirkwood, Miller & Co., and The T. D. Ganse Cycle Company Go Under.

The cycling trade and the general business public as well was greatly surprised to hear of the failure last week of the big Peoria bicycle and implement house of Kirkwood, Miller & Co. and the Chicago concern, the T. D. Ganse Cycle Company. Both were considered very strong financially, and enjoyed almost unlimited credit.

The Peoria house made a voluntary assignment Saturday afternoon to Isaac M. Edwards. The total amount of the liabilities as shown by the figures, exclusive of commission business, is \$160,858.68; while the assets figure up in the neighborhood of \$162,000. In the statement given out, A. Featherstone is caught for \$946.18, and Rouse, Hazard & Co. for \$2,078.80. The other creditors appear to be those in the wagon and farm implement line, though it would seem strange if some sundry or bicycle manufacturers were not caught. Some weeks ago it was whispered about that the firm was in bad financial straits, though it was thought that the bad weather would be overcome and the firm would be able to pass over the impending trouble. But the report got about and the members of the company reluctantly affixed their signatures to the assignment papers and the business went into liquidation.

The members of the firm are Hugh Kirkwood, of Cedar Rapids, Iowa; H. L. Miller, of Peoria, and Allan C. Rush, of Perry, Ill. The company commenced business in Peoria, with a branch store in Cedar Rapids, March 2, 1890. The trade was good and the business of the house increased with great rapidity, so much that it was extended and enlarged to a very considerable amount. A little over a year ago Allan C. Rush was admitted to the firm. He was understood by everybody to be a man of considerable wealth. He owned a fine farm in Adams county and a large ranch in New Mexico. The fact of his addition to the firm added to its commercial credit and its standing among the big business houses of the country.

Mr. Miller was the active man in the concern. He had said, when rumors were thick, that if he were given an opportunity he could make the house pay out, and said that they were in better financial condition than ever. Three representatives of the heaviest creditors looked over the books and were satisfied that everything would be all right if a little more time were given to it. But when it became rumored about that the house was shaky, the only thing to do was to protect all the creditors, none of them being preferred.

Mr. Miller says that if the creditors will give him a little time he could pay every dollar the firm owes and resume business at the old stand in better shape than ever. He has a good many friends in the business world who have assured him that they will do all they can to help him, among them a number of the creditors. Business has been splendid all the year, and he says there is enough in sight to keep them shipping out until next July. Under the circumstances it

is more than likely that the creditors will come to some understanding by which the business will be carried on under the assignee, and in time the firm may come out of the financial troubles in good shape.

The bicycle end of the business, at the end of the year just past, showed a clear profit of \$15,000, so that, while the failure is a bad one, it is good news for the cycle trade to know that the department did not cause the downfall, but rather showed a good profit.

## Ganse Fails for \$4,000.

The T. D. Ganse Cycle Company, which last year did a prosperous business in jobbing Reforms, Overstones, Keatings and Ariels, was compelled to close its doors with liabilities about \$4,000 and

enough capital to carry things through. L. Danziger, attorney for Rouse, Hazard & Co., saw Mr. Ganse and made an arrangement with him whereby the latter gave four notes for \$125 each, payable in April, May, June and July. Mr. Ganse had been considered very strong, was a good business man, and it seems to be the general opinion that he could have pulled through if given a little time.

## TRADE IN NEBRASKA.

Lincoln Besieged by Traveling Men From all Directions.

LINCOLN, Neb., Dec. 31.—The city has been full of traveling men of late, hurrying eastward to be at home during the holidays and attend the show. One of these was Fred Patee, en route home from Denver, where he booked some liberal orders. He stopped off here long enough to secure an order for Rudge, Sylph, Overland and Western Wheel Works good. He is the same good fellow and enterprising salesman as of old,

tifully finished, being striped in two colors, and looks like a seller.

C. C. Candy, manager of Overman's Denver branch, was here last week and left his agency again with the above concern. It is thought that cycling will be on a big boom here in '93, and preparations are being made for a big business next year.

"La Cote Mal Taile," the man with a name considerably longer than his coat tails, predicts a badly disorganized trade for '93. We, out here, from a local standpoint, differ with him, and I hope his ideas will prove to be incorrect.

Columbias will be represented in a local way for '93 by C. L. Shader, while E. R. Guthrie retains the Raumbler agency. Hooper and Marshall will sell the Phoenix.

J. Elmer Pratt, Gormully & Jeffery's pilgrim, writes that he is spending the holidays in San Antonio and Houston, Tex., praising the glorious climate, and grows enthusiastic over the fact that he wears two boutonniers a day which never saw a hot house.

SPOONBRAKE.

## RECENT ENGLISH INVENTIONS.

New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Nov. 9, give notice in the prescribed form of such opposition.]

No. 21,284, C.H. Pugh's "Improvements in the manufacture of the metallic rims of wheels for bicycles." Dec. 5, 1891.—According to one method of carrying out the invention, a shallow dish is raised by a stamping process from a disc of sheet metal, and a portion of the bottom is pierced out so as to form a ring having a short internal flange. By means of a series of bending or pressing operations, effected either by dies or rolls, about one-half of the ring is bent at right angles to the other part and parallel to the flange of the ring, so as thereby to form a trough-shaped ring having parallel sides. By further bending or shaping operations the bottom of the trough ring is made concave externally, and the sides of the trough ring bent inwards, so as to form a partly-made hollow ring having a nearly triangular figure in cross section, one of the bent flat sides projecting beyond the other flat side. The two flat sides of the partly-made rim are next shaped to form the convex inner face of the rim, and their marginal parts so bent as to be brought parallel to and in contact with one another and at right angles to the rim. These projecting parallel portions are situated out of the middle line of the rim, and from them a folded joint is made, one of the projecting parts being double the length of the other. The longer projecting part is by a series of bendings folded upon the shorter portion, and the double or folded part thus made is bent flat upon and lies at the middle of the convex or inner side of the rim. To the folded joint thus made at the inner convex side of the rim, the spokes of the wheel are fixed. Instead of making the folded joint at the middle of the inner convex side of the rim, it may be made along one side of the rim at the junction of the concave and convex sides of the rim. In this case a flat ring is used, nearly two-thirds of which are bent parallel to the other third part, so as to form a trough-shaped ring, the sides of the trough being of unequal length.

The marginal parts of these unequal sides of the trough are brought together so as to form a folded joint at one side of the rim substantially in the manner hereinbefore described with respect to the folded joint at the middle of the rim. The inner side of the rim has a convex figure given to it at an early stage of the manufacture, and the outer side of the rim has a concave figure given to it after the folded joint has been made. When the rim is made from two rings, the rings are stamped from sheet metal, and both are made concave, one being shallower than the other and having flat marginal parts. The last-named ring forms the outer side of the rim, and the other deeper ring forms the convex or inner side of the rim. When the shallow or outer rim is placed upon the deeper inner ring, the flat marginal parts of the former project beyond the edges of the latter, and by closing the said projecting mar-



Sketches from Stokes' "Dictionary of Cycle Terms," just out.

assets practically nothing, as near as could be learned in Mr. Ganse's absence to Marshall, Mich. A writ of attachment filed by Kingman & Co., of Peoria, on a claim of \$1,449, forced the concern to shut its doors. As nearly as could be ascertained the principal creditors and their claims are as follows:

Kingman & Co., Peoria, \$1,449.  
Rouse, Hazard & Co., Peoria, \$500.  
Ariel Cycle Company, Goshen, Ind., \$700.  
Morgan & Wright, Chicago, \$290.  
Reform Cycle Company, Coventry, (about) \$2,500.

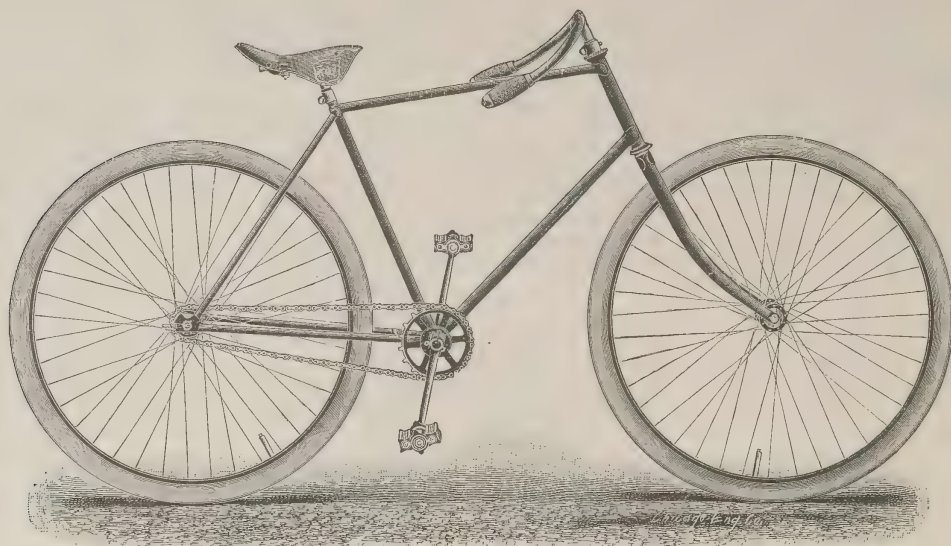
It is said Mr. Ganse would give ninety days' time on goods when he only received sixty himself, and there was not

and has many friends in Lincoln.

George Collister, of racing board fame, now on the road for the Winton, was also here this week. He placed his agency with the Nebraska Cycle Company. This enterprising concern has grown very fast since beginning business in March last, and will work the states of Nebraska and Kansas for '93 on Rudge, Sylph, Overland, Winton, Cleveland and Niagara cycles. It will also do a big business, it says, on Western Wheel Works goods. In addition to these lines, it will market a wheel of its own, called the Lincoln. It is a Humber pattern machine, weighing 37 pounds, a well made and very symmetrical looking wheel, and will list at \$135. It is beau-



# WESTERN WHEEL WORKS



BLACKHAWK LIGHT ROADSTER, \$135.00.

A STRICTLY HIGH GRADE BICYCLE.

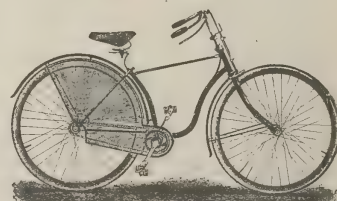
1893 STYLES WITH PNEUMATIC TIRES.



BLACKHAWK LIGHT ROADSTER.  
—\$135.00.—  
28-inch Wheels—Pneumatic Tires.

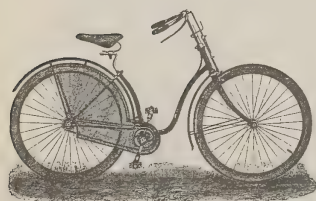


CRESCENT NO. 2.  
—\$100.00.—  
30-inch Wheels—Pneumatic Tires.

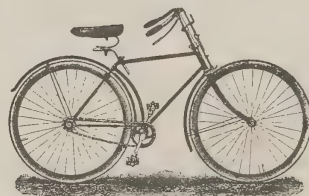


ESCORT NO. 2.  
—\$100.00.—  
30-inch Wheels—Pneumatic Tires.

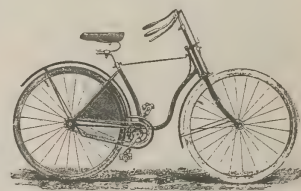
ALL MADE FROM SEAMLESS STEEL TUBING



JUNO NO. 2.  
—\$90.00.—  
28-inch Wheels—Pneumatic Tires.



ROB ROY NO. 4.  
—\$85.00.—  
28-inch Wheels—Pneumatic Tires.



COMBINATION JUNIOR NO. 4.  
—\$60.00.—  
26-inch Wheels—Pneumatic Tires.

AND STEEL DROP FORGINGS.



ROB ROY NO. 2.  
—\$65.00.—  
26-inch Wheels—Pneumatic Tires.



COMB. JUNIOR NO. 2.  
—\$45.00.—  
24-inch Wheels—Pneumatic Tires.

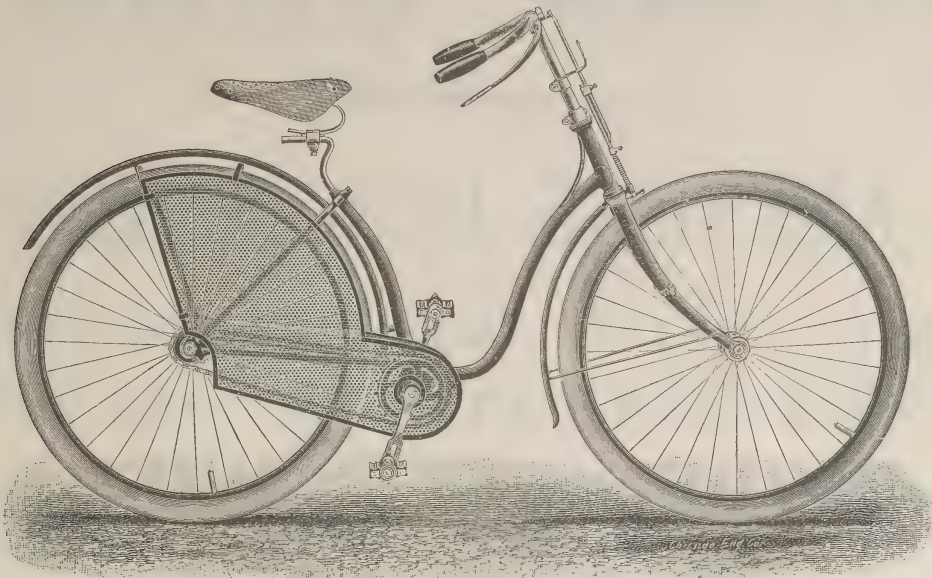


CINCH NO. 1.  
—\$50.00.—  
24-inch Wheels—Pneumatic Tires.

Office and Factory: Wells, Schiller and Sigel Sts., and North Park Ave., CHICAGO, ILL.



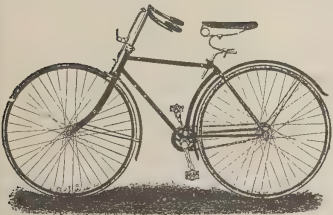
# MANUFACTURERS, CHICAGO.



JUNO NO. 2. \$90.00.

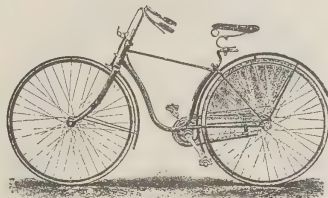
A STRICTLY HIGH GRADE LADIES' BICYCLE.

1893 STYLES, WITH ELASTIC CUSHION TIRES.



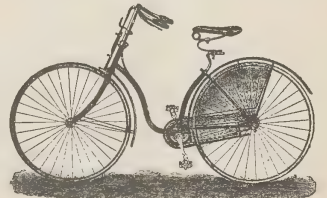
CRESCENT NO. 1.  
—\$85.00.—

30-in. Wheels—Elastic Cushion Tires.



ESCORT NO. 1.  
—\$85.00.—

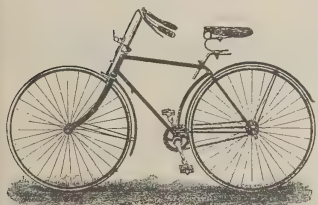
30-in. Wheels—Elastic Cushion Tires.



JUNO NO. 1.  
—\$75.00.—

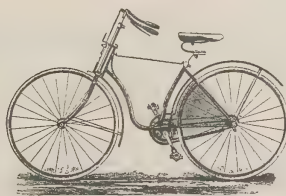
28-in. Wheels—Elastic Cushion Tires.

ALL MADE FROM SEAMLESS STEEL TUBING



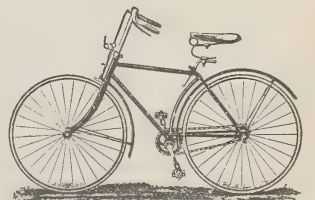
ROB ROY NO. 3.  
—\$70.00.—

28-in. Wheels—Elastic Cushion Tires.



COMB. JUNIOR NO. 3.  
—\$45.00.—

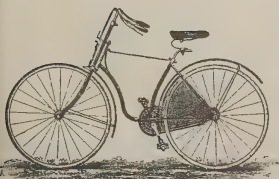
26-in. Wheels—Elastic Cushion Tires.



ROB ROY NO. 1.  
—\$50.00.—

26-in. Wheels—Elastic Cush. Tires

AND STEEL DROP FORGINGS.



COMB. JUNIOR NO. 1.  
—\$35.00.—

24-in. Wheels—Elastic Cush. Tires.



CINCH NO. 1.  
—\$35.00.—

24-in. Wheels—Elastic Cush. Tires.



BOYS' JUNIOR.  
—\$25.00.—

24-in. Wheels—Elastic Cush. Tires.



PET.  
—\$20.00.—

20-in. Wheels—Elastic Cush. T.

R. L. COLEMAN Co., New York, Eastern Agents, will exhibit the full line at Philadelphia Cycle Show, Stands 11, 12, 13 and 14.

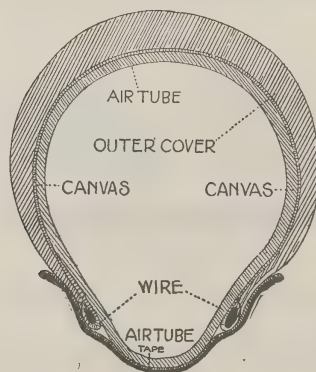


# ❁ A BIG DEAL! ❁

## THE AMERICAN DUNLOP TIRE CO.

*Have bought out the Airtite Pneumatic Tire Co., together with THEIR PATENTS. The Transfer was made December 27, 1892. . . . .*

## 1893 Dunlop Detachable Tire.



Suits have been prepared against several infringers, and writs will be served immediately the the transfer of patents has been registered at Washington.

## GUARANTEE.

We hereby undertake to give all our customers a legal guarantee indemnifying them against loss through litigation, in order to save them trouble or annoyance.

Offices, 160 Fifth Ave., NEW YORK.

Factory and Warehouses, 545, 547 and 549 West 22d Street.



# RAGLAN CYCLES

.....ARE REPRESENTED BY.....

HARBER BROS. COMPANY,  
Bloomington, Ill.

IN CHICAGO AND WESTERN STATES.

FREDERICK W. JANSSEN & CO.,  
310 Broadway,  
NEW YORK CITY.

IN EASTERN STATES.

C. F. BOSTWICK,  
24 Front Street,  
TORONTO, ONT.

IN CANADA.

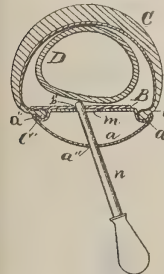
And Manufactured of the Best of Everything by

TAYLOR, COOPER & BEDNELL, LTD

Raglan Works, - - - COVENTRY. ENGLAND.  
LONDON, 33 HOLBORN VIADUCT, E. C.

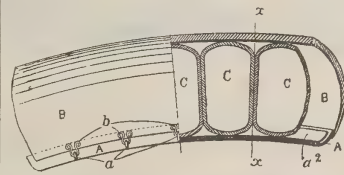
ginal parts upon the edges of the inner ring, the two rings are joined together and a hollow unbrazed rim formed. A number of modifications are shown, and the specification is accompanied by eighty-one drawings. The advantages of making a rim this way are obvious.

No. 17,912, A. T. Brown's "Improvements in the rims and tires of wheels especially applicable to velocipedes" [American detachable.], Oct. 7, 1892.—The object of this invention is to produce an elastic tire which can be readily applied to or removed from the rim, and which is securely locked upon the rim when in use. The rim (a) is provided with edge concavities (a1) and with a plane, or substantially plane, surface between said concavities, which constitutes the outer faces of the rim. A band of metal (B) is fitted loosely around the rim and is wide enough for its edges to overlap the inner edges of the concavities (a1). The tire (C) is constructed of rubber, with a canvas or cloth lining, with thickened tread and enlarged edges, as at c1, creating a neck (c11) adjacent to each enlargement. These enlargements are of the same form as the concavities in which they are seated. D is a pneumatic tube of any desired construction placed within the tire. At regular intervals the inner face of the rim is perforated, as at a11. At corresponding intervals the outer face of the rim is slotted transversely, the slots (m) being opposite or in line with the perforations. The band (B) is also provided with apertures (b1), so that when a bar (n) is inserted through a perforation and slot into one of the said apertures, then that portion of the band adjacent thereto can be pushed to either side, allowing one edge of the tire to be secured or released as desired, and the other edge may be operated on by shifting the band to the other side. When the tire is inserted and inflated it locks the band upon the tire, and the edges of the tire will be locked by the band. It is preferred to have the edges of the tire somewhat less in diameter than the concavities (a1) therefor in the rim, as they will then fit closer and more or less elastically.



No. 14,573, T. Pickin's "Improvements in and connected with tires for velocipedes," Aug. 12, 1892.—The object of this invention is to render air-cushioned tires for velocipedes less liable to collapse through puncture and easily repairable when injured. The improved tire consists of an

outer cover (B) having eyes (b) attached to the outer edges, which engage with the hooks (a) secured to the rim (A). The interior of the tire is closely packed with hollow, flexible, inflated or air-tight balls (C), in each of which the air is compressed by the packing operation. When the tire is filled with the hollow balls, a specially



formed tool is inserted between two balls and forces them apart, leaving room for another ball, which is inserted. This is repeated until the tire is hard enough, the outer cover remaining unsecured only for so much length as permits the tool to operate and a ball to be inserted. The hooks on one side of the rim are preferably attached in such a manner that they may be turned round something like bed hooks. The outer cover may be formed with a flap to cover the face of the rim, or a protected strip of pliable material may be fitted thereon, as shown at (a2).

#### The Steering of a Bicycle.

EDITOR REFEREE:—In your issue of Dec. 23 you comment unfavorably on an article in the *Scientific American*, in which the writer gave the steering of the front wheel as the reason why the cycle does not fall. I wrote one of the articles on that subject, and with all due respect must insist that you are in error. The one necessary and omnipresent action in keeping a cycle, wheel or hoop upright is the steering action. The forward motion assists when it exists, but it is not necessary. On the other hand, no amount of forward motion will maintain a cycle upright unless it be allowed to deviate from a straight line in order to right itself. To prove this, try locking your steering head so it will not turn, and you will find yourself dismounted instantly. Bicycle riders steer either the forward wheel or both of them; unicycle

riders steer the wheel they ride. Cast your eye along the track they make, or ask one about it. He may be unconscious of it, but steering is effected somehow. When not by handle bars it may be by the pressure of the knees against the frame or by the leaning of the body, or through still other causes, but in any and every case the wheel or wheels are deviated from a straight line to get under the center of gravity, and this is steering. That momentum is not necessary is proven by the fact that a Cyclone home-trainer can be ridden. In that case there is no forward motion or momentum, and to remain upright requires more delicate steering than ordinary, so much so that the average man fails unless he lets the machine steer itself. A hoop will stand on a fast-running belt although it have no forward motion, and consequently no momentum. It can be steered from one side to the other very readily, however. Try to roll a hoop down a straight but narrow groove, and see it fall at once. Momentum is a good thing, but it fails to save it.

CHARLES E. DURYEA.

#### Increased Facilities and Capital.

At a stockholders' meeting of the Sercombe-Bolte Manufacturing Company, a full report was made by the officers and the result of the year's business found extremely satisfactory. It was decided to double the original output of the plant, and the officers elected for the coming year were as follows: President, Casper M. Sanger; vice president, F. H. Bolte; secretary, P. H. Sercombe; treasurer, F. R. Pingree. The new directors for the coming year were selected as follows: Casper M. Sanger, P. H. Sercombe, W. H. Wolfe, F. H. Bolte and John S. George. With this new directory the company assumes unusual strength, as locally these gentlemen are of the high-

est standing in financial and business circles. The capital and facilities have been considerably increased, and material is on hand now for 2,500 wheels, so Mr. Sercombe says.

#### The Dunlop Tire Deal.

Of the deal between the Dunlop and Airtite tire companies, the Union Cycle Company writes us as follows; "We believe the sum which changed hands to secure the rights to be the largest ever paid for any patent whatsoever in connection with tires of bicycles. The Airtite Pneumatic Tire Company has gone out of business, having sold to the American Dunlop Pneumatic Tire Company the patent covering that form of tire. The Union Cycle Manufacturing Company has decided to call the pneumatic tire it intends to use for the '93 season the Airtite-Dunlop tire, to distinguish it from the English Dunlop. The Union company will hereafter and altogether use the Airtite Dunlop pneumatic tire."

#### Ames & Frost's New Valve.

The makers of the Imperial have just commenced the use of a new valve. It is very similar to that of Morgan & Wright, but is perhaps more easily taken apart. The valve, faced with rubber, is lodged against another ring of rubber by a spring, and when the cap is screwed on it holds it firmly in position, making it impossible for air to escape.

#### Increasing the Business.

The Anglo-American Iron & Metal Company, having completed extensive additions to its factory, and having recently acquired by purchase another large plant, is in a position to make exceptionally low prices on rims, mud guards, spokes, nipples, chains and other parts of every description required in cycle manufacture. It has just added

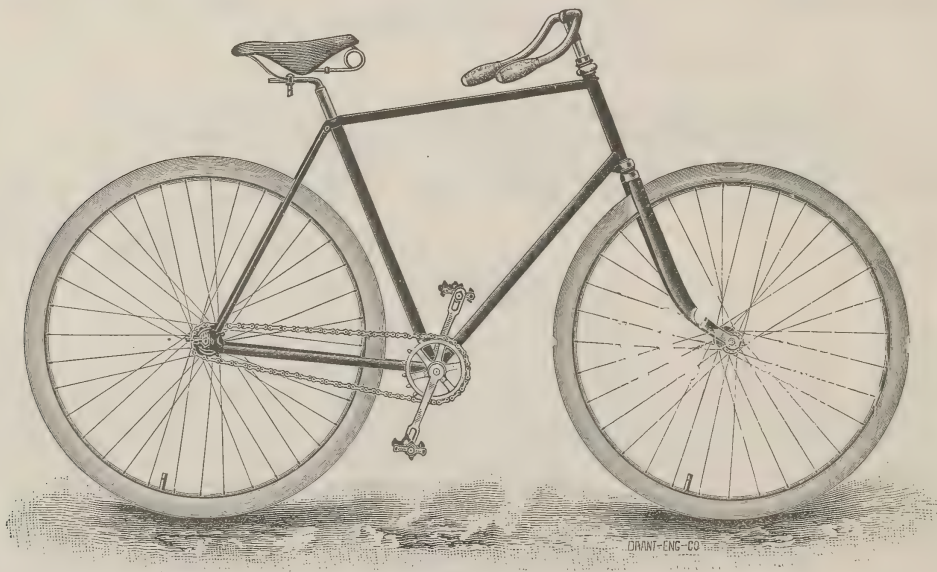


Yes, We Will Be There   
AND OUR SHOW

⊙ Will Be With Us, ⊙

SPACE NUMBER 53.

PHILADELPHIA, January 4th To 14th.



*Don't make your 1893 Contracts until you have  
examined our line of*

**MONARCHS!**

*Four Styles--Weights ranging from 32 to 41 pounds.  
The Grandest Line of Bicycles in America.*

**THE MONARCH CYCLE CO.,**

42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

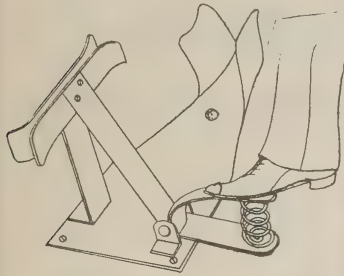
1893 CATALOGUES NOW READY.



some of the most powerful rim rolling machines at present in use, which enables it to employ the stiffest grade of bright cold rolled steel, which under other conditions could not be used. This makes a rim of almost spring temper, which is an assurance against buckle or breakage from any cause whatever. Chains, finished parts—such as hubs, pedals, bottom brackets and cranks—and a full line of 1893 Humber pattern forgings, made from the best crucible steel, are a few of the leading articles handled by the company.

#### Prince Wells' "Bear Trap."

The popular Kentucky agent, Prince Wells, dropped into the office of the REFEREE Saturday and showed an iron, spring frame contraption which he said was a bear trap, and which he intended setting for amateurs in his district. The



affair is entirely of metal, will retail for a dollar, and is a really good cycle stand. By a slight pressure of the foot the jaws are opened and the wheel run in. When the foot pressure is taken off the jaws hold the wheel securely.

#### Trade in New England.

One of the gay throng of travelers writes the REFEREE as follows from Portland, Me.:—"This is a prohibition town, and it is snowing like—you know! The only satisfaction is a cheap cigar, an easy conscience and knowing that trains still leave town. Business is good. Trade in Boston promises well for '93, but there is little, if any, news. Kirk Brown smiles quietly when other makers of tires are mentioned; Billy Atwell talks Philadelphia cycle show, and of course New Mails; Bode, he of '92 Speedy, large sales, etc., has, as usual, the wheel, the orders, and so on down the line. The Morgan & Wright style of tire has a very big hold; the entire trade talk show, and here and there a '93 sample is on view. Ned Oliver, with Garfords; Prince, of Columbia Rubber Works, Merrill, of Portland, and Bode and yours truly were looking things over."

#### Humber & Co.'s Profits.

The report of the directors of Humber & Co. for the year ending Sept. 30, states that the trade done in the past year was larger than in any previous year, and the net profits have been proportionately increased. The profits, after discharging working and management expenses, and making provision for bad and doubtful debts, amount to £20,663 9s., which, together with transfer fees and the balance brought forward from last year, make a total of £32,649 0s. 1d. The directors recommend interim dividend paid in June, 1892, £3,125; further dividend at the rate of 10 per cent. per annum, £6,250; bonus of 1 1/2 per cent. for the year, £1,875; to the general reserve fund, £10,000; to carry forward, £3,327 7s. 1d.

#### Lozier's House-Warming.

Wednesday evening of last week the Lozier Manufacturing Company of Toledo, O., gave a house-warming to its employes on the completion of the large annex building on Central avenue. The

affair, while informal, was well managed throughout and proved to be most enjoyable. The entire force of workmen was on hand. Speeches were made by manager Moore, Superintendent Burwell, President Lozier and Assistant Manager Raynor, a fine programme of instrumental and vocal music was given, dancing was enjoyed for several hours, and the company did ample justice to a substantial supper.

#### A Well Posted Woman.

Mrs. Fred T. Merrill, wife of the Portland, Ore., dealer, is about the best posted woman in the cycle trade. Mrs. Merrill knows the principal points of attraction to impress the would-be buyer, and can talk on the merits of every known wheel. She is an expert bookkeeper, can manage a store and sell more goods than the ordinary salesman.

#### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

488,549, support for umbrellas, etc., on bicycles, etc.; James Dugan, Bristol, Pa.; filed July 16, 1892.

488,603, bicycle; Levi M. Devore and Charles E. Forry, Freeport, Ill. Filed Oct. 26, 1891.

488,626, lamp for velocipedes; Augustine C. Davidson, London, Eng.; filed Jan. 21, 1891. Patented in England March 30, 1899.

488,670, attachment for rims of wheels; Preston Davies, London, Eng.; filed Oct. 25, 1892. Patented in France May 17, 1892, and in Belgium May 17, 1892.

488,745, velocipede; Annet Taitte, Leigneux, France; filed July 23, 1892.

488,852, tire for bicycles; Walter Swain and William Philipson, Astley Bridge, near Bolton, Eng.; filed July 7, 1892. Patented in England Jan. 11, 1893.

#### Chicago Trade in Brief.

G. H. Simons, of Kingman & Co., Peoria, was in Chicago this week.

Secretary L. T. Wilmarth, of the Grand Rapids Cycle Company, was in Chicago late last week.

F. W. Oolsen, of the Sunol Cycle Company, was in Chicago last week, whence he left for the cycle show.

F. Howard Tuttle, of E. C. Stearns & Co., Syracuse, left Chicago on Monday for Philadelphia and the show.

A score or more Chicago exhibitors at the cycle show left on Monday afternoon for Philadelphia over the Baltimore & Ohio road, reaching there at 9 o'clock Tuesday night.

Charles H. Sterner left on Tuesday for the south and west in the interest of Thorsen & Cassady, showing Warwicks and a complete line of Western Wheel Works machines.

The Quadrant Cycle Company will remove May 1 from 297 Wabash avenue to the large double store at 307 and 309 Wabash avenue. A riding school will be opened in the basement.

C. A. Stokes, manager of the Stokes Manufacturing Company's Denver branch, spent the holidays with his father, returning this week. He looks for a large trade next season.

Harry Hall, Jr., of the Raleigh Cycle Company, reached Chicago this week on his western trip, which will last until early next March. He placed the local agency for Raleigh cycles with the Marble Cycle Company, of this city.

H. C. Martin, of Buffalo, was in Chicago last week with samples of the Buffalo Wheel Company's and Buffalo Tricycle Company's lines. H. C. Martin & Co. control the output of the former company and handle Warwicks and Unions in Buffalo.

With but a few days to spend in Chicago, M. D. Rucker, of Humber & Co., of Coventry, Eng., was a busy man. Mr. Rucker left Chicago for Toronto, whence

he went to New York, leaving last week for home. The Humber agency remains with Montgomery Ward & Co., successors to the Humber Cycle Company.

The Peck & Green Hardware Company, West Washington street, Chicago, will soon show to the trade a cycle lock which is said to be about perfect. A patent has been applied for. Mr. Green, of the above firm, is the father of A. and O. E. Green, the lads who became so famous on western racing tracks last season under Chicago club colors.

#### General Trade Notes.

League meet, Denver and "Pikes Peak or bust" in '94.

The American Cyclist, beginning Jan. 15, will be issued semi-monthly.

The Shaw Cycle Company, Baltimore, is having two wheels built for its own trade.

Phelps & Dingle are after the American Ormonde Company for infringement.

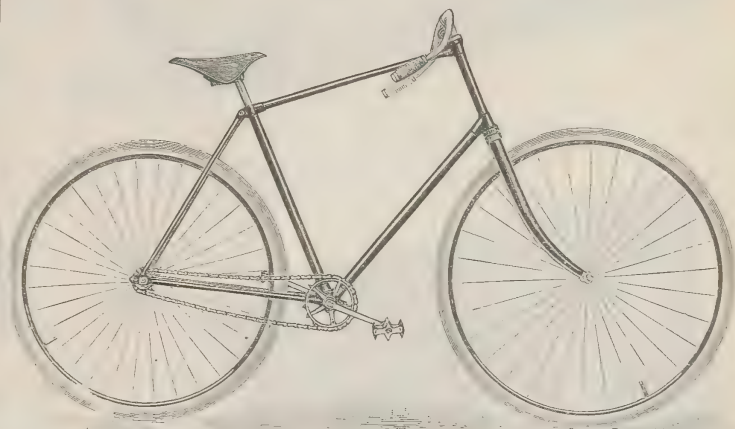
the smallest lantern on the market, weighing less than any lamp, and is proving itself to be a great seller.

The Marriott Cycle Company, London, has been awarded two silver medals at the Kimberly exhibition—one for bicycles and another for tricycles.

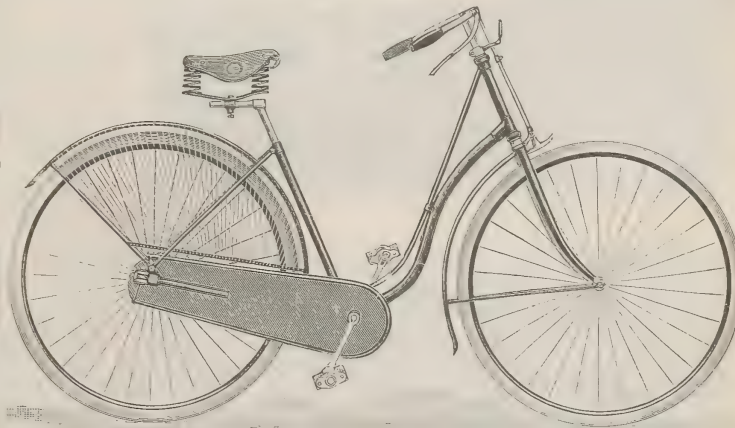
The Anglo-American Company is showing an extraordinary rim with its patent lap brazing. This rim is made of 17-gauge steel and bears the weight of 250 pounds comfortably.

The REFEREE and all latest cycling papers, periodicals and hand books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

J. B. Vorich & Co., of Manchester, N. H., have decided to go into the cycle trade, and will carry a line of Hulbert Bros. & Co.'s wheels. F. Weston, the well-known traveler in the east for the latter firm, says that J. B. Vorich & Co. have the most complete and handsomest



NEW HOWE PATH RACER.



NEW HOWE LADIES'.

H. A. Nevill, representing J. K. Starley & Co., makers of the Rover, is in Chicago in the interest of his firm.

The recent six-day race at Edinburgh was won by Parks on the Ellwick machine. He covered 757 miles in 48 hours.

Mr. Peoli, of the George R. Bidwell Cycle Company's retail store (now Tinkham's) joined the Raleigh Cycle Company Jan. 1.

To those who don't know, it may be explained that "La Cote Mal Taile" means "tread on the tail of my coat," and is an Irish expression.

Schoverling, Daly & Gales are putting on the market a new lantern, called Horoscope, very small in size but a great light giver. It is of first quality, double double convex optical lens, and the cone and reflector are made of the very best burnished silver plate copper. This is

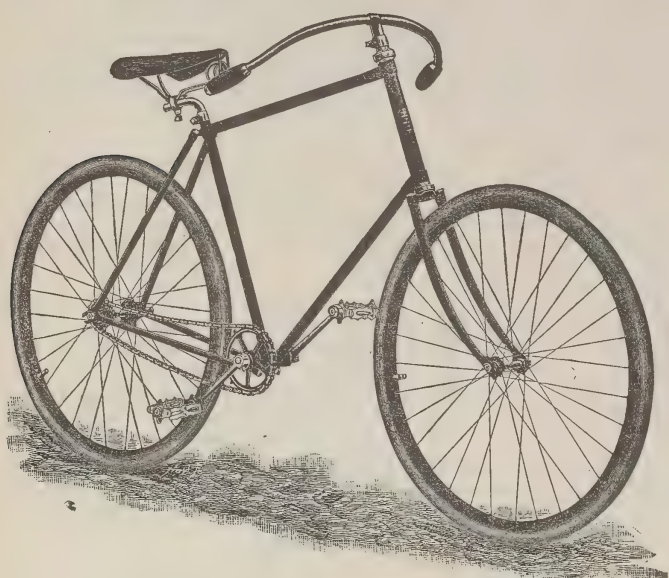
hardware store east of Chicago, and takes special pride in the fact that he induced the Manchester firm to enter the cycle trade.

The Brookes cycles are undoubtedly strictly high grade, and are certainly excelled by no other wheel; in fact, I consider the Brookes to be par excellence, and shall certainly recommend it to my friends."

The soldiers in the English army are required to carry handkerchiefs on which are printed instructions as to the construction and use of the rifle they use, together with much other useful and valuable information. It might not be a bad idea to get up some such a convenience for wheelmen. A map of the riding district might be printed in the center, and some points as to the care of the wheel and the rider be put on the margin. Of course it would necessarily have to be printed in "fast" colors.—Commercial Gazette.



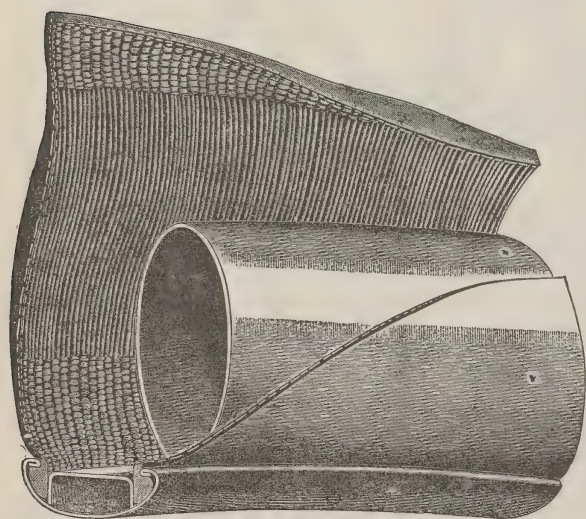
# '93--CLEVELANDS--'93



CLEVELAND NO. 4.

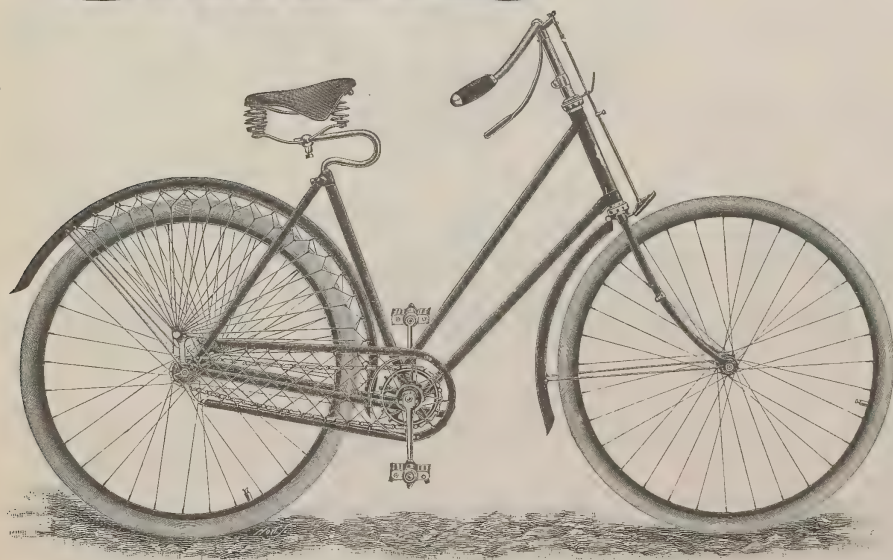
## A FRESH START.

We are not going to fall back upon the good reputation the No. 4 made in '92. The new pattern is improved in many ways, and is to day the finest wheel on earth. We invite your close inspection. The wheels back up our statements.



## ARGUMENT IS USELESS

In trying to convince a man who has once ridden the **Cleveland Thread Tire** that another is just as good or better. No canvass for him. It makes a tire stiff and detracts from it resiliency.



CLEVELAND NO. 5.

## Generous Approval

Has been bestowed upon this wheel by experts. It is as fine as our other wheels; the same general specifications as the No. 4.

The Cat's Out.

H. A. LOZIER & CO.,  
CLEVELAND, OHIO.



# EVERYTHING GOES!

BUT NOTHING LIKE THE

# ROVER

*Agents who have handled Rovers in the past, and all new pushing agents please apply at once. The territory is being taken fast, so look sharp.*

Apply to HARRY NEVILL, Representing

**J. K. STARLEY & CO., LTD.,**

*Care The Referee Pub. Co., 334 Dearborn St., Chicago.*

## ST. PAUL'S POPULAR CLUB.

### *How the Organization Started and Prospered—The Officials.*

The St. Paul Cycle Club was originally organized as the Standard Bicycle Club of St. Paul, on the 24th of August, 1887, with a charter membership of seven active wheelmen, as follows: C. A. Roach; H. W. Borrowghs, Felix May, E.

adopted, being a wheel with raised spokes, with the usual league design and "St. Paul Cycle Club" engraved on a bar fastened to the upper part of the wheel. At the first annual meeting in May, '88, C. A. Roach was re-elected president. In August, owing to financial reasons, the club vacated its room and camped out, as it were, holding monthly meetings in the park band stands, but continuing to hold together as an organization.

Jan. 5, 1889, the present name, the St. Paul Cycle Club, was adopted. The second annual meeting, held in May of '89, showed a membership of twenty. F. L. Kellogg was then elected president, while at this time the club was still holding its meetings in the band stand of one of the city parks (much to the delight of the small boy).

August, '89, saw the club once more in possession of a club room of its own, having rented nicely furnished apartments in the McMurran block, corner Tenth and St. Peter streets, which were retained for one year.

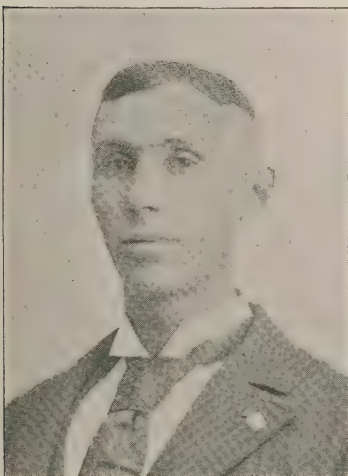
At the third annual meeting in May, 1890, George W. Howard was elected president; K. F. Lott, vice-president; E. F. Hertz, treasurer; S. W. Whitney, secretary, and T. L. Bird, captain. The membership had now increased to thirty-five. In August, '90, the club was again without club rooms, this time for two months, and with money thus saved, furnished new rooms at 338 Robert street, the present location. The club first rented two rooms, one for use as a parlor and reading room and the other for a billiard room. The fourth annual meeting in May, '91, showed an advance in membership to forty. C. C. Townsend was elected president; A. K. Keishaw, vice-president; J. W. Loewenberg, secretary; A. Griesen, treasurer, and T. L. Bird, captain. The club soon after

rented another room and added a pool table to its list of fixtures.

At the fifth annual meeting, held in May of the present year, Dr. B. Cornwell was elected president; L. F. Newton, vice-president; D. W. Van Vleck, secretary; C. C. Townsend, treasurer, and T. L. Bird, captain. In August, O. M. Hokanson was elected secretary to fill the vacancy caused by VanVleck's resignation. About the time of the an-

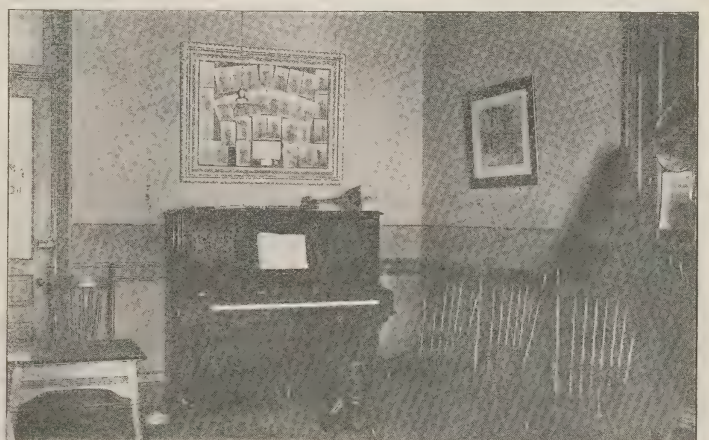
num well supplied with apparatus, and a connecting bath room. The fixtures and accessories belonging to the club approximate the value of \$1,000.

The racing team, composed of B. B. Bird, F. L. Bird, W. J. Martin and D. W. Van Vleck, holds the ten-mile champion cup of the Twin Cities. The club gave its first annual twenty-five mile road race at Como Park July 4, having thirty entries and twenty-four starters,



O. M. HOKANSON.

F. Hertz, J. W. Haller, F. W. Bowe and E. F. Bierce. C. A. Roach was elected president. Joseph A. Wheelock, editor in chief of the *Pioneer Press*, was a visitor at the first meeting and was elected to honorary membership. It was decided to make the organization a league club and the application was dated Jan. 1, 1888, receiving the league number 191. In February of '88 the club decided to rent a room, having up to this time, no stated place of meeting. In April the present club badge was



nual meeting there was a great deal of dissention, and it looked as though the club would be broken up, but, thanks to the counsel and reasoning of the president and others, the club took on a new lease of life, the members took hold and made the club what it is to-day—the most flourishing and prosperous cycling club in the northwest.

The room now occupied consists of a parlor and reading room, supplied with various wheeling manazins, daily papers and other literature; a billiard room with pool and billiard tables; a gymna-

the first time men being club members.

At the present time the club has taken up skating to keep up the interest in out-door sport. A number of the members being speedy skaters, several races with valuable prizes to be competed for have been arranged for the season. Thursday evenings are reserved as social (or ladies') nights, the time being given up to progressive card parties, music, dancing, etc.

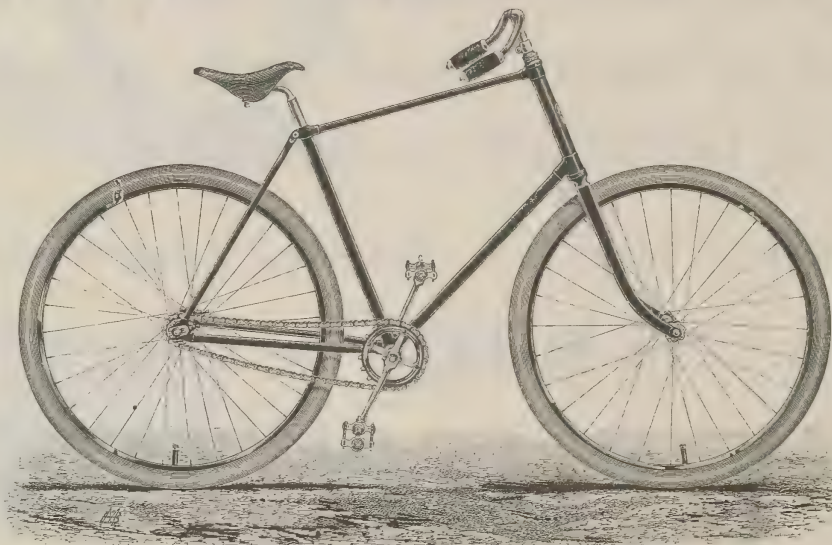
The growth of the club from a membership of forty, in May of '92 to one hundred in December has been due to



She Can Step About a Bit.

WE ARE

Showing a Full Line of STERLINGS at PHILADELPHIA,  
STAND 25.



STERLING SPECIAL.

Weight, 27 lbs.; Wheel Base, 44 ins.; Tread, 6 $\frac{5}{8}$  ins.; Head, 10 $\frac{1}{2}$  ins.; Spokes, piano wire; new Brake Attachment; new Mud Guard Attachment; new Gear Attachment.

WE ARE NOT

Showing our Line of Medium Grades at Philadelphia, but  
will be Ready to Close Contracts for same.

**STOKES MANF'G CO.,**

Makers of High Grade Bicycles only.

Office and Salesrooms, 293 Wabash Ave., Chicago.  
Factory, 236, 238 and 240 Carroll Ave., Chicago.  
Branches, Denver, Milwaukee, Chicago.

SEND FOR CYCLE DICTIONARY.



the financial help given by the president, together with the hard work of himself and many of the members to make the club rooms attractive. For the December meeting the club has thirty-one ap-



DR. B. CORNWELL.

plications to act on. The next requirement seems to be a suitable track on which to hold races, then a club house of their own, and they will get them if hard work will do it.

Want the Names Published.

The New York Division board met last Friday evening, and upon motion it was resolved that all New York clubs which join the L. A. W. before July 1, 1893, with the entire membership will be given a rebate of 25 per cent, and all clubs which renew their entire active membership between April 1 and July 1, 1893, be given a similar rebate. This is to be confined to the amount received by the division.

It was resolved that the executive committee seek through some means to have the *Bulletin*, in printing the names of applicants to membership to the L. A. W., publish also the full address and club residence of the applicants. The object of this is to more clearly identify the proposed member and prevent the admission of any objectionable characters. The following delegates were chosen to represent the division at the National Assembly to be held at Philadelphia on Feb. 20: W. S. Bull, Buffalo; George S. Blackman, Dunkirk; T. G. Raisbeck, New York; Howard E. Raymond, Brooklyn; A. L. Warford, Troy; A. E. Hildeck, New York; D. T. Dillont, Brooklyn; Dr. E. M. Santee, Cortland; George W. Parkwood, Buffalo; J. E. Sherman, Watersdown; Charles F. Cosum, Poughkeepsie; J. L. Beck, Lockport; H. Gallien, Jr., Albany; Charles A. Sheehan, New York; H. Hingnell, Brooklyn; A. B. Gardner, Utica; A. B. Graves, Rochester; F. P. Share, Brooklyn; J. J. Woods, E. J. Shriver, New York.

Illinois Division Cyclers.

At the Illinois division annual meeting at the Grand Pacific Hotel on Thursday afternoon last, little of importance was done beyond naming the new committees and delegates to the national assembly. Chief Consul Gerould, Vice-Consul Billingsly and Secretary-Treasurer White were present, together with thirty-four district and club representatives. The receipts for the year were \$4,200. It was decided to open an office in Chicago during the next year, so that visiting league members can be entertained. It was also decided to give prizes as follows for new membership: To members getting 100 new members, \$50; fifty new members, \$25; twenty-five

new members, \$12.50, and ten new members, \$5.

The following committees to serve during the coming year were appointed:

- Executive F. W. Gerould, A. A. Billingsley, Fred Patee.
- Rules and regulations—C. F. Nail, F. H. Holmes, C. E. Randall.
- Road improvement—W. A. Counolly, R. M. Starr, F. W. Osborne.
- Hand book—C. L. Stein, E. Manley, W. F. Cameron.
- Racing board—A. A. Billingsley, G. S. Webb, R. D. Garden.
- Recruiting—B. F. White, J. S. Bagley.
- Delegates to national assembly—F. W. Gerould, A. A. Billingsly, B. F. White, T. L. Sloan, C. E. Randall, William Herrick, Fred Patee, G. S. Webb, F. H. Holmes, T. F. Sheridan, L. W. Conkling, J. M. Stimpson, J. S. Bagley, W. A. Connelly, F. W. Osborne, C. S. Robinson.

New Officers Elected.

The Massasoit Cycle Club of Springfield, Mass., held its annual meeting last week and elected officers for the ensuing year as follows: President, S. P. Burns; vice-president, G. H. Wing; secretary, F. W. King; treasurer, F. M. Coe; directors, L. O. Grant, E. A. Richmond, H. G. Camp, W. H. Prothow, W. J. Russell; house committee, C. A. L. Wright, F. E. Fletcher, B. E. Noble, W. E. Taylor, W. C. Nelson; captain, Frank Batty; first lieutenant, J. E. Coburn; second lieutenant, A. O. Etienne. The club also took steps to enter the league as a body, and C. A. L. Wright, G. H. Wing and S. P. Burns were appointed a committee to decide on a suitable club emblem. The organization has now sixty-eight members.

Is "Dead-Broke" Wiley Wolf?

The Philadelphia Press, a paper noted for its news accuracy, had last Monday the following sensational announcement in its Wilmington news:

Harry Gillard Wylie, the "dead broke" cyclist, who recently rode from New York to Chicago without spending a cent, is Henry Wolff, who recently flourished in this city as a bicycle dealer. S. Wallis Merrihew, of this city, visited Torrington, Conn., recently, and was introduced to the bicyclist, whom he immediately recognized as Wolff.

If this is so, Wylie's death in Chicago is assured, as Wolff is the agent who who made such a disreputable failure in Wilmington some time ago. S. Wallis Merrihew is a man of undoubted integrity. Things look black for "Dead Broke."

Combined Business With Pleasure.

The annual meeting of the board of officers of the Kansas division was held at Fort Scott on the evening of Dec. 28, and a considerable amount of business was transacted. Thomas Shaw of Wichita was elected delegate to the national assembly. The board also arranged to take a complete census of the wheelmen of the state for use in recruiting members, and work will be begun at once. After the adjournment the board went out to Chief Consul Harris' residence, where they looked on the campaign while it was white for an hour or so.

Elected New Officials.

On Saturday the Comrades C. C. of Buffalo held its annual election, and the following persons will have the controlling power for the coming year: President, John Roedel; vice-president, George Englehardt; financial secretary, Charles A. Denny; corresponding secretary, Charles Malzen; treasurer, William J. Maeder; captain, Nicholas Maeder; first lieutenant, John Schramm; second lieutenant, Louis Dellwart.

Chief Consul of Oregon.

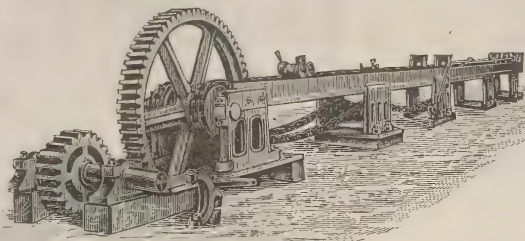
C. L. Howe, manager of the Columbia Cycle Company of Portland, Ore., has just been nominated by the Portland Wheel Club and appointed by Secretary

—Machinery and Complete Plants of Most Modern Practice for Making—

Seamless Cold Drawn Steel Tubes For Cycles

And all other purposes. Seamless and Brazed Brass and Copper Tubes.

Sugar Cane Mills.



Triple & Multiple Effects

Improved Drawbench for Seamless Steel Tubes.

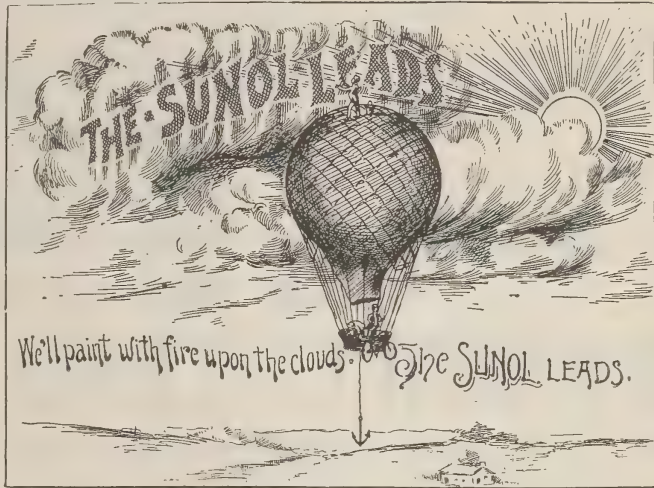
MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

LOW

BIRMINGHAM, ENG.



It has the best chain adjustment

The device is entirely new; an invention of our own. It is described in our catalogue. Shall we send you one? The McIntosh Huntington Co. Cleveland, O.

ENAMELER WANTED

MUST BE STRICTLY TEMPERATE and steady, and fully competent to do first-class work, and take charge of hands.

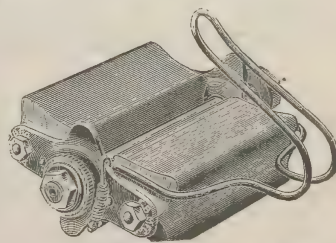
Address—

"U. C.," at this office.

Bassett, as chief consul for the Oregon division. Mr. Howe is well known throughout Oregon, especially through the Willamette Valley, and is of nine years' standing as a Web-foot state cyclist.

No More Foreign Machines.

A St. Petersburg dispatch says that in view of the recent German scandals in regard to defective arms, alleged to have been furnished to that government by



Send For Prices AND TRADE DISCOUNTS OF RANKIN'S PAT. TOE CLIP. Sample Pair by Mail, 50c.

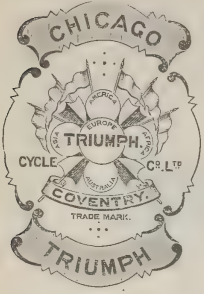
MUNROE'S ANTI-FRICTION Compound for Cycle Chains. Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.

W. G. RANKIN & CO., 23 Custom House St., PROVIDENCE, R. I.



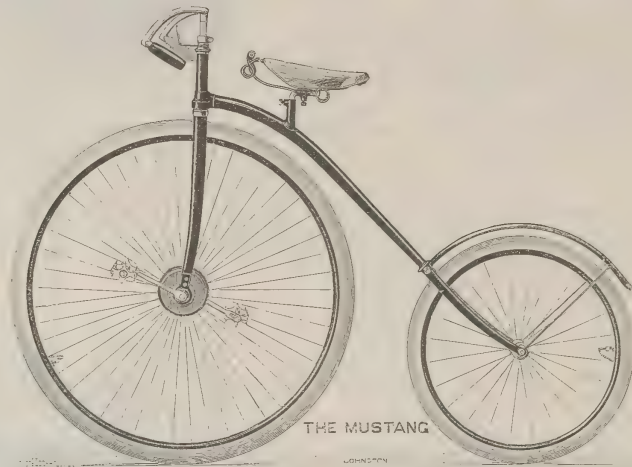




# TRIUMPH CYCLE COMPANY, LTD.,

## COVENTRY, ENG.

Mustang,  
Mustang,  
Mustang.



Triumph,  
Triumph,  
Triumph.

*Our Leading Lines for 1893:* Chicago Triumph, Lady Triumph, Royal Triumph, Mustang Triumph, Stirling Triumph.

# TRIUMPH CYCLE CO., Ltd., COVENTRY, ENG.

The VERY BEST value for the money is found in

Envoy,  
Unique,  
Sleetwing ***Bicycles.***

and the celebrated **GEM TRICYCLES.**

First-class in every respect and our Prices will interest you.

*Cuts of each will  
appear soon.*

**BUFFALO TRICYCLE CO., BUFFALO, N. Y.**

# THE "LION" ROAD RACER OR SCORCHER.



"The fact that the 'Lion' jumped with a bound into the front rank of racing wheels, proves conclusively that its qualities and pace-producing powers were far in advance of the new makes, and they quickly became, and remain, formidable rivals to the old established firms."—Sport and Play, Nov. 10, '91.

**The LION CYCLE MANUFACTURING CO., Limited**  
Broad Street, Birmingham, England.

Responsible American Agents wanted in the Eastern and Western States, Apply at once.



★ ★ ★ ★ ★ H. C. MARTIN & CO. ★ ★ ★ ★ ★

★ **Fleetwing** ★ *Our Leader* ★ **Envoy** ★  
 24, 26, 28 & 30 Inch Wheels.  
 A CONVERTABLE WHEEL. 28 & 30 Inch Wheels.  
 A Single Diamond Frame Wheel.

★ ★ ★ ★ ★ **THE** ★ ★ ★ ★ ★

★ ★ ★ ★ ★ **Buffalo Light Roadster** ★ ★ ★ ★ ★

★ *4 Styles, varying in Weight from 28 to 38 Lbs.* ★

★ It must be seen to be appreciated. ★

★ We flatter ourselves that our line of Wheels for 1893 ★  
 ★ is the finest ever offered to the trade. ★

★ **We Want AGENTS in every City and Town in America.** ★

★ Our BUFFALO WHEEL is bound to please you. ★

★ **Unique** ★ **H. C. MARTIN & CO.** ★ *Don't FAIL to* ★  
 26, 28 & 30 Inch Wheels. **Buffalo, N. Y.** ★ *Get our Catalogue* ★  
 A Double Diamond before ★  
 Frame Wheel. ★ *placing your order.* ★

★ ★ ★ ★ ★ **STANDARD CYCLES** ★ ★ ★ ★ ★

its contractors, and in order to promote a new industry in Russia, the war department has issued an order, which has been approved by the imperial council, that no more bicycles or velocipedes intended for use in the army shall be purchased from foreign countries. A factory to manufacture those machines is now being established in St. Petersburg. Another plant has also been ordered in the St. Petersburg arsenal. Both of these will, of course, be under government control. There is also some talk of establishing an enormous import tax on bicycles in general, but the proposition is meeting with little favor, the government seeming to be reluctant to interfere with private trade.

#### Notice.

The Norman Wheel Company of Philadelphia, is manufacturing and jobbing the Norman bicycles, formerly known as the Sprinter. We have a special proposition to make to bicycle dealers and those who are handling bicycles as a side line. Catalogue and special terms by mail on application. Correspondence solicited. Norman A, light roadster; Norman B, road racer; Lady Norman; Norman front driver. Our Umpire safety is a medium grade and will be a "dark horse" for 1893. Stand No. 6 at cycle show.

NORMAN WHEEL COMPANY,  
 2,118-2,122 W. Susquehanna Ave.,  
 Philadelphia.—Adv.

#### The Bicycle Canopy Company.

W. De Arnold, traveling agent for the Bicycle Canopy Company of Detroit, will be in Philadelphia during the convention of the Associated Cycling Clubs of Philadelphia, who held their third annual exhibition in that city from Jan. 4 to 14, 1893, and will have a full line of sample copies on exhibition, showing the many ways in which this handy little specialty can be used.—Adv.

#### ON WINTER BICYCLING.

BY E. H. GODBOLD,

EDITOR OF "BICYCLING NEWS" IN "BOYS."

Of the many boys who now own bicycles, there are, I am afraid, a number who, when autumn arrives, put them away, just as they do their cricket bats and balls, until spring shall come again. But this is a mistake. If bicycling be healthy and invigorating in the summer—and that is generally allowed to be—it is ever so much more so in the winter. The condition of the roads, it may be, is not so favorable; but what of that? The only difference it makes is that the riding is harder work; but the exercise is just as good, and if the rider be content to go rather slower and not so far as in summer days, he will enjoy himself just as well.

Some boys, I know, are afraid that by riding in winter they will get their bicycles rusty, but this can easily be prevented. If, before going for a ride, they will smear all the bright parts with vaseline, they will find on their return home that the dirt rubs off quite easily, and they need not have the slightest fear that rust will attack the plating. A ride on a muddy road will, of course, render it necessary for the bicycle to be thoroughly cleaned afterwards; but this is not such a very unpleasant occupation for a winter's evening. In cleaning a machine one obtains a practical acquaintance with its many parts, and the way in which they are put together—useful knowledge, which may possibly be of the greatest value when some day an accident occurs on a lonely road, and, as the saying is, miles away from anywhere. Everybody who owns a bicycle should be thorough, acquainted with the details of its mechanism, and although I do not advise constantly and incessantly taking it to pieces, I do think

that much good may be done by occasionally overhauling and cleaning it in every part.

One result of riding in muddy weather will be that grit will find its way into the bearings of the machine. In order to clean these parts it is better not to undo them, but to fill the oil can with paraffin, and inject it into them. Next spin the wheels until they move quite freely, and all the paraffin has run out; then oil the bearings again with sperm, or some properly prepared oil.

If mud guards are fitted to the bicycle a boy need have no fear of getting his clothes dirty. His feet may get a little splashed, but this can be prevented if he will fasten to the bottom of the front mud guard a piece of leather or floor cloth, shaped like a triangle, with the apex cut off, and measuring at the base some six inches across. It can easily be secured to the mud guard with a small nut and bolt, which any cycle repairer will supply.

The one objection worthy of consideration which I have heard against bicycling all the year round is, that if a boy is always riding he is apt to become round shouldered. Now, if boys will only have their machines properly adjusted, with the handles high enough and the saddle low enough and not too far back, there is no need for them to stoop. The uncomfortable and cramped position which some riders assume is adopted purposely in imitation of racing men, who wish to avoid the wind and obtain a leverage for their hands. For the ordinary everyday rider it is as useless as it is absurd. In Coventry, where everyone, from the mayor of the city downward, is a cyclist, many boys, aye, and girls, too, ride backward and forward between their homes and schools all through the year, and a healthier lot of youngsters is not to be seen any-

where. I have met them on many a frosty morning with their faces glowing from the fresh air and exercise, and in striking contrast to the sombre-visaged youth "creeping like snails unwillingly to school." On the evidence of medical men, and from my own experience, I know that bicycling develops the lungs and widens both shoulders and chest.

The chief points to observe in winter bicycling are to wrap up well so as to run no risk of catching cold from a chill, to carry a mackintosh cape in case of rain, and, as I have already said, to ride neither too fast nor too far. The value of the bicycle there can be no denying. With its aid fresh scenes are visited and distances lessened. When there is a frost, the distant skating ground is brought within easy reach; and riding along a frost-bound road with skates strapped tightly to the handlebar of a well-kept, well-oiled machine is one of the jolliest sensations I know.

#### Wheelmen at the World's Fair.

The National Columbian United Wheelmen's Association in consultation with officers of the league, propose to care for the comfort and pleasure of wheelmen in Chicago during the fair.

Wheelmen must be taken care of, and the handsome four story and basement club building now being erected will provide pleasant and commodious quarters for them.

The club house will contain large parlors, reception and reading rooms, library, cafe, barber shop, bath, besides ample sleeping accommodations, large bicycle storage rooms, together with the repair shop. The building was started Nov. 26, to be completed March 15. Construction, brick, stone and iron.

The cafe will be conducted by two of Chicago's well-known wheelmen. The second, third and fourth floors will be



THE NEW

# "ECLIPSE."

IS IT ALL RIGHT?

All fine steel; no castings, no pressed shells.

Wheels 28 inches. Eclipse saddle.  
Steering head 11 inches. Eclipse crank.  
Wheel base 44 inches. Weight 34 lbs.

\$135.00.

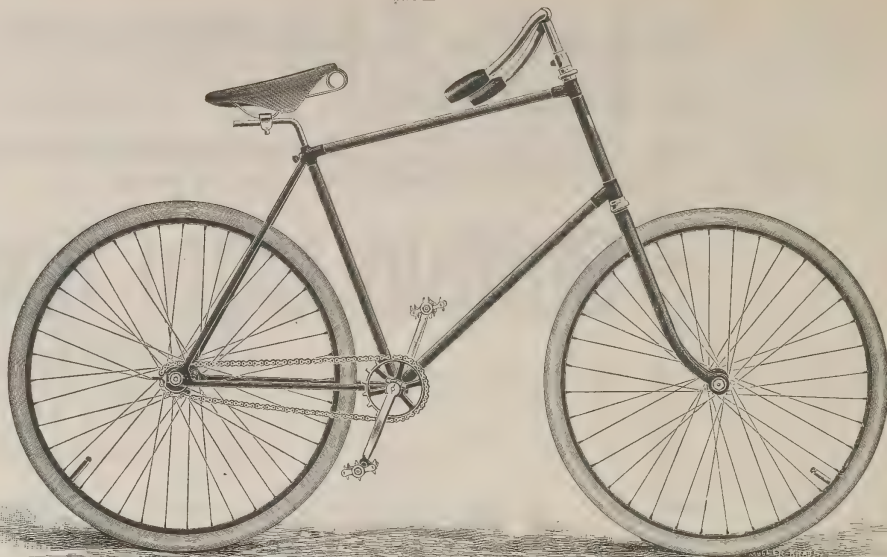
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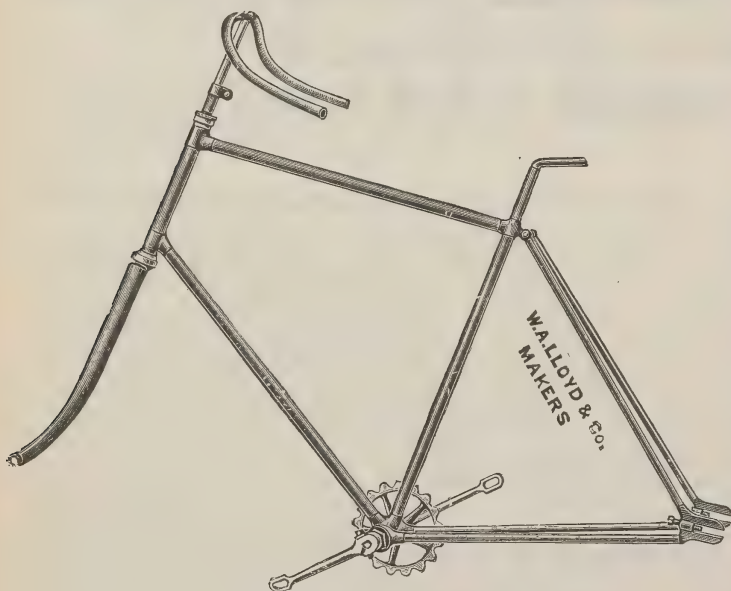
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## LLOYD'S FRAMES.



—LIGHT FRAME—

ACTUAL WEIGHT 11 3-4 Lbs.

FITTED WITH OUR PATENT CRANKS.

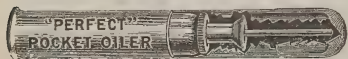
Correspondence invited from Jobbers.

W. A. LLOYD & CO.,

CLYDE WORKS, BIRMINGHAM, ENG.

## Save Your Wheel

by oiling it properly with the best oil can in the world—the "PERFECT" POCKET OILER.



No leakage. Only a small quantity of oil at a stroke. Handsomely nickel plated. Price 25 cents each.

CUSHMAN & DENISON, 172 9th Ave., N. Y.

devoted to sleeping accommodations. Everything will be first-class and the rates reasonable. Charges for rooms will be one dollar and upward. Membership tickets costing \$5.25 entitle the holder to special rates for sleeping and eating accommodations, and the use of club rooms, together with storage of wheels.

Every cyclist taking memberships in advance is assured of sleeping accommodations in the club house, or in case of an overflow, rooms will be secured in the immediate vicinity and be under control of the association. The cyclist with his wheel will thus be the most independent of all the World's Fair visitors.

For further information write to L. D. Taylor, secretary, No. 959 West Madison street, Chicago, Ill.



The racing man's friend in winter.

A New Cycle Journal.

Denver's new cycling paper, the *Cycling West*, makes its bow to the western public this week. It is a bi-monthly paper. J. A. McGuire, formerly of the *Sports Afield* staff, is editor, and Louis Block assistant editor. This paper will aim to be the official organ of the west, and will publish to the cyclists of America the claims of Denver for the national meet in '94.

Columbia Wheelmen Officers.

The Columbia Wheelmen have elected the following officers for 1893: S. A.

Shelters, president; J. F. Lang, vice-president; A. Norman, secretary; J. Byrond, financial secretary; E. C. Bock, treasurer; George G. Gre-nburg, captain. John A. Erickson, the retiring president, refused to again run for office, having seen his club grow from a score to ten times that number, snugly ensconced in \$15,000 club house, all in three years.

As to the Weight of the James.

The James Cycle Company, 113 Adams street, makes a decidedly unique offer in reference to the advertised weights of its James road racer. It will pay to any one \$10 in gold upon the production of satisfactory evidence that he has seen a '92 James road racer, fitted with M. & W. light road tires, that exceeded 28 pounds when shipped from its salesroom. It is perfectly safe for the James people to make this offer, from the fact that they weigh each machine after it is set up complete, and all the riders, so far as have reported, find their mounts run nearer 27 than 28 pounds. It is upon the record earned by this 28-pound wheel that the James stands for its enviable reputation in this country. From the reports made to the company by riders of the James racers of the remarkable accidents through which their mounts have passed without a break, a very interesting volume could be compiled, and though the complete frames of these machines weigh less than five pounds each, the company is positive in saying that not one of them has ever been broken on the road or path. The wheels list as follows: Road racer, \$150; track racer, \$155; fitted with any make of pneumatic tires which can be attached to Warwick hollow rims.

## Wanted: An Agent

IN EVERY TOWN IN THE UNITED STATES for our New High Grade Wheel,

THE LINCOLN.

Warranted equal to any machine made at the price.

Liberal Discounts. Send for Catalogue.

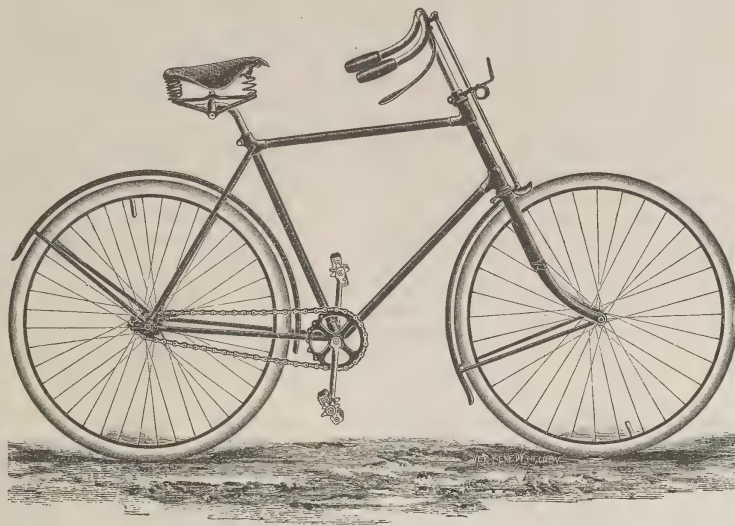
NEBRASKA CYCLE CO.,  
Manufacturers, 5 Thirteenth-st.,  
LINCOLN, NEB.



## ANOTHER KING OF SCORCHERS.

THE KING OF SCORCHERS, LIGHT ROADSTER.

The  
Strongest  
Cycles  
of Their  
Weight  
in the  
World.



The  
Strongest  
Cycles  
of Their  
Weight  
in the  
World.

KING OF SCORCHERS, LIGHT ROADSTER, 33 LBS.

BEARINGS: All Ball, Diamond Steel.

BRACKETS: Drop Forged Steel.

BRAKE: Improved Plunger, especially adapted to pneumatic tires.

CHAIN: Brampton Roller.

CHAIN WHEELS: Drop Forged Steel.

CRANKS: Drop Forged Steel; 6 1-2 to 7 1-2 inch throw.

FINISH: Best Baked Enamel, elegantly lined in color, all nickel.

FOOT RESTS: Nickered, Adjustable, Detachable, on Copper.

FRAME: Weldless Steel Tube Co.'s Best Steel Tube.

GEAR: 63-inch.

GUARDS: Sheet Steel, Detachable.

HANDLES: Horn.

RIMS: Warwick's Hollow.

SADDLE: Brooks' Three-Spring.

SPOKES: Tangent.

TIRES: 1 3-4-inch Front, 2-inch Rear, Pneumatic, as ordered, or Cushion.

WHEELS: 28-inch.

|      |                                  |         |
|------|----------------------------------|---------|
| Also | KING OF SCORCHERS, RACER, -      | 20 LBS. |
|      | KING OF SCORCHERS, SEMI-RACER, - | 26 LBS. |
|      | QUEEN OF SCORCHERS, -            | 33 LBS. |

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TO ADVERTISERS:

Copy for advertisements *must reach us not later than Monday* to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - - Editor.  
CHAS. P. ROOT, - - - - - Associate Editor.  
R. M. JAFFRAY, - - - - - Business Manager.

## OFF FOR CASH PRIZES.

And now Thomas W. Eck and John S. Johnson and William A. Rhodes, and probably others are to visit the antipodes and show the Australians how amateurs ride amateur races. Then they are to come back to the land of the stars and stripes and show the Americans how amateurs ride professional races. At any rate it is said the trip will be made almost immediately in order to be there to compete in the last of the Australian tournaments, and to return to America in time for the World's Fair and fall tournaments.

The young men are at this moment on the verge of being declared suspended by the racing board, yet they propose to go to Australia, compete with professionals and for cash prizes, for they have nothing else in that country, and then return to America and compete in our amateur races. Probably these men realize that it would be more profitable to go to Australia and race for cash during our winter months, and take chances on being suspended or expelled and reinstated by the racing board. If these men do go to Australia they will ride for cash and will have their expenses paid, and not by the club which they represent, either. The moment they step foot on the boat for Australia is the time for the racing board to act.

## FAILURES IN THE TRADE.

In company with the year 1892, several cycle concerns in England and the United States ceased to exist. To be frank, it is a wonder there were so few failures toward the close of the year, a time which is apt to test the financial strength of a great many concerns, more particularly the new ones. In England a man went into the cycle business on a capital of less than a thousand dollars, yet was given credit by some of the very best makers, to a total sum of over \$2,500. In another case the liabilities footed up to nearly \$3,000, while the assets were a little over \$1,500, and in another case the liabilities were over \$2,000 and the assets less than \$1,000. In this country, fortunately, except in one or two instances, the liabilities have been less than the assets. We doubt if there exists a business wherein the credit system is so much abused as in the cycle trade. And it is a common remark that any man with enough capital to pay a month's rent of a store and buy a sign

board can enter the bicycle business on quite a grand scale. A man starts in business on practically no capital, he gets credit for sundries, stands and bicycles from the smaller makers—and the larger ones, too, frequently—who must sell to some one, and then he is a full-fledged dealer. He sells wheels on the installment plan, giving more time than he is allowed, and the result is he soon gets to the end of his rope. We have known of such cases—in some instances the projectors have had sufficient cheek to get through, while the others were forced to go out of business, to the creditor's sorrow.

The most prosperous concerns existing to-day are the most strict as to credit; the shaky ones are those that give almost unlimited time and without having fully looked into a man's standing in the world of finance. As long as business exists the credit system will be in vogue, but unless some makers and jobbers of bicycles alter their methods, the whole trade will be thrown into a sea of panic.

## A QUEER BIT OF BUSINESS.

H. Leeming, Chicago, Ill., L. A. W. 47,732, is hereby suspended pending an investigation of his amateur status.

The little item, as above, made its appearance in the last *Bulletin*, over Mr. Raymond's signature. It is now about generally known that Mr. Leeming is a professional—or, at least, he was before he was admitted to the league. We doubt if there is any great necessity for "an investigation of his amateur status," for he does not deny that he was at one time a professional and raced for cash, and we all know he has made it a part of his business to train racing men, and for a cash consideration. Leeming claims to have had no hand in the presentation of his name for membership and says he was about to write a letter of explanation, as far as he was concerned, when he received a notice of his suspension by telegraph. Munger, whose name appeared on the blank as endorsing Leeming's application, with that of George K. Barrett, also says he had nothing to do with the case. This being true "Colonel" Barrett must have been alone in perpetrating this huge joke on the league officials. While admitting the joke of the affair we cannot help feel that it was of too serious a nature to be allowed to pass unnoticed. The fact that the application went through without a single objection does not argue anything in favor of publishing the names; in fact, it argues against it. Leeming is by no means a common name, and if the address had been published it would have found an objector no sooner. If the name had been John Jones, James Smith or Charles Brown we could not have told to which particular member of these numerous families the name belonged; but as Leeming was known to be a prominent trainer, and therefore a professional, and the name was not common, there is no good reason why his name should not have been found and objected to. This happens to be a case where the publication of the address would do little good; but to offset this there are a hundred reasons why the addresses should be published. One of the reasons—and probably the best—is that over 90 per cent of the league members want the names published, and for evidence of this see the REFEREE's vote on another page.

## SIGNS OF THE TIMES.

The impression that the racing board is to take some action regarding the men who journeyed to Milwaukee at someone's else expense, seems to be growing—particularly among the men who went

on the trip. One well-known racing man, who feared the result that is sure to follow if the board does its duty, announced his intention of returning his share of the expense money in order that he could deny that any one, other than himself, had paid his expenses. In other words he admitted that he *had* received expense money—or his expenses had been paid—and he feared the racing board, knowing and admitting he was guilty. Another, who had gone to Milwaukee at the expense of others, but who did not ride and did not intend to do so, made inquiries as to his case and said he should also send back the amount of his expense if there was danger of his being suspended. Little by little the facts leak out. The rule on the expense question was so openly violated, merely because it was thought the racing rules would be changed, that there seemed to be no hesitancy, on the part of those most interested, in telling all about it. It would not be at all surprising to hear of some turning state's evidence in order to save their own precious necks from the wrath of the racing board.

## SUBURBAN MORALISTS.

It is a queer people they have at Oak Park, one of Chicago's west-side suburbs. They probably wouldn't object to a church raffle, but when the only bicycle club of the place announced a raffle for numerous articles, purchased or donated for the same, there was a vigorous protest on the part of numerous people who desire to pose as moralists—people who have nothing at interest in the club, too, except its welfare (?). The club people were considerate enough to abide by the wishes of the protestors, but if they had politely informed the missionaries of morality to mind their own business they would probably be more respected than they now are. A raffle may be one form of gambling, notwithstanding it be for the benefit of the club's finances, but it is certainly a harmless sort, and in more cases than one has been the means of putting a club squarely on its feet.

## WILL THEY SUCCEED?

One Mr. Pringle of Pittsburg has of late expressed his ideas quite freely on the pro-posed professional bicycle league. He claims to have, time and again, "watched interested thousands manifest their delight at the struggles of endurance and skill of bicycle riders. This was at a period when professional bicycle races were held in almost every city of note, and when remarkable young riders, professionals, were coming to the front every day; just when Lamb, Robb Lumsden and others of to-day were making their debut. At that time bicycle contests were considered among the very best in the world of sport and amusement." Then the gentleman from the region of smoke and gas says the people used to patronize professional bicycle races to a degree that made them profitable, but he does not think they would prove very successful nowadays, except for a short time. He also thinks that if the best racing talent is secured the events may draw for a time, owing to the novelty, but that they will soon fail, and the Chicago *Post* adds, "a most logical view of the situation."

If Mr. Pringle and the *Post* refer alone to the professional end of the case, we must heartily agree with them; if they aim their little say-sos at cycle racing in general, then we must disagree. Assuming the latter to be the case. Mr. Pringle evidently never attended a meet at Springfield, Mass., where over 20,000 people have intently watched amateur races; he is not aware that 20,000 is, in England, a common "gate." We doubt if such great crowds as attended the dedication

tournament at Chicago and the big meets at Hartford, Springfield and Buffalo—all amateur affairs—would turn out to see professional racing, even if the best talent were to be announced. Professionalism has lived and died—why go back to it? Amateurism has flourished and grown since the first days of cycling; has brought the sport and pastime to what it now is—why discredit it? Why take a dead man for a live one?

At this moment we hear cash prizes advocated—by whom? By those who expect to secure those prizes and by the professionals, who hope to revive a system of what has been and will be humbuggery. We admit that amateur races—so called—have been cursed with fraud of various kinds, but to no such extent as in the case of professionalism. Those who attend race meets and pay their admission fee, through the promoters, are the ones to say what kind of racing we shall have, and not those who compete.

W. W. WATTS is a gentleman residing in the state with a reputation for good whiskey, blue grass and negro haters—Kentucky, which is known as a southern state. It is probably on this account that he desires only "amateur white wheelmen" to become members of the league. We do not blame any one for wishing to select his associates, but as yet the whites living in the south have brought out the most flimsy arguments against admitting the colored men to league membership. The REFEREE expressed its opinion freely on this subject some time ago, and has heard no argument which would tend to alter its opinion. Probably local option would solve the problem.

*Good Roads* must be given credit for having produced a splendid "Illinois number," as it is called. It contains much of interest on the road improvement question, together with sketches of the leading workers. Among the good things within its covers may be mentioned the following: "Good Roads," by Governor Altgeld; "Hard Facts and Practical Points," D. R. Sperry; "What a Wheel Has Done," S. T. K. Prime; "What's the Use?" Rev. M. K. Whitney; "Illinois Roads and Road Material," J. H. Burnham; "Economic Importance of Good Roads," John M. Stahl; "Work of the Coming Year," F. W. Gerould.

AN esteemed contemporary is somewhat elated over the fact that a cycle maker has taken its whole front page for advertising space, and says it believes that never in the history of cycling has any maker ever paid so much for a single page as this maker did in this instance. We think we are safe in disputing this claim; we believe one maker has been known to pay fully ten times as much as our contemporary received for its front page. Be it known that a year ago the Pope Manufacturing Company paid the *Youth's Companion* \$2,500 for a single cover page of its Christmas edition.

THE *Evening Post's* New York correspondent who took Githens to task for having anything to do with Tom Eck, must have been well posted regarding cycle racing. Githens never had anything to do with Eck, nor Eck with Githens. Githens went to Milwaukee "on his own hook," did not have a trainer and seldom needs one.

WE are pleased to learn that Mr. Sheridan will be a candidate for re-election to the first vice-presidency of the league. At present there seems no likelihood of opposition to the re-election of the entire executive committee.



BIG VOTE ROLLING UP.

PROFESSIONALS AND PROMATEURS EVIDENTLY NOT WANTED.

What Some Prominent League Members Think—Opinions in Brief and at Length—Racing Men's Views —The Vote.

If the vote on the amateur question—as it appears in the REFEREE this week—could settle matters, there would be a decided change in the way racing is conducted, as well as in some matters relating to the management of league affairs. There seems to be a very decided opinion against allowing clubs and makers to pay racing men's expenses; in fact the vote stands more than two to one against it. But the majority seems willing to have pianos, teams, lots and even flat cars for prizes, though the majority is only by thirty-one.

The vote says that if the men do have their expenses paid and race for such prizes they must be classed as professionals, and although the consensus of opinion is against cash prizes, the professionals are the only ones who are to be allowed cash. Out of the 348 who have sent in their answers, nine had no opinion, while there were only fifteen misguided mortals—who did not want the address of league membership applicants published.

Interesting Short Answers.

A good idea may be obtained of the feeling of those who have answered the questions from the short answers which follow. They are either direct answers to the several questions or are marginal notes, and as many are from prominent people in league affairs they are worthy of consideration:

ANSWERING QUESTION NO. 2.

Prizes should not be limited in value or kind.—A. B. Choate, chief consul Minnesota division.

Yes; though I favor limiting values to \$150.—H. E. Harris, chief consul Kansas division.

The greater the prize the bigger inducement to remain amateurs.—J. B. Tolsen, Gadsden, Ala.

Yes; nothing is too good for them.—E. S. Gregory, secretary-treasurer Minnesota division.

Hard to draw the line.—T. W. Roberts, Poughkeepsie, N. Y.

Such men cannot be called amateurs in any true sense.—Charles S. Davis, ex-chief consul Kansas division.

No; the value of the prizes should be limited.—A. A. Billingsley, Springfield, Ill.

Yes; or flat cars.—J. W. Lewis, Marengo, Ia.

No; only medals or cups, etc., properly engraved.—Dr. T. N. McKee, Ford City, Pa.

Medals and diamonds of true value.—C. H. Stephens, Chicago.

QUESTION NO. 3.

Place them where you please, so they don't gamble.—J. W. Lewis, Marengo, Ia.

No professionals wanted.—W. A. Hughes, Greenfield, Ind.

Makers' amateurs are professionals.—J. B. Tolson, Gadsden, Ala.

Those whose expenses are paid class as professionals.—A. C. Groff, Sellersville, Pa.

Have nothing to do with professionals.—W. D. Baker, Selinsgrove, Pa.

Let them remain as they are.—L. B. Auner, Mobile, Ala.

No; such prizes should be offered for

| RESULT OF THE VOTE TO DATE OF JAN. 11:                                                                                                               |  |                  |                      |               |                   |                   |                   |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------|----------------------|---------------|-------------------|-------------------|-------------------|--|--|
| No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs?.....                                                 |  | Postal vote..... | Yes.<br>91           | No.<br>210    |                   |                   |                   |  |  |
|                                                                                                                                                      |  | Blank vote.....  | 18                   | 31            |                   |                   |                   |  |  |
|                                                                                                                                                      |  | Total.....       | 109                  | 241           |                   |                   |                   |  |  |
| No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.?.....                                                       |  | Postal vote..... | Yes.<br>153          | No.<br>131    | Medals Only.<br>8 | Various<br>9      |                   |  |  |
|                                                                                                                                                      |  | Blank vote.....  | 30                   | 21            |                   |                   |                   |  |  |
|                                                                                                                                                      |  | Total.....       | 183                  | 152           | 8                 | 9                 |                   |  |  |
| No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals?..... |  | Postal vote..... | Professional.<br>137 | Middle.<br>62 | Amateur.<br>8     | No Answers.<br>65 | Various.<br>23    |  |  |
|                                                                                                                                                      |  | Blank vote.....  | 26                   | 15            |                   | 9                 | 3                 |  |  |
|                                                                                                                                                      |  | Total.....       | 163                  | 77            | 8                 | 74                | 26                |  |  |
| No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?.....                                           |  | Postal vote..... | Yes.<br>172          | No.<br>86     | No Answer.<br>9   |                   |                   |  |  |
|                                                                                                                                                      |  | Blank vote.....  | 74                   | 21            | 1                 |                   |                   |  |  |
|                                                                                                                                                      |  | Total.....       | 246                  | 107           | 10                |                   |                   |  |  |
| No. 5. Shall cash prizes be awarded to any class, and if so, which?.....                                                                             |  | Postal vote..... | Yes.<br>11           | No.<br>112    | To Pros.<br>93    | To All.<br>55     | Scattering.<br>20 |  |  |
|                                                                                                                                                      |  | Blank vote.....  |                      | 16            | 29                | 4                 | 3                 |  |  |
|                                                                                                                                                      |  | Total.....       | 11                   | 128           | 122               | 59                | 23                |  |  |
| No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin?.....                                          |  | Postal vote..... | Yes.<br>275          | No.<br>15     | Various<br>9      |                   |                   |  |  |
|                                                                                                                                                      |  | Blank vote.....  | 49                   |               |                   |                   |                   |  |  |
|                                                                                                                                                      |  | Total.....       | 324                  | 15            | 9                 |                   |                   |  |  |
| No. 7. Shall the constitution be so changed as to permit of a change by a mail vote?.....                                                            |  | Postal vote..... | Yes.<br>210          | No.<br>60     | No Answer.<br>30  |                   |                   |  |  |
|                                                                                                                                                      |  | Blank vote.....  | 36                   | 10            | 6                 |                   |                   |  |  |
|                                                                                                                                                      |  | Total.....       | 246                  | 70            | 36                |                   |                   |  |  |

amateurs.—C. F. Cossun, Poughkeepsie, N. Y.

QUESTION NO. 4.

Should favor a term of probation before admission to league.—O. L. Fogle, Columbus, O.

Let them join if they wish, but the league should have nothing to do with their racing.—A. B. Choate, Minneapolis.

Yes; and expelled by racing board if crooked.—F. C. Williams, Corning, N. Y.

Every wheelman of good character should belong to the league.—F. W. Cunningham, Scotland, Conn.

Certainly; take them all in.—C. J. I. Stroherker, Zelenople, Pa.

We need all good men.—R. W. Evans, Hudson, N. Y.

Yes; with all benefits but racing.—Dr. T. N. McKee, Ford City, Pa.

QUESTION NO. 5.

No; not in a thousand years.—A. G. Batchelder, Buffalo, N. Y.

Cash prizes are just what the league wants to avoid, above all things.—L. R. Harris, Fort Scott, Kas.

All classes should receive cash.—C. B. Rogers, Milton, N. Y.

Professionals, over whom we have no jurisdiction.

No cash for league members.—John W. Thompson, Watkins, N. Y.

QUESTION NO. 6.

You bet your sweet life, and it is a shame not to do so.—L. R. Harris, Fort Scott, Kas.

No, sir; the Bulletin is not a free mailing list for other papers.—Robert Holm, St. Louis.

Certainly.—Burton F. White, secretary-treasurer Illinois division.

Yes! Yes!! YES!!!—R. L. Thompson, Muscatine, Ia.

By all means.—H. M. Baldwin, vice consul Wisconsin division.

We hope so—in the sweet bye-and-bye.—J. L. Sullivan, La Porte, Ind.

REFEREE would be better.—Eugene P. Kiene, Dubuque, Ia.

Most assuredly—as fully as possible.—A. A. Billingsley, Springfield, Ill.

Yes; in large cities.—R. W. Evans, Hudson, N. Y.

Yes—with a big YES.—S. B. Sander-son, Menominee, Mich.

QUESTION NO. 7.

It would, I think, be a wise provision, such mail vote to be taken by states or

divisions.—Charles S. Davis, Junction City, Kas.

Yes; many divisions are too poor to be represented at the national assemblies, etc.—H. E. Harris, Fort Scott, Kas.

Opinions in Detail

The REFEREE has been favored with some opinions at length on the several questions. They are printed in full:

WANTS PURE AMATEURS.

DAYTON, O., Jan. 6.—Editor REFEREE:—I am in favor of adhering strictly to the amateur definition. I do not believe in a middle class; there can be but two classes, amateur and professional. I believe in allowing a rider to have his expenses paid by his club, but not by any dealer or manufacturer. A rider caught taking bribes or expense money from a manufacturer or dealer should be declared a professional and expelled from the L. A. W. I do not believe in limiting the value of the prizes, but see no objection to having "such prizes as pianos, teams, lots, etc." I do object, most strenuously, however, to the giving of cash prizes.

"Shall professionals, provided they are otherwise acceptable, be admitted to league membership?" No, decidedly not! We are a league of amateurs, and as such have grown and prospered and elevated the sport to its present high standing. Shall we now, by allowing cash prizes and admitting professionals to our ranks, lose all we have gained? I say no! Regarding names of applicants in the Bulletin—the addresses should be published, by all means. Moreover, the league, in making a new contract for publishing their official matter, should make one with a live cycling paper, one that is up to the times. The present sheet is sadly behind time, and it is a poor excuse for a cycling paper. I sincerely hope that these things will be rectified in the near future.

ELMER H. HOUCK,

Representative at large, Ohio division.

FOR AMATEURS AND SIMPLE MEDALS.

PEKESKILL, N. Y., Jan. 5.—Editor REFEREE:—A long experience in boating and cycling has led me to this conclusion: The line between professionalism and amateurism can not be too broad nor too deep. I suppose that it would not be possible to persuade the L. A. W. to ignore racing altogether, to disband its racing board and let no man's business debar him from membership so long as he remained an American gentleman. This would wipe out the whole vexed question. Therefore, I say, let us separate the two classes beyond the possibility of mistake. Your true amateur races only for the pleasure he finds in competition and the glory of beating the other fellow. If the prizes he seeks have any intrinsic value, he finds himself at once upon the ground of the professional. Pecuniary aid from any one should not be prohibited, nor should any one connected with the sale or manufacture of bicycles be permitted to compel an amateur to race. These rules may seem severe, but so long as our grand old league admits none but amateurs to its membership, let their standing as such be as strong as our laws can make them. A long step in this direction would be taken if our racing board would refuse to sanction any races to which prizes other than simple medals were offered. There is no

disgrace in professionalism, as such, but sailing under false colors is always contemptible.

DUDLEY C. HAISTRONCK.

THINKS THE MAKERS SHOULD PAY.

COLUMBUS, O., Jan. 6.—Editor REFEREE:—It will be admitted by all that we must have racing. The question, then, is as to securing that which is best and most satisfactory to all concerned. Racing is expensive. A racing man must give much of his time to special training or he will never be heard from on the track. Unless he be a man of means and leisure he can not afford to do this. If he can not afford to do it, and has no no "backing," he must step down and out. To be sure, there are racing men who can afford to spend the time and money necessary, but there are very few of them. Only a small per centage of the racing men now on the path can afford to pay their own expenses. If it were possible to so manage and arrange that each man would bear his own expenses while training and attending race meets, the number of racing men would soon be very small. They would probably get to be as scarce as the traditional hen's teeth. If not, enough men can be found to do it or there will be no racing. Who shall do it? The club or the makers or both? Both are benefitted by the racing man; perhaps the makers more than the club. Why should they not pay for this benefit which they get? If the racing man insists on giving them something for nothing, it is his own affair, but if the maker or club pays the man's expenses for a part of the benefits received, why should any one object. Is it not right they should pay a share at least. Let the man race if he wants to. It does not matter who pays his bills, so that they are paid. He will race to win, and he will not be less a gentleman because some one else who is equally interested is helping to bear the expense. I am not in favor of cash prizes, at least for amateurs, but think they may consistently race for anything but cash. There should be no discrimination made between men who pay their own expenses and those who do not. Regarding the admission of professionals to the league, I think that there should be a provision made under which they could announce that they had decided to renounce professionalism, and, after a good long term of probation, they might be reinstated or admitted to the league.

OSCAR L. VOGLE.

BELIEVES IN SOLID CASH.

PHILADELPHIA, Jan. 5.—Editor REFEREE:—You are doing a good work in agitating league reforms. I never could discover why a difference should exist between cash and any other values in prizes. Cash is only of value because other things may be bought with it. If we are to race for glory, why not do so merely for the distinction of having the name without any prize? If a prize be offered, why not have it of some use? Cash is useful; a dozen pianos are of no use if we are not allowed to convert them into cash. What cyclist can play a dozen pianos at once?

L. A. W., 11,630.

From Johnson's Corners.

William Twinkle, Zim's ex-partner in the piano, grocery and bicycle business at Johnson's Corners, answers the REFEREE's questions as follows:

No. 1. A man who can get his speed down to



## VOTING BLANK.

Cut Out this Blank, and, After Filling In Your Replies, Mail to the Referee, Chicago.

No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs? .....

No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.? .....

No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals? .....

No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership? .....

No. 5. Shall cash prizes be awarded to any class, and if so, which? .....

No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin? .....

No. 7. Shall the constitution be so changed as to permit of a change by a mail vote? .....

I certify that I am a member of the League of American Wheelmen and I have not previously voted on the above questions.

Name.....

Address.....

League No. (if possible).....

A supply of these blanks will be forwarded to any league member on application.

merchantable point, where he can be of value to a bike maker, should have a reward in addition to, and of a more angelic character, than \$5 and cents. He should be put in a conservatory, where he can be sprouted for the growth of wings, which should be gilded or burnished with "cyclone" from time to time.

No. 2. Certainly; everything except cemetery lots, which the pure in heart and undefiled will never need anyhow.

No. 3. Don't want any middle class. Middlings and bran are always fed as soft food to cows and horses.

No. 4. To be sure. Howell, Stage, Lumsden, Willie Wood, Flannagan and Robb should be taken in and given a bath by the league trainer.

No. 5. Cash prizes should be given to all cycle editors, correspondents, track officials and the handicappers.

No. 6. No. Such a practice often embarrasses the league by being compelled to publish the full identity of the rank professionals making application. The names of those who second all applications should always be published.

No. 7. The con. should have the Mason and Dixon's line drawn through it, with a slave driver like Levee on one side and a picture of Justice on the other.

\* \* \*

#### What Racing Men Think.

Zimmerman's vote answers the questions as follows: No. 1, yes; 2, yes; 3, no; 4, yes; 5, as professionals; 6, yes; 7, yes.

Hoyland Smith believes in a middle class and cash prizes for professionals. To the other questions he says "yes."

Bilyeu is not in favor of men having their expenses paid, and if they do have them paid they should be made professionals.

H. C. Wheeler thinks cash prizes should be awarded to professionals, and answers yes to all other questions.

H. E. Laurie thinks expenses should be paid and does not believe in a middle class.

Julian P. Bliss thinks clubs alone should pay expenses, and thinks other matters should be left about as they are, except that he favors publishing the addresses.

#### Same Story, Different Form.

Colonel Pope recently attended a banquet at San Francisco, and in referring to the introduction of the pneumatic ball-bearing sulky on the race track, he told a story at the expense of a prominent eastern turfman who had been chosen by the owner of a speedy mare to drive her hitched to one of the new-fangled vehicles. She was in good form and might have won the race but for the clever trick of a boy attached to a rival stable. Approaching her driver in a confidential way, this fin-de-siècle boy said: "Say, you ain't in it. They've filled your hubs with shot." An investi-

gation followed, and sure enough, a whole handful of bright new buckshot was found and carefully removed by the silurian driver. Of course he lost the race and can't appreciate the advantage of ball bearings.

#### Will Form a Cycling Branch.

The Michigan Athletic Club members, with a tendency toward the winged wheel, expect soon to form a cycling club branch of that organization. They expect to elect officers, call runs and conduct regular meets on the club track, the club to allow them any reasonable amount for expenses, prizes, etc. Fifty or more wheelmen have signified their willingness to support a new club.

#### Something Frightful.

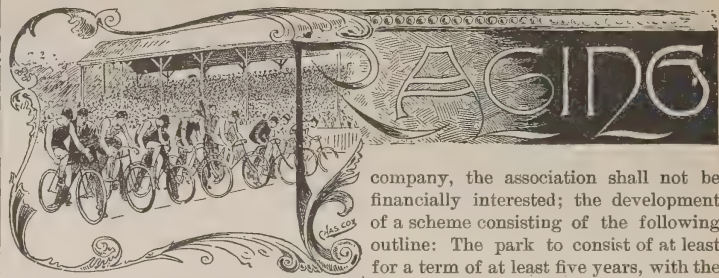
The REFEREE is in receipt of a literary gem from classic Hoosierdom, and takes the liberty of printing the same without the name:

*Bunkerhill Ind, Dec 24th 1892*  
*My dear Mr. Referee Publishing Co.*  
*I am please to give you*  
*Referee with paper send me*  
*I wish to read this Referee*  
*with paper you. I do not*  
*know this Referee one year*  
*you good are many*  
*different these B. G. G. G.*  
*and arise and Dr. G. G. G.*  
*in the mild states. The*  
*gentleman G. G. G. would*  
*like to learn to ride on this*  
*Saddle with B. G. G. G. G.*  
*Running. your very Respectful*  
*address to.* *Bunkerhill Ind.*  
*G. G. G. G.*

We have tried to translate it and have given it up. The spelling is fairly good, but what a jumble of words!

#### Buffalo to Have a New Cycle Paper.

Buffalo, it is said, will have a paper "devoted entirely to the wants of the wheelmen," and to be the official paper for them. It will be sent to them for a very small subscription price, so that it will reach every cyclist in the city, will be filled with all the news of the day and will be very crisp and full of "electric touch and go." The starter of the enterprise is Edward G. Brooks, and it will be named the *Cycling Record*, to be born about the first of February.



#### He's After Them.

Things begin to look dubious for the good and pure amateurs who have been traveling about the country winning prizes and having a good time at some one's else expense. The Chicago racing men are shivering for fear of being suddenly thrown under the suspension act. Hardly a day passes that at least one letter is not reclined by some of the men from Mr. Raymond. Keator, Bliss and Davis have each received notes from the chairman. This is one that Davis was favored with:

BROOKLYN, N. Y., Jan. 3, 1893.—(C. W. DAVIS, Chicago, Ill.)—DEAR SIR:—In the interest of the League of American Wheelmen I take the liberty of asking you the following questions, hoping you will favor me with answers to same:

1. Did you state to any one that your friend E. W. Ballard was out of regular work at the time he went south to ride the Rudge wheel, and that he was paid a salary while south?
2. Did you not state that you knew Messrs. J. S. Johnson and W. A. Rhodes to be receiving salaries in company with Ballard and for the same purpose?
3. In making above statements, to whom did you refer as paying salaries and expenses?
4. If the above statements were made by you, from whom was the information derived?
4. Did you hear a Mr. Leeming state in the Chicago club words to the effect that Mr. Harry Hillard ("Dead Broke") Wylie was going to return his expenses to Mr. Schroeder, so that when he had squared himself he could give the whole inside facts?

H. E. RAYMOND.

Others are apt to come in for a few questions regarding their actions during the past few months, inasmuch as several members of the racing board, and the chairman in particular, were at the Philadelphia show looking serious and talking with the different western men in darkened corners and secluded spots. The REFEREE's prediction: Something is going to drop.

\* \*

#### Buffalo's New Track Scheme.

The Associated Cycling Clubs of Buffalo, although not as yet a perfect organization, has shown to the public that it means business and will do all in its power to be beneficial to the interests of the wheelmen in all particulars. This organization at its first regular meeting, on the 17th, will elect its officers, appoint committees and be ready for all official business. As a preliminary work and also from the urgent necessity, it has taken up the scheme of establishing a track for the exclusive use of the wheelmen. The track used at present is a half-mile affair, constructed upon the inside of the mile track, and at best it is a make-shift. Besides, there is little or no inducement offered to clubs or associations, as the rent is fabulously high and the accommodations nothing; in fact, there are no accommodations. Temporary seats are necessary, also temporary stands for scorers and judges, and tents are made to do for the care of the men, and all these extras have to be provided by the lessee at his expense, thereby adding to the grand sum total, and it makes considerable more work and any amount of trouble.

Just what the association desires to see accomplished is: A stock company, with a capital of \$10,000, divided into 2,000 shares at \$5 per share; the controlling stock or shares purchased by the wheelmen of Buffalo; that the track and its management be under the control of the

company, the association shall not be financially interested; the development of a scheme consisting of the following outline: The park to consist of at least for a term of at least five years, with the privilege of purchasing at the expiration of the lease, if so desired. A track a third of a mile in extent to be built thereon with banked corners and made after specifications; the space inside the track be fitted to accommodate all forms of outdoor sports, such as foot ball, base ball, running races and lawn tennis; the erection of a grand stand to seat 5,000 and of bleaching boards to accommodate as many more; the interior of the grand stand to be divided into club rooms and refreshment hall; the club rooms are to be fitted up with lockers, shower baths and all the necessities for training and the proper care of the men at track events, these club rooms to be leased to the individual clubs of the city.

The location of the park be in the neighborhood of the belt line crossing on



The way a San Francisco youth coasts up hill

Main street, on account of ease of access by street and team lines, and as all the streets in that locality are finished with smooth pavement. The scheme is to be made a business affair and a profitable investment.

\* \*

#### To Visit the Antipodes.

According to a dispatch from Minneapolis, where John S. Johnson and T. W. Eck reside, these two, with Rhodes and possibly Singer, will go to Australia "to compete against Australians, their expenses to be defrayed by the Australians." [The italics are ours, and are inserted for the racing board's benefit.] The party will be taken in charge, on their arrival in Australia, by the Melbourne *Sporting Standard* and Melbourne Cycle Club. The trip will be made almost immediately, in order to be there to compete in the last of the Australian tournaments, and to return to America in time for the World's Fair and fall tournaments.

\* \*

#### Will Race Saturday.

A number of the lesser racing lights of New Orleans have arranged a road race, with four prizes, for Saturday of this week.

\* \*

#### Will Meet in Boston.

At a meeting of the special committee of the Massachusetts division it was voted to hold the division spring meet in Boston on Memorial day.



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## FOR GOOD ROADS.

### *Rochester Making Great Efforts—What Governor Altgeld Says.*

ROCHESTER, Jan. 8. — Clanishly, as well as individually, the road improvement question, now more than threadbare with agitation, has been given a spasmodic boom in Rochester. The Chamber of Commerce, representing about 800 residents, has taken an active step toward the reform of country highways, and has several petitions in its rooms endorsing the efforts of the wheelmen. Hundreds of members have enrolled themselves as members of the national league for the improvement of roads, and have paid their entrance fee in support of their endorsement on paper.

The Monroe County supervisors, Gentlemen's Driving Association and other local organizations and legislative bodies have recently interested themselves. The following resolution was adopted in this city a few days ago:

RESOLVED, That it is the sense of the Monroe County Pomona Grange that the state appropriate a certain sum of money for the improvement of the country highways.

Editorially, the day subsequent, the *Times* had the following to say:

The grangers are waking up on the road question. All around us resolutions are being adopted in favor of legislation for better thoroughfares. If this can only be followed up by votes, while the iron is hot, then, indeed, will something grand have been accomplished, and the country will bless the day when the movement was first inaugurated.

Better roads are as much needed in the United States as better laws of any kind, and the day is coming when all hands will understand it, even though it does cost a few cents.

\* \* \*

### *Governor Brown for State Roads.*

Governor Brown of Rhode Island in a speech last week at the Olneyville merchants banquet, he said: "Besides the fact that

many of our towns can not properly take care of the highways, it is manifestly the duty of the state to look after the public roads, for the roads are used by the people in common, and should be paid for by the people in common. If the roads of Johnston were used only by the inhabitants of Johnston, it would be another thing, but the residents of adjoining towns use your highways for some of the heaviest and most damaging kinds of teaming. It is also unfair to expect you to keep your roads in first-class condition while those around you allow their roads to become sloughs. The old toll-gate system was a fairer method than our present one. I do not wish to anticipate any action of our worthy commissioners, but I hope that the legislature at the coming January session will take action toward the placing of the main highways of the state under the supervision of a state commissioner or board for construction and repairs.

\* \* \*

### *Governor Altgeld on Roads.*

Governor Altgeld, Illinois' new chief executive, delivered his inaugural address Tuesday last, and on the subject of roads he said: "While our state has developed in every other respect, we have made no progress in the matter of roads. We are in this regard almost where we were half a century ago, so that for a number of months in the year our roads are almost impassable. The loss and inconvenience of this falls most heavily on our agricultural communities. Not only is the farmer subjected to a heavy loss in the wear and tear of his team, but he is frequently prevented from availing himself of favorable markets by the impassability of the roads. The state should again take up the subject of internal improvements and adopt a policy that will tend to the building of good

roads in every county in the state—roads that can be traveled every day in the year. As the railroads do all the carrying for long distances, wagon roads are, to a great extent, a local matter in each county. This being so, the roads will not need to be so wide, and can, therefore, be more cheaply built than would otherwise be possible. It is also probable that some of the convicts of our penitentiaries could be used to prepare material for the building of roads."

### *The Cleveland Wheel Club.*

The annual meeting of the Cleveland Wheel Club was held Tuesday evening, when the election of officers occurred. The honors were bestowed as follows: President, William A. Skinkle; vice-president, W. A. Crawford; secretary, Ben Ireson; treasurer, H. H. Schleman; directors, W. H. Chubb, W. J. Henley; captain, W. K. Myers.

### *Milwaukee Wheelmen's New Officers.*

At the annual meeting of the Milwaukee Wheelmen, held Monday night, the following officers were elected: President, E. A. Sawyer, vice-president, N. E. Oliphant; second vice-president, H. A. Coleman; secretary, Charles Dean; treasurer, T. E. Hutchings; board of directors, F. J. Schroeder, F. J. Morawetz, G. L. Holmes and H. P. Andrae; captain, G. L. Roth; first lieutenant, Walter Durbin; second lieutenant, George Becker.

### *To Bar the Negro.*

The National assembly will be compelled to wrestle with the question of color as regards the league when it meets next month, for W. W. Watts, of Louisville has caused the following to be published in the *Ancient and Honorable*:

Notice is hereby given that at the constitutional convention to be held by the League of American

Wheelmen at Philadelphia, Pa., on Feb. 21, 1903, I will propose the following as an amendment to the constitution, to wit:

That section 1 of article 3 be amended by inserting the word "white" between the words "amateur" and "wheelmen" on the first line thereof.

The section will then read:

"Any amateur white wheelman of good character, eighteen years or over, shall, with the endorsement of two league members, or three reputable citizens, be eligible to membership in this league upon payment of the initiation fee and dues, as provided in this constitution and by-laws and the by-laws of his division."

Of course Mr. Watts can not hope to carry his point—yet he may, for there are few men in this great world who dare stand up and say what they think. Few men in the north have anything but the kindest feeling for the negro, but they are weak and prefer to emulate John Lawrence Sullivan in this matter. We do not look for the adoption of Mr. Watt's amendment, but the league may give each division the right to settle the matter in its own way.

### *Election On the Coast.*

At the annual meeting of the Alameda Bicycle and Athletic Club, held in the club room at Cycle Park, Tuesday, Jan. 3, the following officers were elected: President, G. H. Mastick, vice-president, E. D. Rue; secretary, W. H. Robinson; treasurer, Clyde Conkey, captain, A. F. Estabrook, first lieutenant, James Sheeran; second lieutenant, J. E. Bailey; directors, A. M. Hickox, E. E. Curtis, H. C. Fincklers, J. F. Ives, C. Uzmay (since deceased), E. K. Taylor.

### *On Their Way East.*

Messrs. Allen and Sachleben, the two bicycle riders who have ridden across Europe and Asia, started from San Francisco for New York Wednesday. A large number of cyclists accompanied them on the first stage of their journey as far as the Leelanau and Stanford, Jr., university at Palo Alto.



## IN THE DAYS OF OLD.

HOW CHICAGO'S PROMINENT CLUBS  
STARTED AND PROSPERED.

*Incidents of Early Cycling Life in the  
World's Fair City—Hard Trials  
and Uphill Work Finally  
Rewarded—Incidents.*

The life of our cycling clubs—and have they not life? Instances may be cited in every city of our country where clubs have been born as it were, have thrived amazingly and gradually sunk out of sight, their demise being recorded with only a passing thought, in the shadow of the greater clubs and their doings. Or, mayhap, the old club looks for young timber and consolidating with some young and thriving organization at once steps into a prominent position in cycling circles, the natural result of a combination of brains and energy—enthusiasm, if you will, the latter controlled and led into proper channels by the experienced ones who once upon a time were among the great army of "enthusiasts," a potent factor in club work, despising and belittling which means failure, dire and dismal.

The club and its life—what volumes could be written? What volumes should never be written! Cycling sympathizers, enthusiasts and workers naturally affiliate. In the old days it was necessary as a sort of protection; nowadays, when cycling has attained national characteristics and the wheelmen form a factor in politics, sociability is the main object of the clubs. It is not denied that the clubs are a great factor in cycling, inasmuch as they keep up a certain amount of interest amongst those who would otherwise allow all interest in the sport to lapse. There is, to the veteran cyclist, a certain glory in giving a helping hand to boost onto higher planes the pastime which, in the more youthful days, afforded so great pleasure and enjoyment, fond memories of which are oft recalled around the cheerful hearthstone at the club house. Years ago, and in fact more so at the present writing, new clubs were announced weekly in the cities of the United States.

Chicago in a few short years increased her number of clubs from two in 1886 to twenty-five times that many in 1892. These clubs have prospered and their prosperity is an excellent criterion of the great increase of the cycle business. In 1886 the old "C. Bi. C." was located on Michigan avenue near the Leland Hotel. How we small boys, cyclists ourselves, used to stand outside the fence, eager for a glimpse of our luckier brethren who could club together, and how we did long for that day to come when we could ride full nickled 56 to 60-inch ordinaries, don a velvet uniform and do as they did. In those days the C. Bi. C. was a power in the cycling world, and respected by all.

In August of 1886 barely a score of west side cyclists banded together and formed the Illinois Cycling Club. The new club thrived amazingly and it was soon rumored that the west riders had as many as EIGHTY members and was gaining fast, recruiting from all quarters of the city. The club was located that year in a long store extending through from Adams street to Ogden avenue. This was divided by means of screens into rooms, and who can gainsay the real pleasure gained from companionship in those good old days when the ordinary was the wheel and the lowly safety almost unknown and despised by all. Then runs were held every night and

Sunday, the latter to near-by points of interest, a century run over country roads being comparatively unknown. On the evening of Aug. 6, 1886, the Illinois Cycling Club held its first birthday reception.

A lantern parade was held in conjunction, in which Burley B. Ayers and other "vets." of to-day took an active part and a bath of candle drippings, to boot. Hundreds were present at the reception, and being caught in the rain left their wheels and went home on the cars.

The south and west sides then had clubs; the north side had none. In a party of north side wheelmen that journeyed northward that evening were Dr. Benion, John Thiele, Martin Bowbeer, W. A. (Billie) Smith, F. E. Spooner and a couple of others, who entered into a lively discussion regarding the formation of a cycling club to represent the northern portion of the city. Several cycling

ergy is undoubtedly due the great boom given to cycle club life at that time. This great worker took hold at once, and working under the maxim, "nothing risked, nothing gained," had the Lincoln club installed with the aid of Edwin Oliver, Joe Crennan, C. P. Whitney, R. G. Hall and others, in a two-story and basement house at 567 North Clark street, the largest and finest furnished cycle club house in the west. The membership increased in three short months to over a hundred, the largest in the city, and the first club in the city to pass the century mark.

In the meantime the C. Bi. C. had yielded to the march of improvements, given up the club rooms on Michigan avenue, and under a spell of great enthusiasm had opened down-town club rooms on Adams street, next to Kinsley's restaurant. Such fittings were never seen in a cycle club house of the west. Staggering were they to the

tables, the gymnasium, and a dancing class once a week in the fine, large parlors, with an occasional open smoker thrown in, were features which boomed the Lincoln club and made it the envy of all the other clubs of the city, new ones springing up every day north, south, east, west, northwest, southwest and in the suburbs. The Lincoln's entertainments in those days were quite as novel in their way as those of to-day. It was the social feature of the L. C. C. that first drew Herrick's attention to the club. His application up, the rest was easy, and in time the wonder grew. In the chief centurion of the present day the Lincolns, whose president he is, have another offspring of whom they are exceedingly proud. In the days of the club's first struggles with parliamentary rules there arose in the meeting a little white-haired cuss, whose knowledge of rules, after the first tilt, were never questioned, J. M. Erwin being the young man referred to, another proud offspring of the Lincoln.

But to the subject: The C. Bi. C. had, by its consolidation, gathered together nearly all the city's fastest men, and the Lincoln and Illinois superseded the south-siders in attendance on runs. The Fort Dearborns and the C. Bi. C. joined issues and formed the Chicago C. C., and later the Kenwood club joined this organization.

Other clubs sprang up from time to time in all quarters of the city, and finding good cycling material lacking, admitted a large associate membership, in order that in the march of improvement they might not get left. One by one, old and young clubs alike, the undesirableness of this element began to be recognized, and one by one the associate memberships were closed. It is doubtful if a club in Chicago to-day admits associate members. Chicago to-day is in cycle interests far from Chicago of 1886.

The old veterans are one by one dropping out of the club and club life. Their interest in the sport begins to lag. Social interests, oftentimes married life, is the cause. Business cares, too, are often the cause. But the cycle fever is never quite lost, and the ghosts of the old selves may often be seen around the cycle stores, examining critically the new improvements and discussing their merits, oftentimes sadly shaking their heads and bragging of the good old days when safeties, geared ordinaries, pneumatic tires and elliptical sprocket wheels were unknown, and the dealers' hearts were light when the merits of the double hollow fork, ball bearing pedals, straight or dropped handle bars, cowhorn and ramshorn bars were items of interest. Tangent spokes, five-eighths or seven-eighths inch solid tires (the smaller were preferable), and other like subjects, were discussed. With but a bare half-dozen wheels in all to pick from, and the Columbia the king of the roost, the job was an easy one. In those days a long country jaunt was a wonder, and a century a still greater wonder. The rider who had ridden to Elgin, Aurora and return was a hero.

In 1890 there were in Chicago but a baker's dozen men who had accomplished a century over the now famous course, and the writer secured a list of these with the idea of forming a century club, to which none but those who had taken that ride would be eligible. A pin was to represent the first century and a bar to be added for each century following over the course. Taken sick, Herrick took the matter up where the writer left off, and the Century Road Club of to-day is the result of his splendid efforts—another product of the Lincoln club,



SOMETHING SURPRISED THE QUAKERS LAST WEEK.

clubs had been formed on the north side, but all had dropped out of sight.

I remember receiving a proposition to bring about the consolidation of the Dearborn Bicycle Club, to which I had the honor of belonging, as well as to the C. Bi. C. The former busted before a move could be made. From that conversation two men, John Thiele and the writer, resolved to start a club at once. Another club at this time existed on the south side, the Owl Bicycle Club, having a portion of the old home of the Overman brothers, of Victor fame, at 3701 Ellis avenue. Thiele and the writer at once started a list, and the writer was, toward the latter part of August, proprietor of a list of three score and more names of cyclists who would join a club if a meeting was called. On the evening of Sept. 6, 1889, such a meeting was held at Garfield hall and fourteen names enrolled on the charter list. One week later another meeting was held, which was chiefly notable as it marked the initiation into active cycle life of F. W. Gerould, chief consul of the Illinois division, To Mr. Gerould's untiring en-

officials of the other city clubs, who were honored with an invitation.

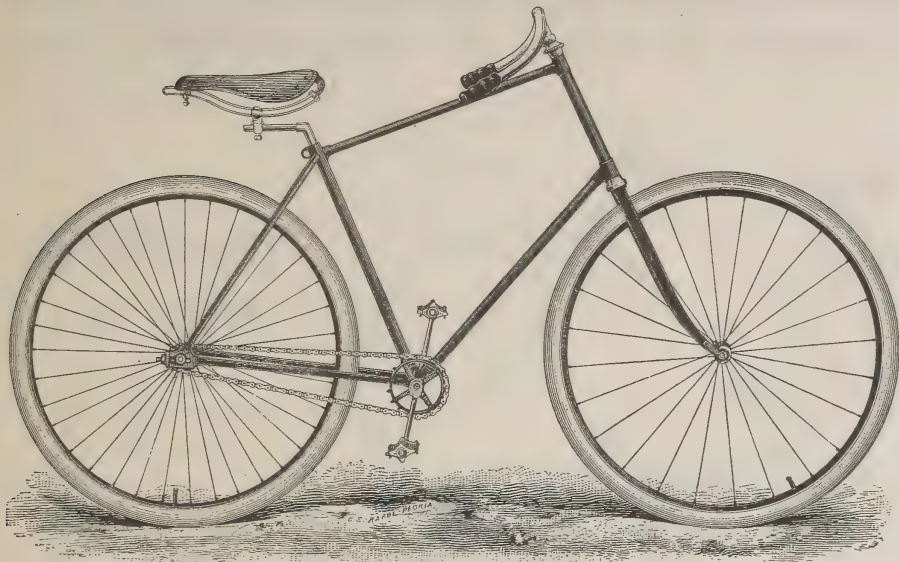
The opening reception was a swell affair. Then there was lively work over on the west side, the Illinois club talking of building themselves a home, probably the first of myriads of building schemes sprung by the cycling clubs since.

The I. C. C. finally settled in a two story and basement club house at Adams and Leavitt streets, broomed in membership, and on its second birthday gave one of the most largely-attended and most successful stag parties ever given in Chicago. The Lincolns, indirectly the cause of all this booming, had meanwhile outgrown the club house on Clark street, and in casting about for another home found just the thing at 333 La Salle avenue, a three story and basement house, wide, deep and roomy, with a large barn, later converted into a complete gymnasium, and a large yard.

The opening reception in September of 1888 was attended by over 125 couples, and was one of the events of cycle life up to that time. Bachelor quarters in the club house, both billiard and pool



# WORLD'S RECORDS ON THE RUDGE



RUDGE SCORCHER, NO. 1,

All Indoor Bicycle Records from  
1-2 to 5 miles, lowered by the RED  
RIMS at the Milwaukee Tournament  
January 3, 1893.

|                            | NEW REC. | FORMER REC. |
|----------------------------|----------|-------------|
| Half Mile, E. W. Ballard,  | 1:12     | 1:13        |
| One Mile, John S. Sohnson, | 2:26     | 2:30        |
| Two Miles, W. A. Rhodes,   | 5:10     |             |
| Three " " "                | 7:44     |             |
| Four " " "                 | 10:26    |             |
| Five " " "                 | 13:05    | 13:29       |

RELIABLE AGENTS WANTED.

CATALOGUE NOW READY.

ROUSE, HAZARD & CO., American Branch Rudge Factory,

OFFICE AND WAREHOUSE, 89 G STREET, PEORIA, ILL.

originators of most original things in American cycledom.

In the early days of the cycling clubs, when, under the pressure of high rents and large expenses, it was necessary to accept non cyclists as members, the clubs started the practice which has oftentimes nearly ruined a score of them, and yet the admittance of these non-riders was a necessity, in order that the club might keep up the pace with the older roads. Follow the history of a score of our local clubs. Meeting constantly together on the road, the cyclists of some quarter of the city form a club, informally, perhaps. Good-fellowship grows, and an organization is perfected. Then a club house is secured, small at first, perhaps. Time goes by, the club grows apace. In their humble quarters there is little attraction for any but cyclists. Runs are well attended, cycling is talked, and society entirely forgotten. The officers and members are ambitious. Lured by the great success of other organizations, the new club house is secured, grand in comparison with the old home.

To support such a house new members must be secured. These are too often recruited from the ranks of those who take little interest in cycling, but care only for the social side of the new club. The two sides do not conflict, but it too often happens the non-riders and non-cyclists recruit its ranks more rapidly than the cyclists. It has a larger field to draw from. Measures come up that tend to elevate the interests of the cycling contingent, only to be downed by a vote in which the non-cyclers play an important part. Thus things run on.

The club house is the lounging place of a lot of "dudes," as the cyclists term them, who in time exercise an influence over the riders themselves. This is seen in the growing scarcity of cyclists in

uniform on pleasant days and the growing proportion of finely dressed gentlemen lounging around the club. The latter have nothing to bind them. Their interest is fleeting, and one by one they resign, to join some large social club started in the neighborhood. The cycling club is used as a stepping stone to serve a selfish end. The club deteriorates. The cyclists, having been the under dog in the fight, lost interest long ago, and this interest may be renewed, and again it may not. Better, far better, a cycling club in humble quarters, than grow into a social club in a palace, with impending doom constantly hanging over its head, a constant struggle to get along, to please its critical membership and hold up its end of the procession.

Then there is the club formed in the old days by enthusiastic wheelmen, who as years go by drop more or less interest in the pastime, give much of their time to the pursuit of pleasure elsewhere, yet, through pride and disliking to yield, hold the remains of power still. With interest all elsewhere, the club is run loosely, runs are not encouraged and entertainments lag. One by one the riders desert the fold, one by one the old-timers go forth to pastures new in the larger social clubs, and one day the officials see disaster staring them in the face, and the announcement is made that such and such a cycling club has given up its pretty home, and later that it will probably never secure another one, and afterward that it has disbanded.

Other clubs divert disaster by a hasty consolidation with some young and thriving organization, which may perhaps adopt the name of the older and better known club, and elect a few of its officials to office. Many a disaster has been thus averted. The cycling club has its life as sure as you or I have ours.

One cause or another leads to its downfall. Others rise in its ashes, and the march of progress goes on. Cycling will never die, and the clubs will always be, to encourage and abet the sport. S.

## INDOOR AMUSEMENTS.

### Gave Up the Raffle.

The good church people rather got the best of the Oak Park C. C., inasmuch as last Saturday's proposed raffle was declared off and an auction sale announced in its place. It seems the club had schemed things so as to hold a raffle for divers articles, valued each from \$2 to \$80, and had hoped to profit materially thereby. But the church people learned of the affair and sent out a band of missionaries to corral the wicked cyclists. The club management was appealed to and told of the demoralizing effects a raffle would have in the good town of Oak Park, and although some of the wheelmen cited cases where some of the objectors had been mixed up in similar affairs — and ones which yielded big profits — they gave in and will dispose of the prizes by auction.

### Social Events at Rochester.

Above any other city its size, Rochester stands pre-eminent not only from a bicyclic point of view, but also in a social way. The wheelmen there have not mourned any for the lack of diversion, for the dancing parlors, progressive euchre tables, billiards, pool, bowling alleys and banquet halls have been the scene of many pleasing festivities in which the boys and their fair companions have participated thus far this season. The Genesees, Crescents, Ramblers, Lake Views and R. Q. C. Wheelmen have contributed largely to make these dark, wintry days cheerful for the devotees of the wheel.

Last Wednesday the Genesees enjoyed a hard times social, the Ramblers a grab-bag social, and on the same evening the Crescents and their friends, to the number of about seventy, played euchre and partook of inviting refreshments. Mrs. W. F. Chandler won the ladies' first prize and William P. O'Brien the gentlemen's prize. Next Wednesday evening the Crescents will give a dancing reception.

Thursday evening a sleigh ride to Charlotte and return will be held by the Ramblers.

The Crescents have elected these officers: President, S. S. Braman; vice-president, W. F. Chandler; treasurer, George S. Hogan; financial secretary, Charles Mann; recording secretary, E. W. Buck; captain, H. W. Phillips.

### Pleasant Hop at Dubuque.

Thursday evening last the Dubuque Cycling Club gave a very successful hop at the Hotel Larimer, in that city. The hall was handsomely decorated in the club colors (blue and old gold), national bunting and evergreens. The attendance was large and a programme of twenty numbers danced through in a very enjoyable manner. It is the intention of the club to give two more hops before the opening of the wheeling season, and is justly gratified at the success of its maiden effort as entertainers. The club is only ten months old, but is one of the most sound financially and socially in Iowa.

### Two Racing Men to Wed.

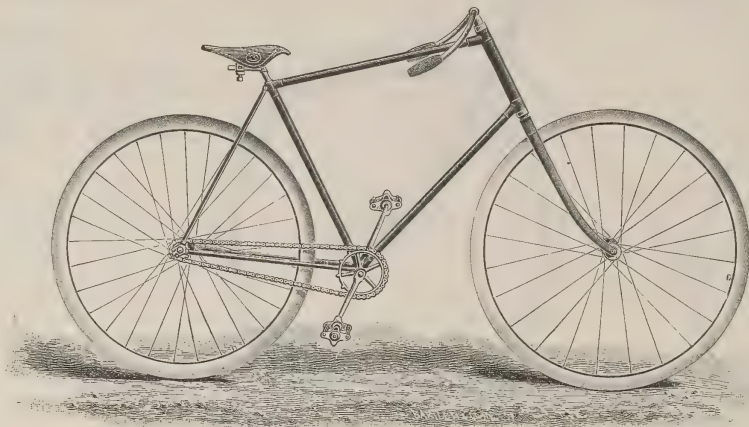
Two of the Chicago club's most prominent racing men — A. E. Lumsden and C. W. Davis — are to be married shortly. The former will not give up single blessedness before May, but Davis will settle down to home life Feb. 1, the bride-elect being a sister of E. W. Ballard, the racing man.



# THE STEARNS BICYCLES!

Representing the highest type of cycle construction up to the present time. We believe the Stearns wheels will be found to meet, in all respects, the requirements of the most critical rider.

ORANGE  
RIMS.



THE STEARNS  
MODEL "A."

Weight, 28 Lbs.  
Wheels, 30 in. Front,  
28 in. Rear.

BUILT of the Finest Quality of Seamless Steel Tubing, with Forged Steel Connections, and Adjustable Dust-Proof Ball Bearings Throughout. FINISH:—Black, Blue, Carmine or Orange, with Gold Striping and Orange Rims.

Our Racer, Model B and Model C Will Be Illustrated Later.

E. C. STEARNS & CO., :::: Syracuse. N. Y.

## THE SNELL CYCLE FITTINGS CO.

SAMUEL SNELL, Gen. Manager.  
W. F. DEWEY, Treasurer.

Yost Station, - - Toledo, Ohio,

MANUFACTURERS OF

Cycle Lamps, Bells, Hubs,  
Pedals, Rims, Forks, Chain,  
—Cement, Etc.—

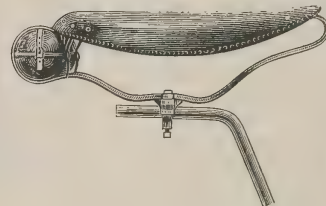
Write for Prices.

SOLE AGENTS FOR

Thos. Warwick & Sons, Ltd., Birmingham, Eng.  
Hudson & Co. Tube Works, Birmingham, Eng.  
Brooks' Saddles, - - - Birmingham, Eng.

## THE -- RELAY -- SADDLES.

NEW  
DESIGN,  
STYLE B.



STRONG,  
LIGHT,  
Comf'rt'ble

Tilting and Adjusting of Saddle Done With One Set Screw.

PRICE, \$6.00. Large Discounts to Jobbers.

RELAY MANUFACTURING CO., Limited  
READING, PA.

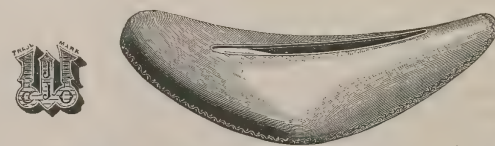
## J. J. WARREN COMPANY,

WASHINGTON SQ., WORCESTER, MASS., U. S. A.

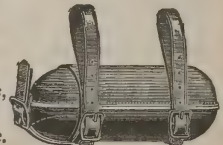
—MANUFACTURERS OF—

BICYCLE SADDLE LEATHERS AND TOOL BAGS,

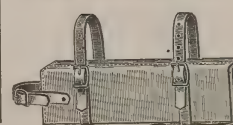
LEATHER AND CANVAS  
GOODS  
of EVERY DESCRIPTION



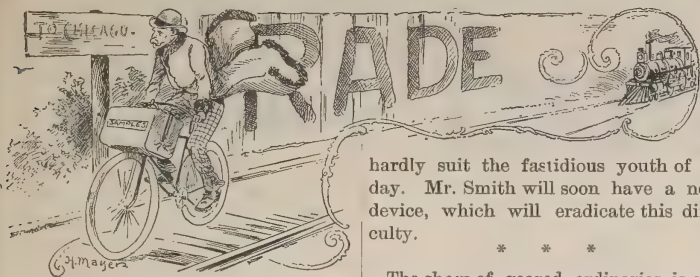
All Kinds of Extension Cases,  
Dress Suit Cases,  
Sample Cases, Etc.



Send for Illustrated Catalogues and Price List.







## CYCLE SHOW IN BRIEF.

Short and Interesting Paragraphs About People and Things.

Harry Pope of the Hartford Cycle Company hopes to demonstrate, by means which cannot be disputed, the theoretical superiority of the elliptical sprocket, by means of an instrument which he will shortly perfect. With this same instrument he expects to be able to ascertain the exact amount of power exerted by racing men while traveling at various rates of speed. He believes that, with a wind resistance of thirty miles an hour, the man brings very nearly a horse power into play.

Have you ever given a thought to the difficulties encountered in making an elliptical sprocket? If not, think it over, and you will easily arrive at the conclusion that any man who adopts it simply as a fad hasn't brains enough to succeed in the bicycle business. No intelligent maker spends money except on what he considers an improvement. So far three pieces of machinery have been used in making an elliptic, but in the near future one machine will do the trick. Few people, other than those engaged in making them, realize the amount of money spent on machinery or the ingenuity required in its construction.

The members of the firm of Reed & Curtis are examples of what intelligence and push can do. Mr. Reed was a poor man, comparatively, ten years ago, but to-day is estimated to be worth a quarter of a million. He is one of the most celebrated lathe makers in New England. Five years ago Mr. Curtis employed five men. Now there are ninety on the payroll. It is only two years ago that he commenced the manufacture of pedals as an experiment. He intended to make 200 pairs, but the season's output was 6,000. This year six times that number will be about the figure.

No Garford saddles were to be seen among the bird cages and evergreens which helped so greatly to make attractive the stand of Parkhurst & Wilkinson. The reason assigned for this by Ned Oliver was that as soon as the samples arrived they were gobbled by people who would have nothing else on their machines. A really creditable display of saddles was that made by J. A. Hunt & Co., whose great variety of styles enabled them to make a showing we have never seen excelled.

A popular man, and one who can make his department thrive if anyone can, is Mr. Burris, the Michelin tire man. He was seen, one morning, to deflate two tires, remove them from the wheels and replace them in six minutes. The Michelin, though the same in general construction as last year, has some improvements, and the weight, which militated against it, has been materially reduced.

The geared ordinary shown by the Ariel people—the invention, we believe, of Mr. Smith—has a somewhat heavy-appearing, frying-pan style of gearing case outside of the wheel, and would

hardly suit the fastidious youth of to-day. Mr. Smith will soon have a new device, which will eradicate this difficulty.

The show of geared ordinaries is not extensive enough to warrant the belief that makers anticipate any rush for it yet. The McIntosh-Huntington Company shows a couple, the Ormonde, Ariel and other concerns one apiece, but none of them seemed disposed to push them.

A report was current at the show that a claimant had appeared to a ball-head patent which anti-dated all in use, and that he meant to wipe all infringers off the face of the earth. Later the story was denied. It is now about seven years since the Trigwell head appeared in America, and William Reed & Sons were, we believe, the first to use it, on the New Mail.

The story of the Phelps & Dingle suit against the American Dunlop company

Prial and lady—Bettsey B.—Joseph McDermott and Mascot "Dark Secret," Charley Overman and Chung Yung Ki Hi. Full list next week.

Philadelphia is slow, too, in some respects. We have heard that they still use 1891 calendars there. If that's the rule the night clerk of the Bingham hasn't got beyond 1880 yet.

The expenses of the show amounted to \$12,000. Think of that, ye amateur show promoters. Mr. Bunnell has a very convincing argument for those people who think the prices of stands too high. "Mr. Maker," says he, "you put the very best material into your wheel, don't you?" Of course Mr. Maker says "yes," whether he does or not. "Very well. If you make money people say you are a very successful man?" "Yes." "And if you don't they say you are a failure?" "Yes." "And therefore you charge enough for your wheel to enable you to put in the best material, hire the best workmen and produce a good wheel. That's just our principle. This show must be a success or we can not carry it on. We tax you enough to make it a success, and it is a success. Why, I have thirteen or fourteen concerns beg-

weight. These are not fancy figures—they are net. Berlo has ridden the machine out to the reservoir in Boston, and a number of heavy men rode it about the bumpy floor of the market building. It is not believed, however, that twelve-pound wheels will become popular this season. It would seem that the weight limit has been reached in this instance, for the tubing reminds one of nothing so much as a penny tin whistle.

The Anglo-American company built an aluminium rim covering the entire width and height of its stand—probably twelve feet. The show of this concern isn't particularly taking to the average spectator, but to trade men—people who understand its mysteries—the unfinished parts, etc., were of great interest.

A contemporary's boasted "six bright young men" consisted, for three days, of R. G. Betts, Bettsey B., Ritchie G. Bett, John J. Prial, J. J. Prial and John Prial. A. T. Merrick came later. Whether anything else "bright, brainy and reputable" came later we know not.

People who wanted to know what Colonel Pope knows about cash prizes were disappointed. He wasn't there. By the way, Walter Wardrop and Senator Morgan met and discussed kindergarten methods during the early days of the show.

We are under the impression that a few exhibitors, whose guarantees are as broad as the universe, must possess an abundance of faith in cheap materials.

One man was describing to another man the beauties of a certain wheel, with the aid of a catalogue. The novice looked intently at the cut, which had across the spokes the name of the machine (see Singer and Sunol cuts for example), and said: "No; don't want a machine with the name stuck across it that way."

The Western Wheel Works' idea of making the dress and chain guards all one seems likely to do away with the objectionable and yet common rattle. Another effective device is the method of fastening the sprocket and crank on the Blackhawk, but whether it can be easily removed for change of gearing—a desirable condition of affairs nowadays—we cannot say.

We learned with much pleasure at the show that Louis Schoninger, of the Western Wheel Works, who recently went to Europe to consult a specialist as to his health, has already improved and is expected to be entirely well in six months.

Frank Egan still talks cash prize league faster than a horse can gallop.

Hulbert Brothers & Co. will have a drawing for a bicycle Saturday night. Every visitor gets a ticket free.

It is astonishing how small a thing some people will turn to account for advertising purposes. People are going about the building with a strong taste of "Hartford cycles" in their mouths, gathered from the harmless-appearing but artfully-lettered toothpicks given away by the company.

There is a little fellow in Jersey—quite a youngster—who publishes a little paper called *Loose Spokes*. One day he called on Mr. Baker, secretary of the show, and asked for an advertisement. Mr. Bunnell was present and remarked:



NEW HOWE FACTORY, GLASGOW, SCOTLAND.  
Said to be just a quarter of a mile around, measured eighteen inches from the wall.

was corroborated on Thursday by Mr. Phelps in person. The details heretofore published, however, have been wide of the mark. Mr. Phelps states that the patent was issued a year ago, and that application was made therefor and the tire made and used nearly a year before that. It seems likely that there will be as much litigation over pneumatic tire patents before the tangle is straightened as there was in days of old over ball bearings.

Mr. Whymper, hustler-in-chief of the Schoverling, Daly & Gales clans, shows a little \$4.50 lamp of the dance-me-on-your-knee-and-I'll-never-go-out order. It is called the Horoscope, a name probably suggested during the late Biela's comet scare. It is light, compact, and will stand any jar it will ever receive on a bicycle, if the one shown is a fair sample, of which we have no doubt.

Merrick and Cox were there one morning sketching away at something they considered new, when Joe Goodman came along and told them he had published the thing two weeks before!

Lots of big men were there and are still. There were Col. George Pope and Honorable "Dead-Broke" Wylie, H. A. Lozier and "Inducer" Young, John J.

ging for space now, and can't give it to them." Whereupon Mr. Bunnell goes on his way rejoicing to think that all the gate money needed to cover expenses is \$10,000, and that if they can't take in that much, Philadelphia must be the slow town some people say it is.

Some confusion was caused during the early days of the show by the backward condition of the carpentering and decorating. The reason of this was that the building was previously occupied by a lot of farmers who refused to move until the last instant, and got even with "them bisickle fellers" who persist in giving them roads which can be driven over at all times of the year.

George Collister showed us something new in trowser guards which has the merit of doing the work required without folding and creasing the garment. It fits round the ankle under the trouser, which it holds away from the wheel. It can be kept on the ankle at all times without being seen.

Talk about your midgets! There was never a midget which compared with Berlo's racer, a full nicked affair with a 63-inch gear, which had been scraped and hollowed, and filed and trimmed until twelve pounds covered its entire



# MORGAN & WRIGHT

MANUFACTURERS OF

RUBBER

GOODS

331 to 339 West Lake Street,  
CHICAGO.

ESTABLISHED 1882.

## BICYCLE RIDERS, ATTENTION:

All Morgan & Wright Tires for 1893 will have our firm name in raised letters on the outside of cover, also "patent applied for."

## BEWARE OF IMITATIONS.

If you choose Morgan & Wright tires for your '93 mount see that they have our name on the cover as above described.

## YOU WILL FIND

Our tires to be superior to any imitation tires. They are also covered by a practical guarantee.

## OUR VALVE,

Which, during the past season was acknowledged to be the lightest and simplest in practical use, has been improved in minor details and will be found perfect.

## OUR TUBES FOR '93

Will be found the most perfect ever produced. These will be found inside our tires and not in short samples shown to the trade.

## MORGAN & WRIGHT TIRES

Have been greatly improved in valves and inner tubes.

## OUR INNER TUBE,

Made by a new process, is the most perfect ever produced. It is equally strong in all points and is seamless.

## ALL PRACTICAL RIDERS

Who have seen our new tube have declared it the most perfect ever put in a tire.

## THE QUALITY OF OUR TIRES.

We will make but one quality of tire and this tire is made of pure Para rubber of the finest quality and of the strongest fabric which six months' experience in testing the strength of various fabrics could discover.

We have put to practical tests several of the much talked of special fabrics, and, having made up tires from these different fibres, subjected them to hydraulic pressure to a bursting point, when we found them inferior to fabrics we have been using.

# MORGAN & WRIGHT,

331-339 WEST LAKE STREET, - - CHICAGO, ILL.



"Give him an ad, Baker, to help him along." "No, sir," spoke up the little man, "I don't need it that badly." And he hadn't a line of advertising in his little sheet! Gentlemen, do any of us blush?

\* \* \*

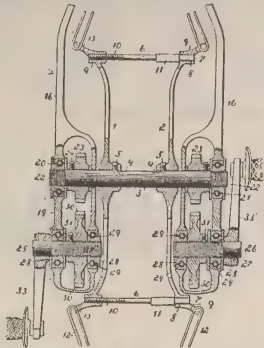
Some people, and even some newspapers, have foolishly compared the show with the famous Stanley, and declared it fully as large, etc. Don't let us get too exalted ideas into our heads, for this is but our third effort, while the Stanley has had about fifteen years' experience. While we have a nice little show, it is a fact that it could be comfortably stowed away in one corner of the Stanley.

\* \* \*

The Rapid Transit chain, shown by J. H. Cibson, of Philadelphia, is provided with roller bearings, and possibly pos-

a patent on any one of the undermentioned applications may, at any time within two months from Nov. 9, give notice in the prescribed form of such opposition.]

No. 92,147. W. P. Thompson's "Improvements in and in connection with bicycles or tricycles."



Dec. 18, 1891. (Communicated by C. L. Flaugh and F. W. McMillan, Kansas, U. S. A.)—This in-

described. The lower portion of the fork (16) is provided with loops (19) carrying bearings (20) in which the axle rotates. Chain wheels (23) are secured, one to each end of the axle, by screws (24). In the lower ends of the loops (19) are bearings (25) in which rotate the short crank axles (25 and 26), on which are mounted chain wheels (30) which are larger in diameter than the chain wheels (23). Endless chains (33) connect the larger and smaller chain wheels on each side of the hub. The saddle is attached to an L pin which fits into a socket, and this again fits into another socket secured to the backbone, making in effect a two-draw telescopic arrangement, which provides a greater range of adjustment than is afforded by the usual construction. By means of the divided crank shaft the pedals are secured at a lower point than if they were fixed direct to the axle, and by the use of the dished hub a narrower tread is obtained than would otherwise be the case. Various modifications are described and fifteen claims are made.

No. 70. J. B. Robertson and T. W. Robertson's "Improvements in valves and inflators for pneumatic tires of wheels, also saddles and foot-balls and such like. January 2, 1892.—The valve

bination with the valve, but by dispensing with the point (F) it may be used for inflating with valves of the usual sort. The point F may have a hole through the its entire length or through only a portion thereof, in which latter case a hole is made in its side to connect with the air channel. H is a piece of flexible tube connecting the point F to the piston (J). The drawing shows the point F reversed to preserve it when not in use, and also to make the inflator more compact for carrying.

#### Kirkwood, Miller & Co.'s Failure.

PEORIA, Jan. 10.—The recent failure of the firm of Kirkwood, Miller & Co. is still the theme of conversation among the bicycle dealers of Peoria. Just what the outcome of the failure will be is a matter that can not be told at this writing. The liabilities are heavy and the resources will not reach half the amount of the liabilities. The entire business of the concern is now in the hands of the assignee. Should the creditors decide to

## THE RIDDLE OF THE SPHINX....



What animal travels on four legs in the morning, two at noon and three at night? Ans.—Man.

(Revised to suit the times.)

sesses some of the advantages claimed for it. In these days of light machines, however, its weight will tell against it.

\* \* \*

The Chicago Drop Forge & Foundry Company made a small exhibit on the sundry stand. The Grant ball people also sent a small but attractive exhibit.

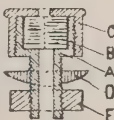
#### RECENT ENGLISH INVENTIONS.

##### New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of

vention relates to the hub, gearing, spokes and saddle adjustment of a front driving safety bicycle. 1 and 2 represent the improved hub adjustably connected to the axle (3) by means of notches or grooves (4) and set screws (5), whereby the different sections of the said hub may be adjusted on the axle. Near the outer circumference of the hub a series of spreaders (6) is placed. The ends of the spreaders on one side are plain and work in an opening (8) in the flange (9) of the section (3) of the hub. The other ends of the spreaders are threaded at 10 and engage in screw-threaded openings in the flange (9) on the section (1) of the hub. The spreaders are made square or otherwise, so they may be turned by a wrench at 11, in order to adjust the section of the hub latterly. After the same have been adjusted sufficiently to create the desired tension on the spokes (12), the sections of the hub are secured at the proper points on the axle by means of the screws (5). The spokes are double and are secured to the flanges of the hub by passing through openings (13) in the same. The ends of the spokes are secured to the rim preferably by a buttonholing arrangement, two or three methods of which are



pressable material (B) having a small hole or air-passage through it. The head of the frame (A) is screw threaded to fit the internally screw-threaded cap (C). When the cap (C) is screwed down tight on A, it compresses the piece of rubber (B) and by closing the hole prevents the passage of air



through it. D is a nut to fasten the frame (A) to the air tube, and E is another nut for fastening the valve to the rim. The inflator is used in com-

is made up of a frame (A) threaded on the stem for fastening by nuts to the tires, etc., to which it may be applied. The fastening by nuts to the tire, etc., to which it may be applied. The head is hollowed out to hold a piece of india rubber or other compressible material (B) having a small hole or air-passage through it. The head of the frame (A) is screw threaded to fit the internally screw-threaded cap (C). When the cap (C) is screwed down tight on A, it compresses the piece of rubber (B) and by closing the hole prevents the passage of air

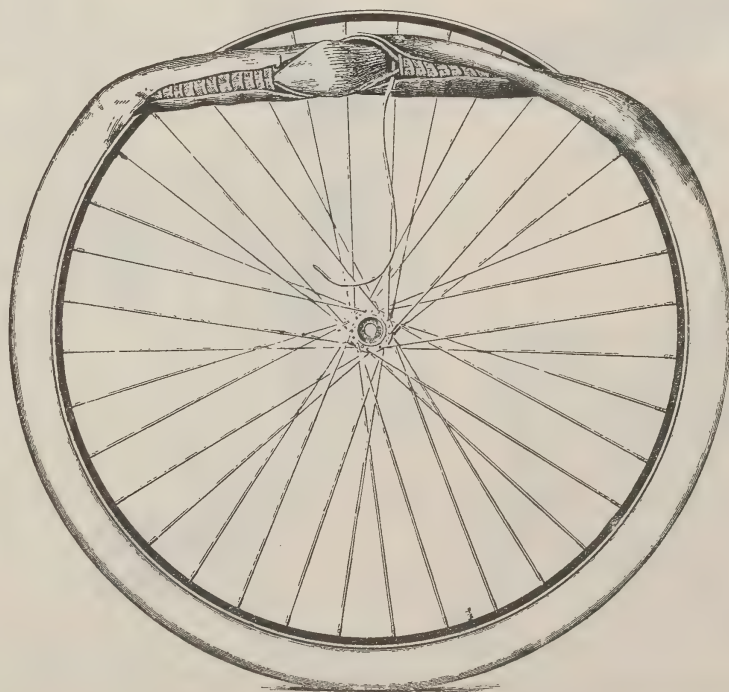
give the defunct firm time, it might possibly pull through, but if they insist upon their money, the firm of Kirkwood, Miller & Co. will be a thing of the past. A representative of Bonnick & Co., who manufacture the Telephone bicycle at Coventry, Eng., is on his way to this country, and will place the Telephone agency in the hands of other parties. Bonnick & Co. are trying to recover a consignment of Telephones which are in the custom house in this city. They claim the goods are in transit, and that they have a right to claim them as their property. The assignee looks at the matter in a different light, and claims the goods as the property of Kirkwood, Miller & Co., who have received the goods and placed their signature on the government books.



# Can I Repair My Pneumatic Tire?

That is what it comes to finally with the rider—he wants to  
know if he can repair easily and quickly.

THAT'S JUST WHAT YOU CAN DO  
WITH THE 1893 BIDWELL TIRE. . .



## GEO. R. BIDWELL CYCLE CO.

306, 308 and 310 WEST FIFTY-NINTH ST.,

NEW YORK.

Pneumatic Tire Factory.

49-51 W. 66th St., N. Y. City.



# LOOK OUT!

The Sensation Is About to Arrive.

## THE SEDDON TYRE

HAS ATTAINED EXTRAORDINARY POPULARITY IN THE  
**OLD WORLD.**



SEDDON'S PNEUMATIC TYRE CO. announce that their manager, Mr. William Bowden, sails by the S. S. "Majestic" from Liverpool on 11th January, 1893, for the purpose of extending the business of the Company in the UNITED STATES.

CORRESPONDENCE INVITED.

Address, care this Paper,

**SEDDON'S PNEUMATIC TYRE COMPANY, Ltd.,**

*Offices and Works, OPENSHAW.*

*Telegraphic Address, "PNEUMATIC."*

BRANCHES.

LONDON—48 Farringdon Street.  
COVENTRY—27 Fleet Street.  
BIRMINGHAM—137 Newhall Street.

CYCLE DEPOTS.

DUBLIN—29 Bachelor's Walk and  
74 South Gt. Georges' St.  
MANCHESTER—St. Mary's Gate  
and 44 Deansgate.



# THE JAMES CYCLE CO.

113 ADAMS ST. CHICAGO.

One Thing in Cycling is Now Generally Admitted as a Fact By All Expert Riders, Viz:

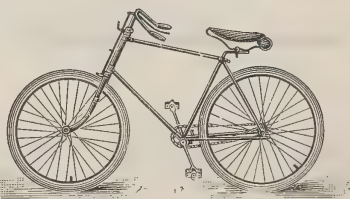
If you wish to ride fast you must have a LIGHT MOUNT, combined with GREAT STRENGTH and RIGIDITY. The proof of this statement is found in the fact that not a single RECORD, and but few races of any kind were won on wheels above 30 pounds' weight during the season of 1893, and further, you cannot find a really fast rider who is content with a wheel above 28 pounds for road use. Probably the most striking feature of the demand for light road wheels is in the fact that every rider who purchased a James 28-lb. road wheel in 1892 swears by it still, and not one of them will listen to a suggestion that they should ride a heavier mount. In fact, you cannot find an UNINFLUENCED rider who has enjoyed the luxury of a light mount (that has met his every demand for strength and rigidity) who can be induced to change to heavier weights. The only ones who have ridden light wheels and are sick of them, are those unfortunates who have purchased light wheels of faulty material and construction—made by builders who have had little or no experience in building really light wheels and naturally disappointment was the result to both rider and builder. Send in your name for our 1893 catalogue, which will contain many items to interest intelligent riders, and which will soon go to press. Our policy is to supply the best wheel ever built for a reasonable price.

# THE JAMES CYCLE CO.

113 ADAMS ST. CHICAGO.

8 8 8 THE IVANHOE! 8 8 8

LIGHT, STRONG, HANDSOME,



AND UP TO DATE, \$115.00.

SHAW CYCLE CO., - 324 Eutaw Street, Baltimore.

AGENTS WANTED.

WE SELL SUNOLS AND RALEIGHS IN MARYLAND.

New Buckingham & Adams Cycle Co.,

COVENTRY WORKS,—  
—BIRMINGHAM, ENG.

## A Big Offer:

There are machines in the market, the makers of which claim to have revolutionized everything in connection with cycling—except amateurism!! That's their peculiarity!!

We have never yet subsidised Amateur Riders—being a contravention of the rules and regulations of the National Cyclists' Union, and a breach of Amateur Law—we do not intend to depart from this principle, but will present

**A Prize Value \$500**

to the first Amateur rider who succeeds in lowering the One Mile Amateur Record on one of our "CHAMPION" RACERS. We will also give to the first Professional who succeeds in lowering the World's Record at One Mile on our Machines

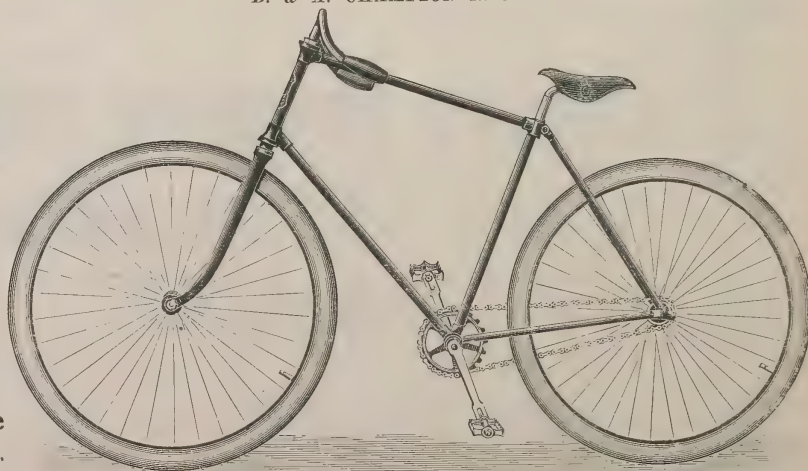
**\$500 Hard Cash.**

We are exhibiting at the National Cycle Show, Crystal Palace, January 20 to 28, 1893.

On Nov. 12th, E. R. Milmine won the 10 mile road race at Lincoln, Neb., on a B. & A. Champion Road Racer. It was placed at his disposal by Mr. Plummer and he selected it, out of a score offered, as the fastest.

Agencies placed by JAMES CYCLE CO., 113 Adams Street, Chicago.

B. & A. CHAMPION RACER.



1893 Model.

TRACK RACER, : 22 POUNDS.  
ROAD RACER, : 28 POUNDS.  
FULL ROADSTER, : 32 POUNDS.



# NEW YORK BICYCLE, PRICE \$100.



The Only High Grade  
Pneumatic Wheel in  
the Market For the  
Price.

Correspondence solicited.  
Live agents wanted in  
unoccupied territory.

Address

New York Cycle Co., 17 E. 14th St.,  
NEW YORK CITY.

#### *Joins the Trade.*

Every day there is evidence that there is demand for good business men in the cycle trade. This is brought forcibly to mind upon hearing that Andrew Cahill, the western representative of the *Wheel*, has resigned his position to engage with the Buffalo Wheel Company, makers of the well-known Niagara bicycle. We wish Mr. Cahill success in his new undertaking, and incidentally congratulate the Buffalo cycling fraternity, as it will soon have a keen sportsman and an estimable gentleman among its members.

#### *No Challenges Yet.*

The James Cycle Company reports that it has had no claimants for the \$10 in gold offered by it to any one who could show that he had seen a James road racer, fitted with light road tires, which exceeded 28 pounds in weight. It also says "we told you so," because the road racer runs under 28 pounds, nearer 27 in fact, and not a frame broken during '92.

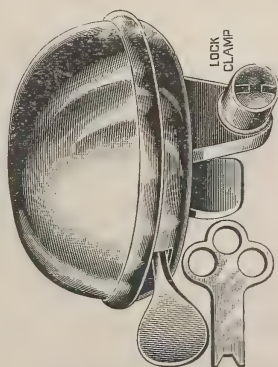
#### *Aurora's New Factory.*

Frazier & Co., Aurora, Ill., of road cart fame, have decided to enter the bicycle business, and have taken possession of the old watch factory. George S. Webb, the Aurora cycle dealer, will be interested in the concern, and A. W. King, late with the Brown Brothers Manufacturing Company, will look after the mechanical end of the concern. Mr. King is a native of St. Louis and was at one time technical manager of the Adler Cycle Works at Frankfort, and of the Goldsmith Brothers cycle works at New Market. Having had this experience, and being a graduate of the Polytechnic of Zurich, Switzerland, he ought to be capable of turning out a fine wheel. Only one style of wheel will be

made at present, a high grade light roadster, to sell at \$150 or \$160, and a hundred machines will be ready May 1. Mr. Webb is now in the east for the new concern. The company is capitalized for \$50,000 and has leased the match factory with the privilege of buying.

#### *It Can't be Stolen.*

The accompanying illustration shows the new lock-clamp bell made by the



New Departure Bell Company of Bristol, Conn. The feature of the bell is that it locks to the handle bar and cannot be removed, unless broken off, except when unlocked by the key provided for the purpose.

#### *Munger's New Wheel.*

Since Birdie Munger has been with the Standard Manufacturing Company, now the Century Cycle Manufacturing Company, he has been busily engaged in making up three wheels for the Philadelphia show, and completed them Sunday at midnight. There are three styles—light roadsters, 24 1-2 pounds with rubber pedals and scorcher saddle; racer, 18 1-2 pounds; full roadster; 32

pounds, with brake, guards, etc. The tread of the racer is but 6 1-4 inches, and the roadster 6 3-4 inches. A feature of the wheels is a new style of detachable sprocket, which can be taken off in less than a minute. The frame is what might be called a Humber-Raleigh-Munger pattern.

#### *Lumsden Changes Positions.*

A. E. Lumsden, who during the summer was connected with the Humber-Rover Cycle Company, now Montgomery Ward & Co., has left that concern and will travel in Illinois and Michigan for the Indiana Bicycle Company, of Indianapolis. He will not give up Chicago as his home, however, and will likely race under Chicago club colors as heretofore.

#### *A Slight Error.*

The Phelps & Dingle Manufacturing Company, Passaic, N. J., writes the REFEREE to call attention to an error in its last issue, wherein it was stated that the concern was after the American Ormonde company for infringement. The Passaic people do not intend to molest purchasers of tires, but will attack the makers of tires who are supposed to be infringers and as a result have brought suit against the American Dunlop Pneumatic Tire Company.

#### *Miscellaneous Trade Doings.*

Bigelow & Dowse, Boston, will handle the Sunol in the New England states. Rous, Hazard & Co., Peoria, have already commenced to turn out Ridges—American made—in quantities. The Kenyon Bicycle Manufacturing Company has applied for a copyright on the word Pacemaker, the name used for its wheel for the past year. A representative of Foster, Brown & Co. will shortly start west introducing

the Ivel. Only one sample was seen at the show, but five styles constitute the line.

The REFEREE and all latest cycling papers, periodicals and hand books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 48 E. Van Buren St., Chicago.—Adv.

Mr. Townsley, of the Derby Cycle Company, has just made a trip through the south, placing agencies in Vincennes, Evansville, Nashville, Montgomery, Birmingham and other places. He is now at the Philadelphia show.

The Sercombe-Bolte Manufacturing Company of Milwaukee is receiving many orders for the Bolte crank, and at present is engaged in filling an order for 1,500 pairs for the Sterling Cycle Works, Chicago. This crank can be removed from the axle by two turns of the clamp nut.

H. C. Martin & Co. of Buffalo will introduce, in three or four weeks, the Martin, a high grade production, at \$150. Only 200 machines will be made for '93, the future output depending on the coming season's experience. It may be relied on at hat sooner or later this house will manufacture on a large scale.

#### *That Cash Prize League.*

PHILADELPHIA, Jan. 12.—(Special)—It is more than probable that the formation of a cash prize league will be announced at the *Sporting Life* banquet to be held to-night.

#### *Englewood Cycling Club Officers.*

The Englewood Cycling Club's annual election took place Tuesday night and resulted as follows: President, F. H. Gere; vice president, L. R. Fyfe; secretary-treasurer, T. E. Rees; captain, H. T. Pyle; two directors, W. B. Fitch, W. S. Kennedy; delegates to Associated Cycling Clubs, H. T. Pyle, G. W. Dennison, H. W. Emerson.



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

## HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

# SINGER CYCLES.

BOSTON, MASS., Dec. 31, 1892

MESSRS. SINGER & CO.,

BOSTON, MASS.

GENTLEMEN:—My Special Modele de Luxe has been all, and more than I had ventured to hope. As your books will show, I purchased it September 2, and since that time have ridden it about 1,700 miles. It tips the scales at 29 lbs., and I have yet to see the wheel, that to my taste, approaches it in appearance. So far as I discover, it is as stiff and strong in every way as the 33 lb. Singer Modele de Luxe, which I rode with perfect satisfaction during the fore part of the season, until the lighter edition (The Special) was put on the market. Both my safeties were fitted with Heale pneumatic tires, and when I say that no repairs were put upon my wheels the whole season through, I mean that no repairs were put upon either machines or tires. Not many riders, whose mileage for the season has been nearly 4,600 miles can honestly say as much as this, and I am glad to express my appreciation of my happy lot by making this statement of the facts, which you are at liberty to use in any way you desire.

Yours truly, JAMES KELTIE, Captain Roxbury Bicycle Club.



Reliable Agents wanted in the West, including Chicago. Send for our Catalogue.

## SINGER & CO.,

6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS.



## THE MILWAUKEE WHEELMEN.

*A Powerful and Prosperous Northwest Organization.*

The Milwaukee Wheelmen is the oldest bicycle organization in Milwaukee, and occupies a leading position among the foremost cycling organizations in the west. From a historical standpoint it may not be able to number as many years as some other clubs of a similar character, but from its beginning its every step upward and onward to influence and power in the cycling world has been a continued march. The work accomplished by this club is an open page within the memory of all, for its active life scarce bands the years of the decade. On the 21st of August, 1884, in the so-called early days of wheeling, a number of riders of the "good old ordinary" met and organized the Flat Foot Bicycle Club. History fails to chronicle the reason for giving a cycling club such a name, and the charter members, many of whom are still enthusiastic wheelmen, have forgotten the circumstances in the dim vista of the past. The founder of this unique organization was W. L. Simonds, the present chief consul of the Wisconsin division, a wheelman in the broadest sense of the term, and who is still one of the foremost figures in the cycling arena of to-day. In the following year, Aug. 28, the Flat Foot Bicycle Club passed into cycling history, and on the foundation of the old was reared a new club, the Milwaukee Wheelmen, which has since occupied a position of prominence in the cycling world.

The first president of the Milwaukee Wheelmen was W. L. Simonds, who skillfully piloted the club through its early vicissitudes. His term of office extended through 1885-6. He was succeeded by H. R. Miller, who administered the office during 1887-8. F. J. Schroeder was elected and served during 1889-90. In 1891 the members of the club, by unanimous vote, called into the executive chair A. Cressy Morrison, whose administration of the office was of such a brilliant character as to mark a new era in the club's history. As if touched by a conjurer's wand it awoke to new realizations, the membership trebled, and the greatest enthusiasm and good feeling prevailed. At the expiration of his term of office Mr. Morrison declined a re-election, and he was succeeded by N. E. Oliphant, the present occupant.

The secretary's office was filled continuously by Henry P. Andrae until 1890, when his business interests were such that he was forced to decline another term. He was succeeded by the present secretary, M. C. Rotier. The captain's office was held by Charles Wood during 1885; F. J. Schroeder, 1886-7; H. P. Andrae, 1889; F. Terry Andrae, 1890, and H. J. Rotier, 1891. The present incumbent is George Bartels. The experiences of the early days of Milwaukee wheel life were somewhat different from those of the present time. Prior to 1888 all the club runs were called from the court house square. They were always largely attended, and a great deal of attention was given to parades. An old-timer enthusiastically recalls these events, and says the boys always presented a handsome and striking appearance, mounted on their glittering high wheels and clad in their natty blue-grey uniforms.

On June 1, 1888, the Milwaukee Wheelmen secured their first club rooms, on the corner of Wells and Second streets. A year later, on the first of November they removed to 225 West Water street, where more commodious and convenient quarters were secured. The club rooms were tastefully fur-

nished, and a billiard and pool table added to the attractions. This was the wheelmen's home for two years, and in the wholesome atmosphere of good-fellowship and brotherly feeling things moved along harmoniously toward prosperity.

At the general election in 1891 a clean sweep of all the old officers was made, they declining further honor; and about this time the club moved into the present elegant quarters in the Loan and Trust building, which it has since occupied, and which are furnished with many of the attractions so essential to the happiness of wheelmen.

The Milwaukee Wheelmen have always occupied a prominent position both on the road and race path. Their annual Waukesha-Milwaukee road race has grown from a small beginning to be second in importance to the Pullman, considered the greatest annual event in

performances ever given in the theatre, the receipts amounting to \$1,100. Many minor social affairs for club members have been given from time to time, all of which have been highly enjoyed, and have added not a little to the success and entertainment of the members.

It has long been the day-dream of the members of the Milwaukee Wheelmen to have a club house of their own. Various projects having this object in view have been presented from time to time, and as many times abandoned, but the desire has remained unchanged, and the smouldering fire has again leaped into a flame, which seems strong enough to carry before it all obstacles.

*The Wheelmen's Club House.*

All wheelmen contemplating visiting the fair will find it to their advantage to put themselves in communication with

## ENGLISH PRESS OPINIONS.

*'Tis Their Own Fault.*

The leading French journal argues in a long article that the championships of the world held by the International Cyclists' Association will not truly merit their title, inasmuch as the rule limiting these championships to amateurs only will bar the best French riders from competing. We venture to point out to our French friends that the argument they so raise ought not to be an argument against the international championships, but against the action of the French themselves in persisting until lately in ignoring amateurism altogether in their cycling government. All other countries, save Italy, have their amateur classes, and the amateur classes, as a rule, are more powerful than the professional; yet the French set themselves to deliberately cut themselves off from the rest of the cycling world by allowing



A GROUP OF MILWAUKEE WHEELMEN.

cycling circles in the United States. During the last year they have given a number of race meets, and inaugurated indoor races at the Exposition building, where they erected a ten-lap track, and upon which a number of records have been made.

The club has also made an exceptionally fine showing in the way of social entertainments of a public character. Among those worthy of special mention is a grand banquet given at the Plankinton House last year, in which four hundred wheelmen and their invited guests participated in an epicurean feast which has scarce been surpassed by any of the brilliant gatherings which have made this hostelry famous. It was presided over by Hon. John Johnson, as toast master, and toasts were contributed by the leading professional and business men of the Cream City. The club also gave an amateur minstrel performance and a hard times smoker at Germania Hall, which attracted wide-spread attention, and the great success of which stimulated the entertainment committee to give a second performance at the Academy of Music in November, which was one of the largest attended per-

the National Columbian United Wheelmen's Association. This association guarantees to provide its members with rooms, either in club house, at hotel or with private families, as they may desire, at such prices as they may wish to pay, getting them the best that can be had for the price named. Rooms will be from \$1 and upwards. Meals can be taken at a restaurant on the European plan. Those staying with friends will be enabled to utilize their wheels in going to and from the fair, by using the club house storage rooms. There is no doubt that the transportation facilities will be entirely inadequate to accommodate the world's fair visitors at certain hours of the day. The independence of wheelmen at these times is manifest to all. Join the association now and have your room secured in advance. Bring your wheel and take advantage of the association storage plan. This association will endeavor to make Chicago the cycling center of the world in 1893. Come with your wives, come singly, come in clubs, come any way, but see that you come with your wheel. Address L. D. Taylor, secretary, 959 W. Madison street, Chicago.

cash or value to be raced for indiscriminately. We say nothing on the merits of the cash prize and strict amateur systems, but merely point out that France has cut a rod for her own back, and much as we admire the splendid qualities of the French champions, we can not sympathize with them for being the victims of a complication which they have caused themselves. There is, however, a great deal that might be improved in the management, etc., of the I. C. A.—*Wheeling.*

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*What Shall We Do With Our Amateurs?*

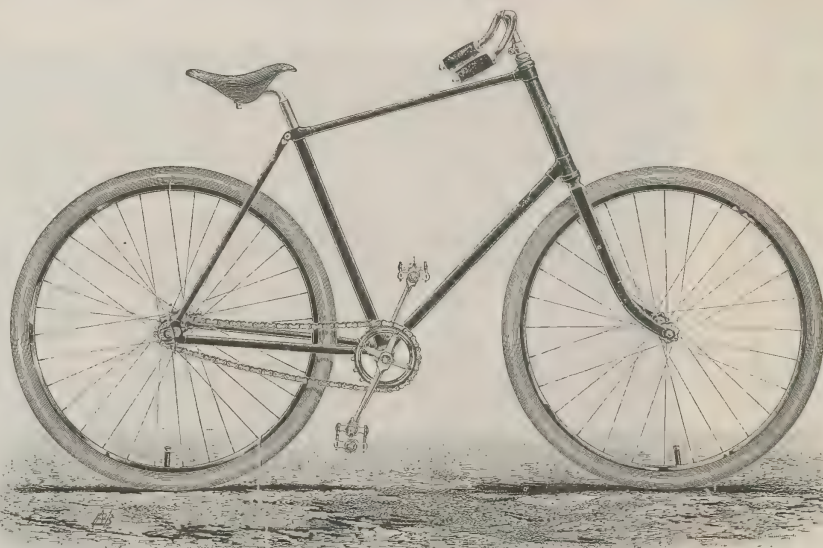
This is the burning topic among cycling legislators at the present time. The more the matter is probed the further off we appear to be from a sensible solution of the difficulty. All sorts of schemes and suggestions have been discussed, but no one knows how to grapple with a subject of such serious importance. Trade influences have undoubtedly been the main cause of the present state of affairs, but then the question arises, can the trade be dispensed with in connection with cycle racing? I say that it can not, and those



She Can Step About a Bit.

WE ARE

Showing a Full Line of STERLINGS at PHILADELPHIA,  
STAND 25.



STERLING SPECIAL.

Weight, 27 lbs.; Wheel Base, 44 ins.; Tread, 6 $\frac{5}{8}$  ins.; Head, 10 $\frac{1}{2}$  ins., Spokes,  
piano wire; new Brake Attachment; new Mud Guard Attachment; new  
Gear Attachment.

WE ARE NOT

Showing our Line of Medium Grades at Philadelphia, but  
will be Ready to Close Contracts for same.

**STOKES MANF'G CO.,**

Makers of High Grade Bicycles only.

Office and Salesrooms, 293 Wabash Ave., Chicago.  
Factory, 236, 238 and 240 Carroll Ave., Chicago.  
Branches, Denver, Milwaukee, Chicago.

SEND FOR CYCLE DICTIONARY.



# ❁ A BIG DEAL! ❁

## THE AMERICAN DUNLOP TIRE CO.

*Have bought out the AIRTITE PATENTS, which were transferred on the 27th of December. . .*

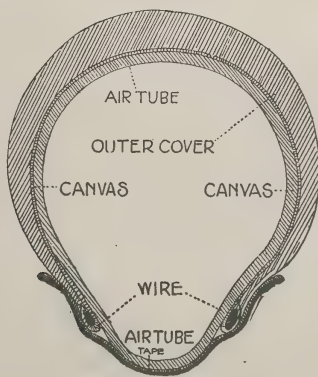
Suits have been prepared against several infringers, and writs will be served immediately the Legal transfer of the patents is completed.

We have paid a large amount for these patents and are therefore prepared to defend them.

## GUARANTEE.

In order to save our customers from any responsibility or annoyance, we hereby undertake to give all our customers a legal guarantee indemnifying them against any loss through litigation.

*We Have a Large Quantity of Tires for Delivery Now.*



## AMERICAN DUNLOP TIRE COMPANY,

160 FIFTH AVENUE, NEW YORK.





PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

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TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

#### RACING BOARD TRIBULATIONS.

To be placed in a position where one is forced to accept the blame for another's shortcomings is an unenviable lot, yet, from circumstances which have lately come to our knowledge, this is just the position in which Chairman Raymond, of the racing board has recently been placed. That gentleman has been mercilessly assailed, and by no one more frequently than by the REFEREE, for what has appeared to the onlooker to be palpable neglect of duty, whereas, if report speaks truly, one of his subordinates is entirely responsible. We refer to the gentleman in charge of district number eight, embracing Illinois and other western states. It is now some ten weeks since the Chicago Cycling Club held a tournament at Washington Park. A representative of the club,—to wit, the captain—was sent east in the capacity of "inducer" with instructions to bring certain men to Chicago. The captain departed and brought home with him a number of the bright and shining lights of the cycling firmament. According to the statement of a club director, who ought to know, as well as anyone, the true state of affairs—that these men were brought here at an expense to the Chicago C. C. of \$250 or thereabout, beside the amount expended to feed and entertain them while in the city of the World's Fair. The racing board member in charge of district number eight is a member of the Chicago C. C. He is, furthermore, and was at the time the arrangements for this tournament were made, a director of said club. Yet he has been unable to discover any breach of the rules of the league, which expressly forbid (according to the interpretation put upon them) the payment of expenses by any other than the club which the racing man represents. We use the words "according to the interpretation put upon them," because the league has an unfortunate habit of construing rules to suit cases. For example, proof of the charges made above will be sufficient to warrant the expulsion of the offenders, although the word "club" does not appear in the rules, while only a year or so ago the all-powerful Amateur Athletic Union forced the league to surrender on an exactly similar technicality. But that is another matter. Let us see what else has happened lately.

The REFEREE charged some weeks ago that the expenses of certain Chicago

men who raced at Milwaukee, were paid by the Milwaukee club. A well-known Chicagoan was named as the "inducer." The Milwaukee club denied, or was reported to have denied, the charge. The visit of the Chicagoans was repeated, at Christmas, and again on New Year's day under much the same circumstances, except that the breach of rules was even more flagrant. It was said, among those who know all about the arrangements, that monetary inducements were offered to two riders to compete and accepted by one of them. Whether any such consideration was paid or not, the individual referred to in the report was present at Milwaukee, and competed. These exploits have been openly talked about day after day at the dinner table at that classic resort where Chicago wheelmen congregate about the noon hour daily. In cycle stores and in club houses the discussion has been carried on without an effort to disguise the facts. Telephones in public places have been used to inform Mr. So-and-So that his ticket to Milwaukee was in the hands of Mr. Such-and-Such. The REFEREE stated these facts, as facts, and was called upon by the chairman of the racing board (not the member in charge of district number eight) to substantiate them. We declined, on the ground that the facts might be as easily obtainable by the board's representative as by ours. Whether, during all this time, the member in charge was reminded of his duties by any of his superiors, they alone must tell.

What is the result? Simply that a number of men, becoming alarmed at the facts brought out, have been enabled to cover their tracks. One is prepared to show that he pawned his watch to pay his expenses—and, by-the-way, he is quite confident it wasn't a watch he won, because he never won one on which he could raise over a dollar or two! Another gave his "note" for the amount of his expenses, while a third says he paid his own fare, which was to have been refunded when he reached Milwaukee, and the only reason he didn't receive the amount was that he couldn't find the treasurer!

In due course, no doubt, all these riders, together with certain members of the Chicago and Milwaukee clubs will be called upon for evidence, some being required to make affidavits. This may or may not bring out some information from the racing men themselves.

Just now Mr. Raymond seems to be pushing things to a head and in consequence the member in charge has at last bestired himself and is seeking, by correspondence, to set at facts which were thrust under his nose by this paper weeks ago.

#### COLONEL POPE AND CASH PRIZES.

An attempt has been made by a Chicago daily and by a New York weekly to show that the REFEREE misquoted Colonel Pope in an interview on the cash prize question some weeks ago. These attempts were the outcome of personal antipathy to the writer of the interview, and one was so evidently actuated by malice as to lose any force it might otherwise have had. Having since thoroughly investigated the matter we feel assured that the colonel made the statements attributed to him by both the Chicago paper (minus the personal references) and the REFEREE. In our representative's interview the colonel talked specifically of "the proposed cash prize league" and approved of it. His remarks have been borne out with singular accuracy by recent developments. Our correspondent's critics tried to make it appear that he had reported the colonel as favoring the offering of cash, by

the L. A. W., for amateurs! To show just what was reported, we reprint that portion of the interview which relates to the subject and have no doubt that the colonel will gladly acknowledge its accuracy:

"What do I know about the cash prize league? Well, just enough that I will predict that it will go and be a success. No, I will not be financially interested, that is, I am not at present," said the colonel guardedly. "Do I believe in cash prizes? Yes, with all my heart. Why not? Why, some of my closest friends, Mr. Forbes (owner of Nancy Hanks) and several yachting friends all compete for cash prizes, and I have been competing for cash prizes in a business way and in a racing way for many years and it looks as if I have been successful, does it not? An association to govern the racing will be a success, and I fancy the base ball people will be the principal financial backers of the scheme. I also believe," added the colonel, "that such an association will purify the amateur ranks of the present professionalism. The principal base ball grounds, with cement tracks, will be used, and there will be little expense outside the building of the tracks, as the grounds and stands are all right for the purpose. The idea will not only benefit cycling, but will also be a good thing for the base ball people, who cannot but acknowledge the decline of base ball and the rise of cycling. The cash prize movement now has the endorsement of some of the progressive people in the country, and if properly governed the scheme cannot but create a boom for the sport."

#### LOCAL OPTION DISCUSSED.

We had begun to hope that the negro question would be bridged over by allowing each state to do as it pleased, but in the last issue of our local contemporary "a St. Louis lawyer" raises objections which seem to upset this plan entirely and which will at least sorely try the wit and temper of the local option brigade. This gentleman points out numerous difficulties, and wants to know what will be done in case a negro desires to be transferred, as is permitted other members, from his own division to one where the "antis" hold sway. The more familiar one becomes with this subject the more troublesome he finds it. We are inclined to think however, that it will simmer down to a question of yes or no and that the negro will be permitted to enjoy all the privileges of membership or none at all. In case local option prevailed whites and negroes would be brought together at large meets, in national championships and at various other times and they would be likely to be even more numerous than they are now for the reason that they would look with resentment on the members of those divisions from which they were debarred, and force themselves upon those members whenever an opportunity occurred.

#### THE CASH PRIZE LEAGUE.

It is a rather singular fact that nearly every writer who has touched upon the recently formed cash prize league, has assumed that open war between it and the League of American Wheelmen is sure to ensue.

There seems to be no good reason to anticipate anything of the sort.

The league has chosen to exclude professionals and frown upon the cash prize system. It has been urged for years to give cash prizes a trial, but the sentiment of a majority of the members has been opposed to the experiment.

The new association comes upon the scene to cater to the desires of those who believe in and are willing to compete for the wherewith to purchase, openly and above board, those commodities which so many of the riders, under the present system, obtain by stealth.

"The league has no right" (to use the language of one of its officers) "to play dog in the manger." If the cash prize system can be worked successfully all honor to the people who are willing to prove it. If not, the thanks of the league are due to the promoters for help-

ing it out of a dilemma and saving it the humiliation of a failure—for sooner or later the trial must come. Decidedly there should be no conflict. The one body caters to one class, the other to another. If the new body draws a few members from the old, as it undoubtedly will, it is better by far that it should be so than that the professional in disguise should remain in the league.

Though we entertain serious doubts as to the success of the new venture, we maintain that it is to the interests of all wheelmen to give it a fair trial.

#### EARLY TRAINING.

Nearly every day now one hears of some of the racing men about to begin training for the season's work. We doubt if such early training is advisable, at least in the majority of cases. With Zimmerman, and perhaps a few others, it is different. It is a well known fact that the man from Jersey requires more training than ninety-nine per cent of the racing men of to-day. To get and keep in proper condition it is required of him that he begin early in the season and put in a lot of hard work every day. Others could not stand this. With many—the majority, probably—a little training would be better. Zimmerman could begin work now and would not go stale during the whole season, while others could not stand over two months' training and racing before they would be useless. Racing men must remember that the coming season will afford so much racing that they are apt to work themselves out before the division, national and international championships have been held. The best races are invariably held in September, and early training and hard riding during the three summer months will surely unfit anybody, except possibly Zimmerman, for the fall events.

JOHN S. JOHNSON, of 1:56 3-5 fame, has had himself interviewed by a St. Paul reporter and he did not hesitate to say that the records next summer would lie between Rhodes, Zimmerman, Sanger and himself. Johnson is soon to go south to train and will go for the records. "He is confident that he can break every record he lowered the past season," the interviewer states. Johnson went south only a short time ago for the same purpose. He was confident he could break all records—but he didn't. Now he is going south again to break all records—but he won't. Johnson was, a year ago, a very modest, unassuming young man; we fear now that such qualifications have become foreign to him.

The cash prize association has been called "the cycling Siberia." But there is this great difference between the laborers, that one works the mine for his own benefit, the other for a despotic government. Doubtless some one will continue the simile and liken the exile to the "amateur" under league rule.

The Milwaukee club is arranging to hold an amateur skating tournament and has secured the promise of Johnson and Sanger to compete. The races are to be open to amateurs, and we presume the usual railroad ticket will answer the purpose of a receipt for entry.

The geared ordinaries displayed at the Philadelphia cycle show caused but little comment among the thousands who visited the show. The general opinion seemed to prevail that they will cut little figure in this country in the coming season's trade.

Charles Wesley is under arrest in Chicago charged with stealing a wheel from Miss Jennie Abraham.



THE VOTE IS GROWING.

HOW LEAGUE MEMBERS VIEW THE AMATEUR QUESTION.

A Decided Vote Against Makers and Clubs Paying Expenses of Riders—Professionals May Be Admitted to the League.

Still the vote rolls up and each week is noticed some great changes. Notwithstanding the inducements offered by the racing board, creating two classes, A and B, the latter to receive pay and expenses from makers, over two-thirds of those who have replied to the REFEREE's questions are opposed to clubs and makers paying expenses, while a little more than half are in favor of pianos, etc., for prizes. Cash prizes are evidently not wanted, and while there is a majority in favor of admitting professionals to the league those against such a proposition are gaining ground. Out of the 255 answers received this week, twenty-one were against publishing the names of applicants for league membership in the Bulletin, while 225 sent in votes for the proposition.

Answers in Brief.

Some of the marginal notes on the postal cards received are given herewith:

QUESTION NO. 2. Why not?—N. H. Brinkerhoff, Paterson, N. J. If not overdone.—J. E. Mastbaum, Danville, Ill.

Yes; for any kind of prizes.—Dr. John E. Davis, Columbus, O. Let the prizes be anything but cash.—G. B. Woodruff, Winsted, Conn. Provided they are not turned into cash.—F. A. Kirch, Westfield, N. J. Should be allowed to compete for medals only.—G. A. Palmer, Belmont, N. Y.

Yes; if any person or club will put them up.—E. Watkinson, Colchester, Conn. No, sir; medals are, or ought to be, enough for amateurs.—E. N. Knight, Kankakee, Ill.

Yes; if an amateur is paying his own expenses he ought to get something for it.—Ernest B. McKim, Roxbury, Mass.

QUESTION NO. 3. Professionals; we want no splitting hairs.—John S. Gage, Vineland, N. J.

Professional; too many classes will ruin the sport.—L. S. Mulford, Chicago. Middle class, if a good distinction can be made.—H. N. Gardiner, Northampton, Mass.

QUESTION NO. 4. Decidedly yes.—John S. Gage, Vineland, N. J.

Yes; they help the cause.—H. B. Walker, Chicago. Yes; all wheelmen should be L. A. W. members.—No. 3,487.

No objection if classed as such.—G. S. Beers, New Haven, Conn. Yes, for they strengthen the league.—F. A. Pollock, Plainfield, N. J.

Yes; but have them race in their own class.—Charles Millard, Newark, N. J. Yes; if the middle class be termed professionals.—Charles S. Hoyt, Cleveland. Yes. Do not see why you should bar professionals.—W. G. Jacobs, Circleville, O.

QUESTION NO. 5. To two-minute men.—D. S. Waskey, Colfax, Wash.

To all except in championships.—W. W. Deupree, Jack-on, Tenn.

The L. A. W. should not recognize

RESULT OF THE VOTE TO DATE OF JAN. 18:

|                                                                                                                                                   |                                   |                             |                               |                                 |                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------|-------------------------------|---------------------------------|------------------------------|
| No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs?.....                                              | Yes.<br>148<br>20<br>168          | No.<br>382<br>52<br>434     |                               |                                 |                              |
| No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.?.....                                                    | Yes.<br>275<br>41<br>316          | No.<br>214<br>33<br>247     | Medals Only.<br>13<br>—<br>13 | Various<br>13<br>—<br>13        |                              |
| No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals?.. | Professional.<br>237<br>32<br>269 | Middle.<br>114<br>26<br>140 | Amateur.<br>19<br>—<br>19     | No Answers.<br>123<br>16<br>134 | Various.<br>31<br>6<br>37    |
| No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?.....                                        | Yes.<br>310<br>84<br>394          | No.<br>183<br>34<br>217     | No Answer.<br>13<br>1<br>14   |                                 |                              |
| No. 5. Shall cash prizes be awarded to any class, and if so, which?.....                                                                          | Yes.<br>14<br>2<br>16             | No.<br>198<br>25<br>223     | To Pros.<br>171<br>36<br>207  | To All.<br>104<br>5<br>109      | Scattering.<br>33<br>8<br>41 |
| No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin?.....                                       | Yes.<br>478<br>71<br>549          | No.<br>35<br>1<br>36        | Various<br>17<br>1<br>18      |                                 |                              |
| No. 7. Shall the constitution be so changed as to permit of a change by a mail vote?.....                                                         | Yes.<br>361<br>54<br>415          | No.<br>123<br>14<br>137     | No Answer.<br>46<br>7<br>53   |                                 |                              |

cash prizes.—Lewis A. White, Waterbury, Conn.

To professionals, as that is the only difference between them and amateurs. G. W. Patterson, Elmira, N. Y.

QUESTION NO. 6. Sure.—H. S. Parr, Crown Point, Ind. Yes!!!—Leonard S. Mulford, Chicago. Decidedly yes.—F. A. Myrick, New York.

Yes! Yes!! Yes!!!—J. L. Yopp, Wilmington, N. C. Yes, every time.—G. B. Woodruff, Winsted, Conn.

They certainly should.—C. E. Wood, Syracuse, N. Y.

They should; the present way of doing it is n. g.—H. S. Fulper, Passaic, N. J.

Yes; as is the case in other organizations.—W. W. Deupree, Jackson, Tenn. Yes; if proposed change be duly published.—F. A. Pollock, Plainfield, N. J.

Yes; Bob Holm to the contrary notwithstanding.—W. G. Nicholson, Milwaukee.

I am not prepared to answer this; there are good arguments pro and con.—John S. Gage, Vineland, N. J.

I think it would be wise to have a mail vote in some instances, but it is often unsatisfactory.—F. R. Steele, Richmond, Va.

Yes; there are members (who would like to vote on some questions) who could not attend the convention.—W. G. Jacob, Circleville, O.

So far as I am able to judge I should say no. I do not think it well to have the constitution fixed so that it can be too easily changed.—John W. Vincent, Snow Hill, Md.

Some Ideas at Length.

Some of the following letters suggest many important changes that might be made to advantage:

SEVERAL GOOD IDEAS.

CORNING, N. Y., Jan. 12.—Editor REFEREE:—I take great pleasure in answering your questions, as it has always seemed to me that this amateur matter has as yet rested on a rather uncertain foundation:

1. Yes; but should be classed by themselves. Would suggest calling them "club" or "supported" amateurs, and have it announced who paid their expenses; they should not be allowed to receive any salary or remuneration aside from traveling and training expenses.

2. I believe that an amateur prize should always consist of some object in the form of a trophy which should have a suitable inscription, reciting what it was for and the conditions under

which it was won. A championship prize of this nature would possess a greater value than crocks, as it would be prima facie evidence of the winner's ability.

3. Men receiving expenses and cash or convertible prizes are professionals—they race for what there is "in it." Men receiving expenses only are amateurs. But as they are supported by clubs the prizes should be given to the club. Individual men, training at their own expense, are in my mind the true ideal of amateurism. They should receive the highest prize within the gift of the league; they are the men now neglected, who glory in the sport as a sport—the only Simon pure amateurs!

4. Yes; the league, which is now so powerful and which we all love for its glorious past, has outgrown the narrow idea that one of its main objects is to protect the amateur lamb (poor innocent) from the terrible professional wolf. It has now a far loftier ideal, one in which it requires the aid of all lovers of the sport to attend. On the broader field now before us we can all meet as friends, both amateur and professional, working shoulder to shoulder for the common good.

5. I hardly believe the league would be called upon to govern professional events, although I see no harm in it.

6. Yes; decidedly. It is the only way to know whom we are admitting to membership.

7. I think perhaps a mail vote would be best if properly conducted. Would suggest as a simple plan, that the proposed amendment be published, and that for four weeks, a ballot reading "for amendment, etc., as follows:" (Then follows text of amendment), and another ballot reading "For retaining original article as follows" (here to be printed full text to constitution as in operation). These two ballots would show every member at a glance the pros and cons of the matter and he could vote intelligently. These ballots to be attached to a prominent place in the Bulletin, so they could be easily removed and sent to the secretary.

CARL S. GRISWOLD.

WHERE ARE WE AT?

REAMSTOWN, Pa., Jan. 7.—Editor REFEREE:—I think the present difficulty the league is in regarding racing matters is the consequence of trying to straddle the fence between amateurism and professionalism. A middle class, as you suggest on your card, is what the racing board has been trying to create. Failing completely, we find ourselves in a position where we may well ask, "Where are we at?" To settle this question we must decide between a race by bought-and-paid-for entertainers, or one in which members compete for precedence only, the prize being a medal or something similar, being given, not as a reward, but as a token, showing that such precedence exists. Professionals are not necessarily demons, nor are amateurs angels. I cannot see why professionals ought not to be accepted as members of the league if they are gentlemen. But the league should not recognize any but purely amateur races.

PROVIDENCE, Jan. 10.—Editor REFEREE:—In reply to your circular asking a mail vote upon several points of current interest. I will say—personally—that I believe in high standards of honor and do not think a wild scramble for money, houses, lots, pianos, teams and merchandise, a fitting modern sequel—at least, in the great contests—to the renowned ancient simplicity of the

Olympian laurel wreath; in short, I consider that "honor is more than gold." In the minor events prizes for their value principally might be allowed, better with than without a limitation of cost, since doubtless many care to race principally for what profit there is to them in the business. These men might be called "promateurs," as I should prefer, and not be allowed to compete in the great events, especially the national events, so long as they remained "promateurs;" "amateurs" to compete, after entry of names as amateurs to, and allowance by, the racing board. Cash racing should be considered "professional" racing, by "professionals" only, who should not be allowed league membership, although cash racing might be held by and controlled by the L. A. W. If professionals were admitted to membership, as a right, in practice their admission would seldom be protested against on the ground they were not "acceptable" individually. The prizes at the great events I think should be more of an honorary character, although I believe more would be suited if they were magnificent as well—but not of a salable kind; in these "challenge plate" would be included.

I do not consider expenses—either in amount or by whom paid—worthy of any consideration whatever. Let each man prepare himself for racing as he sees fit.

I believe the rules should be fearlessly and in good faith strictly enforced.

I think it would be a good idea for the Bulletin to publish the postoffice addresses of applicants for membership, and that the constitution should be amendable by the national assembly at its annual (or a special) session, after a verbatim statement of the amendment—proposed by any division—has been given in the bulletin at least thirty days before the session of the assembly where it is to be acted upon. WILLIAM N. P. BOWEN

WANTS MEDALS ONLY.

FALL RIVER, Mass., Jan. 12.—Editor REFEREE:—In answer to your question in regard to L. A. W. racing I would say that, in my opinion, a racing man should be an amateur or a professional, according as the meaning of the terms now are, but I think that an amateur, instead of being rewarded with such bulky things as pianos, bicycles, horses, etc. (which are things that accumulate too fast with some of our racing men unless sold, and which belong more to the professional class, as they would have a chance to sell them), should be rewarded with medals, to be made of as nearly pure metal as possible, or at least as good as United States currency. These medals could be set with diamonds or precious stones, and could be of as much value as promoters of race meets want to make them. They are things that a racing man could keep in a very small space which would be as good as money to him at any time, and something to repay him for his time and all his hard work without any danger of his being a professional if he has the true amateur spirit, as he, knowing their value, and priding himself on the races they represent, would not care to sell them unless absolutely forced to do so. I do not believe in cash prizes, but I do believe in prizes of some value, in the way that I have stated. F. C. NICHOL.

WANTS TWO CLASSES.

GLENS FALLS, N. Y., Jan. 13.—Editor REFEREE:—In response to your postal card which has just come to hand, I am pleased at the opportunity of answering some of your questions: (1) I should



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IN CHICAGO AND WESTERN STATES.

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TORONTO, ONT.

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say yes to this question. A racing man must have good training, and for this his expenses are large, and by receiving from a club or manufacturer this part, his expenses only, I can not see how it can degrade or in any way compromise the spors of wheeling or our L. A. W. organization. (2) Yes; why not? I believe in the league organizing another class of professionals to receive cash prizes, and for an amateur to receive any prize except cash. (3) We do not need three classes, simply two—an amateur and a professional. (4) Yes; it will help the whole sport of cycling to get these men under control of the L. A. W. and be able to make it an object to them to remain members. (5) Ye; the professional class. (6) It seems as though this would be quite necessary for the identification of persons, and again these addresses would be of use to these different cycle manufacturers which support the literature among cyclists.

J. R. LOOMIS, JR.

#### A MONTANA MAN'S IDEA.

HELENA, MONT., Jan. 9.—Editor REFEREE:—Answering your questions: It makes little difference who pays expenses, the main point is personal ability developed. Suppose a Jew or Jewess should win a ham, under the present L. A. W. law, he or she being Hebrews could neither sell nor eat it, but must pack it around forever and ever. It makes no difference for what one rides in a race, a \$10 note or a badge costing \$4 valued at \$10. Let it be prizes and cash or prizes or cash, then classify the races and not the riders. The racing committee should provide for both at the meets. Everyone can get a better view of things after hearing the different views presented in convention and no doubt the views of nearly everyone present will be modified, altered or changed at the time. It is my sincere wish that professionals will in some manner be retained in the league, either classed or otherwise. Like our government the voice of the people only can decide which is best, as no one member can see through it.

Dr. D. J. WAIT,  
Chief Consul, Montana division.

#### FAVORS CLASS RACING

SPRINGFIELD, O., Jan. 12.—Editor REFEREE:—I received your postal and enclosure and fill out said card and mail it to you. You will observe I have drawn my pencil through the words "makers and" as, in my opinion, if a makers pays the expenses of a man such as the question indicates he is paid for so doing and therefore gets cash and should be rightfully called a professional; while the man whose expenses are paid by the club to which he belongs may be a flyer but has

#### VOTING BLANK.

*Cut Out this Blank, and, After Filling In Your Replies, Mail to the Referee, Chicago.*

No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs? .....

No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.? .....

No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals? .....

No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership? .....

No. 5. Shall cash prizes be awarded to any class, and if so, which? .....

No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin? .....

No. 7. Shall the constitution be so changed as to permit of a change by a mail vote? .....

I certify that I am a member of the League of American Wheelmen and I have not previously voted on the above questions.

Name.....

Address.....

League No. (if possible).....

*A supply of these blanks will be forwarded to any league member on application.*

not the means to enable him to train as he should. In regard to the third question, although it has nothing to do really with it, I will say, I believe it would be best to make what I would call class racing; that is, put men that are nearly equal in speed in the same class and do away with handicapping which is always unsatisfactory.

L. A. W., 23,014.

#### LIMIT THE PRIZE VALUE.

AMSTERDAM, N. Y., Jan. 13.—Editor REFEREE:—Allow me to answer questions as follows: (1) No; (2) allow merchandise prizes, but limit the values say from \$5 to \$25; (3) anyone competing for prizes above the limit to be chosen as professionals and (4) exclude them from the L. A. W.; (5) as a L. A. W. member don't care how much cash professional receive; (6 and 7) yes;

the L. A. W. should not recognize cash prizes or the professionals.

J. A. BARTHOFF.

#### AGAINST RACING.

SNOW HILL, Md., Jan. 7.—Editor REFEREE:—Taking the risk of being classed an extreme or old fogey, I will say, that I do not approve of racing in any form, unless a person wishes to spurt occasionally to see what time he can make. I think that all right, but I think race meets, etc., injurious to the health of the racers and more or less demoralizing in their effect on the public. My idea of cycling is, health, pleasure and business.

J. W. VINCENT.

#### The Detroit Wheelmen's Squabble.

About the only thing of interest to

wheelmen in Detroit just at present is the little squabble that the various factions are having over the Detroit Wheelmen affairs. After having determined to dissolve, the dissenting faction looked about and instigated a movement to reconsider the motion and endeavor to carry on the club. The meeting will be productive of some surprises. Mr. Griffith has resigned from the club presidency and membership, and it is rumored that when the meeting is called to order what has hitherto been the supporting element of the club will be represented only by their resignations. With such a batch of resignations and more to follow, a not over rich treasury and very fair prospects of legal complications arising, it looks as though the Detroit Wheelmen, instead of riding in a blaze of glory as was planned, will simply end up in a very dissatisfied and ignoble manner.

#### Little Notes.

The promoters of the cash prize league look upon the fairs as a fruitful source of income. Fair associations have dealt liberally with professionals in years gone by.

A few members of the Metropolitan Association of Cycling Clubs of New York were in favor of holding a cycle show in New York, but found little promise of support among trade men. The project was, therefore, very properly dropped.

A. C. Banker, at present in Chicago, states that a contract will be closed in a day or two, by which the Columbia Rubber Company will manufacture the American Dunlop tire. Banker further says that his company closed an immense contract at Philadelphia with the Western Wheel Works, for solid and cushion tires, pedal rubbers, handles, etc.



## CASH PRIZE PROSPECTS

WHAT THE NEW LEAGUE HAS LAID OUT FOR THE COMING SEASON.

Many Serious Difficulties to Contend With—The Amount of Money Required—Some of the Rules—Egan's Fairy Tale.

The announcement of the formation of the cash prize league was made rather sooner than anyone, outside of the promoters, expected; indeed, we doubt whether even the prime movers in the affair thoroughly made up their minds until the eleventh hour to make the announcement at the Philadelphia banquet. Very few people, at the time the show commenced, were in possession of any definite information that the attempt was really to be made, but as soon as the talkative Egan commenced to circulate the story—as in everyone's mouth. And right nobly he stood up for his pet theories, and argued, hour after hour, first with one and then with another.

By means of an argument on our own account we were able to obtain a few details which have not yet, we believe, been published, as to the intention of the management.

As is now generally known a number of base ball men are the backers of the enterprise, and the races, if run at all, will take place principally on the grounds of clubs in the ball league. Of these there are a dozen. If the plans decided upon are carried out tracks will be constructed in each, each track to be a quarter of a mile in circumference, that being the regulation size adopted, and all be exactly alike as regards banking, etc., or as near alike as circumstances permit.

There will be two meetings of two days each, or four days' racing all told, each week, during a season of twenty-six weeks, and at each day's racing four events will occur—three the dailies have it, but four, according to Egan,—consisting of a novice race, a class race, a free-for-all handicap and a class handicap, from which men with records under a certain figure will be barred.

All races are to be officered by men appointed and paid by the league, and no rider who competes under any other management will be permitted to ride. One handicapper will cover the entire country, being expected to do his work by telegraph.

It is intended to work the state and county fairs. Any fair which can arrange suitable dates and offer sufficient money will be favored with a meeting. The money offered must be in the hands of the treasurer of the league one week in advance of the races, otherwise the engagement will come to an end. The money posted, the racers will be notified, the official officials will tie them to the scene of conflict, and, on the day announced, rain, or shine, regardless of condition of track, the races will be run. The racers will receive their money as soon as the sport is at an end and will go on their way rejoicing.

Every man will be a novice at the outset. As soon as he wins a race he goes into the class and on events. No cognizance of past records will be taken. It is a new deal and a new game. No one will be allowed to compete without first obtaining a license. It isn't a free-for-all game. There are some men who are not wanted; they are already on the black list, so to speak. Having once obtained a license the man may go out competing so long as he behaves himself. Tricksters will not be tolerated, for their license will be revoked. All this reads,

no doubt, like a fairy tale. But it shows just what the new body has to overcome to insure success. It has many things to get. For example:

Tracks, twelve, \$4,000 apiece; total, \$48,000.

Officials, say six, at \$1,000 apiece—maybe more, for honest men come high—total, \$6,000

Handicapper, one, say \$1,000.

Competitors—ah! there's the rub. Every man has his price, they say, but the sum required to get at some of the fast men will be too large for computation.

Prize money, two meetings weekly, at \$1,500 per meet, twenty-six weeks, \$78,000.

Traveling expenses of officials, salary of secretary and a thousand and one little incidentals will add, goodness knows how much more.

At any rate the association, according to its own showing, must obtain about \$140,000 from the dear American public to be whole at the close of its first season.

To do this it will be necessary to draw about 2,400 people at fifty cents apiece to every meeting, rain or shine. In comparison with the average attendance at amateur meetings this is enormous. The new league, however, has one great point in its favor as a drawing card, and one which it can, and no doubt will, use with deadly effect should there be a conflict with the league. We refer to its standing with the daily press. Some of the best press-workers of the day are found in the ranks of the base-ball men, and the favor heretofore found with the newspapers will no doubt be continued.

Before leaving the subject, we may as well mention a statement made by Egan during the Philadelphia show. It is generally supposed that the warning issued by the racing board was responsible for the stoppage of the *Sporting Life* car scheme. This is emphatically denied. "We were all ready," said Egan, "to go into court and ask for an injunction restraining the board from interfering, and, according to some of the best lawyers in Philadelphia, they would have been powerless to suspend the men. One of our ablest attorneys offered to carry the thing through successfully or make no charge for his services."

"But what caused you to abandon the trip?"

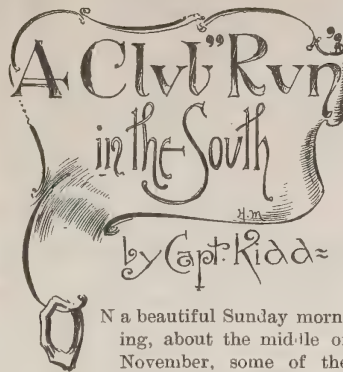
"The trade men. They didn't care to go into any unpleasantness. By the way, the L. A. W. is going to settle the promoter question, isn't it? If you'll tell me what the trade wants, I'll tell you what the L. A. W. will do!"

#### To Make a Long Ride.

Dr. C. Z. Ball, of the Quaker City Wheelmen, leaves the City of Brotherly Love the first of next June for a 10,000 mile trip through the United States. He will visit the world's fair, S. P. Paul, Yellowstone Park, returning, by train to the national meet, thence back to Yellowstone Park, continuing his trip to California and returning via Mexico, Texas, Louisiana, Florida and northward along the Atlantic shore line to his home. He expects to be gone a year. Dr. Ball rode 273 miles in 24 hours last year.

#### A \$3,000 Record.

An Indianapolis paper tells of a new bicycle record, one which may prove rather expensive. As an Indianapolis man was carrying his bicycle up the stairs to his office he let it slip. It ran 100 yards of stair space in 11 seconds, corrected time. At the foot of the stairs it collided with a man, throwing him down and breaking his arm and nose. He has entered suit for \$3,000 damages.



On a beautiful Sunday morning, about the middle of November, some of the Atlanta (Ga.) wheelmen enjoyed a club run over the road course to Fairburn, twenty miles distant. Some of them enjoyed the "run" back; others didn't. The cause? Capt. Kidd.

He might easily have been of the original vintage, judging from his venerable appearance and philosophical remarks. His mule certainly was of an original line.

To begin. The air was balmy, the road excellent and the scenery picturesque.



THE WHEELMEN CAME SPINNING BY.

esque. Cotton was ripe, persimmons were ripe and so was the "captain's" mule—for most anything.

The wheelmen came spinning by—and passed—all safely. Capt. Kidd was ruminating on the question of voting kangaroo style. The mule ruminated also



SUDDENLY JUMPED KANGAROO STYLE.

and suddenly jumped, kangaroo style—across the ditch.

The wagon stopped; the captain didn't—he held on to the helm (the reins).

Fifteen feet ahead he had decided to stop; he did so—on his head.

The boys stopped also and returned. They voluminously asserted their regret, and backed it up with cash enough to repair the vehicle and leave a good bonus remaining.

The captain simply swore various and sundry times that he "was an honest citizen"—but he took the money. He is

now like Keator, under the ban, and no longer "an honest citizen," like other good amateurs.

A factory representative from the east also enjoyed this particular run, aided and abetted by a jovial companion and a pair of good horses.

Capt. Kidd was transferred to the buggy, his damaged wagon hitched behind, and all were taken to the next town, where the necessary repairs were to be made.

The eastern visitor being delegated to lead the mule, and not being as well up in Kangaroo mules as he was on "the



RETURN—RIGHT ARM IN A SLING.

Result—right arm in a sling, mule afterwards chained to the axle.

But we are diverging. Leaving the captain proclaiming his "honesty" as a citizen, the boys rode over to Fairburn and later enjoyed a good dinner with a clear conscience.

No sooner this was done, however, when the minister of Fairburn came up and announced that the old reprobate, Kidd, true to his villainous name, was even then in Fairburn, swearing out warrants for the entire party.

Knowing the general friendly and hospitable feeling Georgia county sheriffs entertain toward wheelmen, the boys waited to learn nothing further, but with the advantage of a flying start and a down grade exhibited to the entire population of the town, who had turned out *en masse* how expeditiously a forced march could be made.

The eastern man and his friend were handicapped somewhat at the start, but with the assistance of four darkies and a liberal supply of small coin, a quick "boots saddle" was accomplished, and

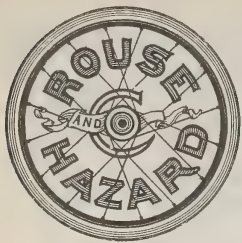


THE MINISTER OF FAIRBURN.

not minding twisted traces and rein straps, good time was made toward Atlanta.

A few punctures made things further





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It Is  
Complete In

HIGHEST GRADES,  
MEDIUM GRADES,  
SPRING FRAMES,  
ALL STYLES.

Make Your Wants Known to Us.

THE GOODS WILL PLEASE YOU. THE PRICES ARE RIGHT. OVER 50 PATTERNS TO SELECT FROM.

**RUDGE CYCLES** in Twelve Patterns (highest possible grade), made in Peoria under our own supervision, from finished bearings, forgings, etc., imported direct from the parent factory. Catalogues now ready.

**SYLPH CYCLES** in Three Patterns (our own manufacture and highest grade). As EASY RIDERS they have no equal. Preliminary circular showing '93 styles now ready.

**OVERLAND CYCLES** in Four Patterns (our own manufacture). The Light Roadster Overland for '93 is a beauty, and will prove the greatest money-maker for the dealer on the market. Advance circular now ready.

**WESTERN WHEEL WORKS' LINE** in Nineteen Patterns. We are the manufacturer's largest jobbing agents for these goods in the west. No other jobber can quote you better discounts, or supply these goods more promptly than ourselves. We have already contracted to furnish several of the largest jobbers in our territory for the season of '93.

CORRESPONDENCE SOLICITED. AGENTS WANTED.

ROUSE, HAZARD & COMPANY, 89 G STREET, PEORIA, ILL.



IF YOU ARE MARRIED TO ANY MAKE OF WHEEL (Other than the Sylph), in other words, believe it as perfect as is possible to build a cycle for pleasure and comfort, it is useless for us to try to convince you there is anything better.



IF, HOWEVER, YOU ARE WILLING TO INVESTIGATE the many merits of Sylph Cycles, especially the Three-Part Spring Frame and how it works, we are more than positive you will be convinced they excel all other styles of spring frames and are as far superior to a rigid frame cycle as a Pullman car is superior to a freight for pleasure and comfort when traveling.



To meet the demand of scorchers we have just placed on the market a rigid frame Sylph, styled Model D. Cut of the machine will appear later. Watch for it; it has features distinctly its own. Catalogue and new circular "Preliminary Pointers" now ready. Agents wanted in all unoccupied territory.

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.



interesting for the wheelmen on the homeward trip, and the boys to kick the railroad track—with some tall scrambling at cross switches—as a strategical move.

The best part of the joke however remains to be told. A prominent citizen of Fairburn went to Atlanta the following day for the express purpose of notifying the boys that although old Capt. Kidd endeavored to procure the warrant as stated he did not and could not have procured it as the town officials were really friendly toward the wheelmen and were quick to see the injustice of the request.

The record over the road course, however, made on that speedy return "run" was scarcely broken even in a road race which occurred during carnival week.

But the boys didn't run; they just thought—to a man—they just had better get home early, quite early in fact.

#### The Du Cros Family.

Harvey Du Cros of Dublin has six sons of whom he may well be proud. Mr. Du Cros and his six boys are all racing men and proudly display in several rooms of their castle no less than 2,000 prizes won on the path. All of the sons and, in fact the father, too, are expert acrobats and trick riders. The latter feat they rarely display in public. The father is an expert with the gloves, but is now so immersed in business that he will not again have a hand in the sport.

#### Saves His Money.

Hoeffler, the young trick rider, who gave exhibitions at the cycle show the first week, has managed by good speculations in land to increase his savings to over \$16,000. He has in addition a nice home and a large hall in which he practices during idle periods.



#### New York's Theatre Party.

The Metropolitan Association of Cycling Clubs' theatre party at the Brooklyn Theatre, New York, last Thursday night was well attended. It was a full-dress affair, and among those present were Mayor Gilroy, Commissioner of Public Works Daly, President of Park Commissioners Dana, Charity Commissioner Sheehy, President of Police Board Martin, Charles H. Luscombe, chief consul of New York; Howard E. Raymond, chairman of the racing board; W. Wood, vice-consul of New York; James R. Dunn, ex-president of the league, and Charles A. Sheehan, president of the Metropolitan Association of Cycling Clubs.

#### Quiet at Buffalo.

The past week in Buffalo has been of unusual quietness, and if it were not for the pool tournament between the Ramblers B. C. and the Press C. C., there would be nothing of any interest to wheelmen going on. The first of these meetings took place on Tuesday at the Press club house, and was witnessed by a very large crowd of wheelmen, in fact the boys made such a confusion that the men engaged in the contest could hardly get about the tables. The Press club was victorious at this time, being three points in advance of its opponent. The second meeting took place on Thursday,

and the Press was again victorious by several points. It is needless to state that the interest manifested at the first game was maintained, and that it will not flag is apparent. Never in the history of club tournaments has there been so much excitement and interest shown, and it is creating any amount of speculation between the two clubs. This interclub match will continue for several weeks longer.

The reception given by the Comrades C. C. at Turn Hall on Thursday evening was very successful and well attended. The decorations were some of the finest; so was the music, and there is no doubt that the club made some money from its venture.

#### The Saint's Didn't Appear.

After condescending to give up the proposed raffle and substitute an auction, the Oak Park C. C. members did not have the pleasure of the company of the good missionaries who were so exercised over the raffle. The missionaries had promised their support if the raffle should be given up for an auction, but not one of the committee put in an appearance. Judge Herrick was auctioneer and knocked down several articles to the missionaries, notwithstanding the fact that they were not present and did not bid. All the articles on hand were sold at good prices and a handsome profit was the result.

#### About the Country.

The Cambridge Cycle Club's fifth annual fancy dress ball is to be held at Union Hall, Cambridge, Mass., Jan. 19. Tuesday evening, Jan. 24, the Ripon Wheelmen, of Ripon, Wis., will give their first annual reception at Opera Hall.

The St. Louis C. C. gave an entertainment and hop at the Pickwick theatre

Thursday evening last. "Armande," a comedy-drama in five acts, was given by the Garrick Dramatic Society.

The Dayton (Ohio) Bicycle Club is making elaborate preparations to give another of its splendid minstrel performances. The event will take place at the Grand Opera House, Feb. 20, and the line is waiting for reserved seats, so the committee reports.

The Castle Point (N. J.) Cyclers have arranged to inaugurate their first annual theatre party at Ross' Theatre Jan. 20, the show for that evening being the popular "My Aunt Bridget's Baby," played by the well-known George Monroe.

#### To Entertain the C. C. C.

The members and friends of the Chicago Cycling Club will be given a concert by the Walter Emerson company at Rosalie hall, Feb. 15. Inasmuch as the company enjoys a splendid reputation for giving good entertainments, a good house is anticipated.

#### Telling Old Stories.

"A bicyclist can do the fake act without being found out," remarked the rider to the Pittsburgh Chronicle Telegraph the other day. "Murder will out. Did you see how Lenz exposed Tom Stevens' riding in Japan? Natives told him Stevens only rode on his wheel from Kobe to Yokohama. A man must cover the distance these days. Remember that Century run from Hamilton to Cincinnati, where Tom Roe and forty others rode on a train until ten miles of Cincinnati, got off and wheeled into town? They had made phenomenal time and were given credit for it until somebody gave the train racket away. Roe had sent a big account of the affair to a Chicago paper which he was representing. He quit work the next day."



ENGLISH PRESS OPINIONS.

Climate vs. Time.

*Wheeling* has never doubted American or French times because *Wheeling* knows from personal experience that climate has a tremendous effect on the human frame both mentally and physically. Why other cycling journals ever doubted American times we cannot say and do not even suggest. *Wheeling* addresses an intelligent body of readers, and they can judge the point for themselves. Taking the nearest country, for example, France, which we visit on an average three times a year, we know that when once in the dry, exhilarating atmosphere of Paris our desire for any extraneous stimulant to the frame, beyond that given by food at meal times, ceases. A man could easily be a teetotaler in Paris, and, as regards America, as a matter of fact most Americans are water drinkers. Why? No, not necessarily from principle, but because the dry atmosphere of America, like that of France, does not make alcohol a necessity. Now, if this is the effect of a dry climate on an ordinary individual, who has no intention of going in for physical exertion in the way of athletic contests, how much more must such a climate beneficially affect a trained man. We publish to-day a letter from Jack Keen, in which he bears testimony on this point, which, added to our own experience, places it beyond doubt that a man always can, and always will, do better performances in a clear, dry atmosphere than in one laden with damp, even if (occasionally) clear to the eye, like that of England. We believe that such a climate—a damp one—is better for the retention of clear skins amongst our womanhood, but it is dead against our athletes. This being so, no fair comparison can ever be made between times made in one country and those done in another. The matter, however, acts both ways. Send Zimmerman or Stephane suddenly here, and they could, as is proved in one case, do practically nothing until they got acclimatised, because they would come from a good, dry climate to a bad, damp one—a damp bad one, we might say. On the other hand, the Englishman who goes to race abroad, gains, because he goes from a bad climate to a good one. It evidence of this we may quote the fast times of the English amateurs at the Velodrome Buffalo in the past year. Cement had, no doubt, something to do with it, but climate also “stood in.” The same “authority” who doubted American times, and stuck to the ordinary long after the safety had replaced it, besides pooh-poohing the pneumatic tire, might, no doubt, say that cement had nothing to do with it, but that authority’s record as a prophet is so bad a one that the mere fact of “its” opposition to cement is sufficient to prove its efficiency. But we are on the subject of climate now, not cement. It must be perfectly clear to any traveled and intelligent man that it is an utter absurdity to compare the cycling “times” of one country with those of another, or even the performances of men; for whilst the Frenchman and American suddenly brought to England must lose physical power from climatic causes, the Englishman transported in like degree to either of the above-named countries must increase in vitality; always excepting the few who thrive better in a damp than in a dry climate.—*Wheeling*.

Cycling Versus Skating.

The hard frost which during the past few days has bound everything with a grip of iron has provided delightful

source of enjoyment to hundreds of ardent cyclists. The roads have been in splendid condition for riding, but even the most enthusiastic wheeler has been tempted to leave them, look up his skates and go in for pastime which, thanks to this changeable climate of ours, is unfortunately rarely possible. Winter riding is all very well with anything like decent roads, but even this pales before an hour or two on the ice. Skating has a decided advantage over cycling, in one respect at least, and that is that one is not troubled with cold extremities, which are inseparable from the pursuit of the wheel when the air is so keen and piercing. Do what a rider will, his feet soon become benumbed during the winter’s run, and it is this discomfort which prevents many devoted wheelmen from turning out in this season of the year. If he could only be reasonably protected against this drawback, nothing could equal a journey on his trusty wheel while the

talked of cement, at all events.—*The Wheeler*.

They May Prove Different.

It has become quite common now for every fresh adaptation of mechanical science to be derided and described as nothing new, tried before and found wanting, and so on. But it seems to be forgotten that many old ideas failed because of non-practical application, or because the world was not “educated up” to them. Such was the case with the pneumatic tire, and such may be the case with the great front driver, elliptical chain wheel, *et hoc genus omne*.—*Scottish Cyclist*.

Must Be Dangerous.

A well-known Northern land agent has hit on a remarkable plan for striking terror in the hearts of moonlighters. He is an accomplished cyclist, and in his lonely wanderings over desolate country

in all seriousness—must be for a good round sum of money, and should appear in all the sporting allies, the cycling weeklies, and in the *C. T. C. Gazette*, even though you have to pay for it as an advertisement. That you should never previously have been heard of without the confines of your own parish matters not a rap. You will find your name on every sportsman’s tongue, and the unrea oning among these (of which, if we are to accept the gospel accord ng to the late Thomas Carlyle, there will be many) will take you quite seriously to be a really high flier. Your fame may even extend to the North American continent, just as that of Mr. W. C. Sanger, who challenged Zimmerman to a match, has been bruited across the Atlantic.—*British Sport*.

Cyclists to be Numbered.

What is this we read? From our esteemed contemporary the *Cycle Record* we find that the Borough Magistrates of Kingston have forwarded a petition to the Home Secretary, praying that cyclists should be numbered and the numbers placed on the lamp, so that they can be seen day or night. The reason given for this step is the difficulty experienced by the police in identifying wheelmen in case of misconduct, which, we take it, means that the police do not always get told the truth, by the delinquent wheeler. Well, we are not altogether surprised, inasmuch as it is well known that the anti-cycling feeling prevalent among dignitaries of the bench generally results in the rider being dealt with in a manner the reverse of lenient. At the same time it is to be hoped that cyclists will be sufficiently strong to make their opposition to such a proposal should it come before parliament, very strongly felt. It is not every wheelman that would care to carry a lamp attached to his machine all day just for the sake of showing his regulation number to the minions of the law.—*The Athletic and Dramatic News*.

The Cuca Cocoa Race.

Judging from the remarks one hears on all sides concerning the Cuca Cocoa cup race in 1893, the London County Committee will not be able to save the advising board trouble, and the experts will be called together to choose between the numerous entrants. It seems almost a pity that the tricycle could not be eliminated from the field, but the conditions under which the trophy is run will not permit of it. On the granulated cork surface 450 miles should easily be covered. Frank Waller, the California long distance crack, has declared his intention of being present, even if he works his passage over before the mast. The London County Club is prospering, and a number of aspirants to the honors of the cycling and running paths are seeking admission to its ranks. The club has as yet no entrance fee, but such is the rapidity with which its ranks are filling that one is likely to be introduced at no distant date.—*Cyclist*.

Notes.

Texas league members are taking active interest in the movement to exclude negroes, and will go to the meeting to oppose them.

It is reported that Park Commissioner Brown, of Brooklyn, has promised to make a start on a bicycle road along Ocean Boulevard to Coney Island.

It is altogether probable that the table of comparative records now in use in connection with class racing will be abolished; and that men will be judged solely by their records at the distance of the competition.



GEORGE C. ("RIVERSIDE") SMITH.

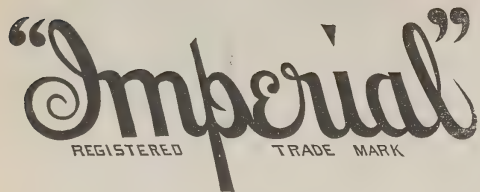
roads are as hard as flint, but few will brave the severe cold for any length of time. With skating it is altogether different. A very few minutes on the ice suffices to send the blood coursing through the veins and diffusing a warmth and pleasant feeling which probably no other outdoor winter exercise affords. No wonder, therefore, that the sharp frost has been hailed with much glee, the lakes and ponds being everywhere alive with well-known cyclists. Skating, moreover, we need hardly say, needs less exertion than cycling—there are no hills to climb—while it is not so exhausting; but notwithstanding this fact, it is worth noting that distances can be covered in much shorter time by the wheeler than by the skater. Zimmerman, Harris and Schofield, for instance, are able to boast of better records than say Donoghue, Hagen or Smart. What a crack rider could do on the ice would be a very interesting experiment. The surface should be equal to the much

roads might possibly suffer the land agent’s not unfrequent fate of being potted from behind a hedge, were it not for a certain practice of his, well known to all the country side. He has put up small white marks on each side of his avenue, and every morning, as he flies towards the gate at racing speed, he fires right and left with his revolver, and never misses a mark. The respect the country people feel for this cyclist-marksman is unbounded. — *Irish Cyclist*.

How to Become Prominent.

To those to desire to achieve fame, and that at the least possible price, we would recommend the following method. Put in a few mediocre performances on your own particular heap, and then boldly flaunt a challenge before Harris and Schofield, or Shorland or Holbein, according as your tastes incline towards path racing or the more stirring road. Of course your challenge must be made





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TIRES also, are the Embodiment of ORIGINALITY, and so becoming to the name 

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WE WANT your name on our 1893 mailing list.

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For RETAIL TRADE.



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To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

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| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
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And Jobbers Generally Throughout the United States.

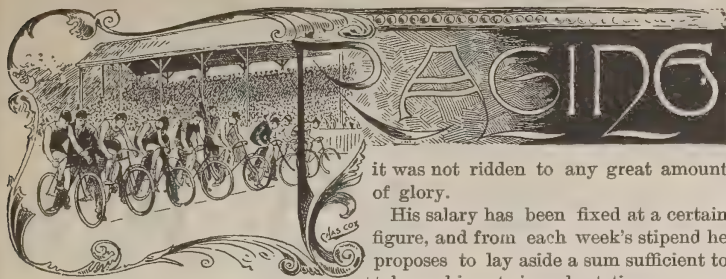
Four Barrels of Flour, Weighing 1,000 Pounds,

Was placed on one of our unfinished wheels at the show  
JUST TO SHOW THEIR STRENGTH. . . .

Excellency, Beautiful Lines and Every Guarantee goes with our wheels. We make the Best Sellers of any medium grade wheels manufactured. **Write us.**

**THE CRAWFORD MFG. CO., HAGERSTOWN, IND.**





## IN THE "SWEAT BOX."

## How Easily Does the Pure Amateur Pass Through the Ordeal.

He was of a modest, unassuming appearance; he did not look like one who would violate any law set down; he looked innocent and said he was—maybe he was, maybe he wasn't.

He was a young man who had made something of a reputation for himself by his riding ability and his promateur proclivities.

In company with many others of his sort he was taken to task by the racing board of the League of American Wheelmen and was asked many and numerous questions.

He was not averse to answering the questions of the racing board or anybody else, for he publicly declared his entire innocence.

He was a young man without a situation for a short time, yet he traveled about the country, living at first class hotels, paying railroad fare, and winning bicycle races.

He was recently on an extended trip, and he paid his own way entirely—no one paid his expenses, directly or indirectly—he rode the wheel of a brother racing man, one that was won in a race—no maker could "induce" him.

Notwithstanding this his companions also rode wheels of the same make, but all borrowed from the one who had actually won them. [This, so far as at least two were concerned, is true.—Ed.]

The young man was plied with questions, yet answered them all—except one, and he did so with as much composure as possible under the circumstances. He was even helped out of a hole or two by other racing men who were listening to the conversation.

He admitted with great frankness that he had been out of employment and had not the money to make the trip mentioned. Inasmuch as he was considered a great rider and he desired to enter the employ of some bicycle house, he thought if he could borrow a certain make of wheel and ride it to glory in races or for records, he would popularize himself with the maker of the machine he rode.

He figured it out that he would have to have at least \$200 to pay railroad fare and board while on the trip, and if successful he would secure the employment with the makers of the wheel he rode at not less than \$18 per week and could soon pay back the \$200.

He had won many prizes—bicycles, diamonds, etc.—but these he could not dispose of for a consideration because it would jeopardize his amateur standing.

But money he must have and he had to borrow it.

A lady friend, knowing his trouble, offered to loan him the desired amount if he would secure her by an "on demand" note, with interest, and with the signature of one witness thereon. The name of the lady friend and her address the young man refused to divulge.

He got the \$200, he made the trip proposed, and he will, about Feb. 1, enter the employ of the makers of the wheel he rode—notwithstanding the fact that

it was not ridden to any great amount of glory.

His salary has been fixed at a certain figure, and from each week's stipend he proposes to lay aside a sum sufficient to take up his note in a short time.

Then his salary will likely be cut down a little.

See how it's done?

## ARE THEY SUSPENDED?

The Racing Board's Are Said to Have Been in Service.

The racing fraternity east and west has been all upset this week over the reported suspension of Tyler, Hess, Wheeler and Dornitge for having allowed their expenses to be paid while attending the dedication tournament of the Chicago C. C., and Lumsden, Githens and Steele on account of the Milwaukee trip. Rhodes, Johnson and Ballard are also reported suspended, probably for having made the trips to the Cream City and the south. As yet the report has not been confirmed, and while many do not be-

answer inside of ten days, and the suspensions were announced before the expiration of that time, it does not seem probable that any action has been taken by the board.

\* \* \*

## STORIES OF THE FLYERS.

How Zimmerman Exhibited His Prizes as Well as His Modesty.

Zimmerman was a prize himself to the Raleigh people. As he stood in his favorite pose before the Raleigh company's exhibit, people crowded and jostled him as they would any other mortal. When told who he was the same people stood at a distance in silent admiration. "So modest and unassuming, so loth to talk of his victories; he's my ideal of a man," said one enthusiastic lady of Philadelphia's "400." When she asked Zimmy to show her his prizes, the great rider escorted her around the stand on which hundreds of trophies were displayed, pointed out one or two and walked away. Modest Zimmy; he hated to talk of his great victories, and the exhibition of his prizes seemed almost a bore to him.

\* \* \*

## The Proposed Amendments.

To comply with the rules of the L. A. W. all proposed amendments to the constitution and by-laws not already pub-



THE QUESTION OF THE HOUR.

lieve the report, it smacks considerably of the truth.

W. C. Thorne, the western member of the racing board did not believe the report, inasmuch as he had heard nothing of it officially and was not at Philadelphia Saturday, when the edict is supposed to have been issued. Those returning from Philadelphia say Mr. Crowther denied point blank that any suspensions had been made, while a REFEREE correspondent states that Mr. Fourdrinier told him he (Fourdrinier) had seen the copy of the notices of suspension in the *Bulletin* office late last week—before he left Boston for the show. Messrs. Raymond, Crowther and Collister were the only members of the board at Philadelphia, and none of these would admit or deny the reported suspensions.

It is noticed that some of those who were at Milwaukee, and who are as deserving of suspension as those named above—escaped, or else their names were omitted in the despatches. George Smith was one of the eastern party, and who seems to have escaped.

Zimmerman was at Chicago, but did not ride; Davis, Munger and one or two others attended the Milwaukee races, but did not ride, and therefore these men's necks were saved.

Inasmuch as all Chicago men who went to Milwaukee were given (by the racing board) a number of questions to

lished must appear in the next issue of the *Bulletin*. The proposals already submitted are those of Mr. Watts, which, in effect, excludes colored people, and of the racing board, which makes radical changes in the amateur definition. We present the amendments briefly preferring not to comment thereon until all the amendments have been published.

The board proposes to establish two classes, both to be called amateurs, but divided into classes A and B. Class A will consist of men who compete for prizes under \$50 in value, who do not in any way receive pecuniary benefits from cycling, and who are, in deed as in profession, true exponents of the ancient idea of an amateur.

Class B will include the makers' amateur. He will be allowed to receive expenses and ride for manufacturers. He will be permitted to do about as he pleases, except that he must not sell prizes, ride for money or against professionals.

A wheelman having once forfeited his standing cannot be reinstated except by the National Assembly.

David J. Post gives notice that he shall move to commence the official year immediately on the adjournment of the National Assembly.

\* \* \*

## Two Frenchmen Matched.

Terront, winner of the road race from

Paris to Brest and back, and Carre, who was fourth in the big event and who afterwards made unsuccessful attempts to lower the record over the course, have been matched to ride a thousand kilometre match for £100 a side. The event takes place Feb. 24, on the track at the Palais des Machines, Paris. Both men are hard at work training, and as the French cycling public is deeply interested in the outcome, a good race is looked for.

\* \* \*

## To Overthrow the League.

So large was the number of racing men congregated at the show during the second week that a rumor went abroad that a meeting would be held and steps taken to form a racing association to overthrow the league. A meeting was held and a secret society formed. Those not admitted the first night had to go through a rigid and soul-harrowing initiation. Ed. Bode was the first victim, and so piercing were his screams that several candidates weakened and they fled down the corridors.

\* \* \*

## Josh Whitcomb of Cycling.

Joe Goodman "dubbed" Hoyland Smith the Josh Whitcomb of cycling. When Hoyland was spoken to regarding Zimmy's prizes and the great number of them he drawled out in his inimitable way: "Yes, but it ain't half of them." Hoyland is getting fat. "If there is a pure amateur on the path to-day, it's Hoyland Smith," said a great admirer of his. Providing he can obtain pacemakers another onslaught on the hour record will be made next season.

\* \* \*

## Sanger Will Go to Europe.

P. H. Sercombe had planned to take Wallace Sanger to England next April to capture the English championships, when the Milwaukeean could meet the Jerseyman on more equal footing. At the cycle show Sercombe and Papa Zimmerman met, and the former was invited by the latter to join the Zimmerman party on its English trip. Americans will not, therefore, have the pleasure of seeing these men meet until after the question of superiority is settled.

\* \* \*

## Schraeder Again Chairman.

Chairman Schraeder has been urged to accept the position of chairman of the Milwaukee Wheelmen's racing board again, and has consented, providing a competent secretary is furnished so as to relieve him of much of the detail work. Mr. Schraeder has certainly been successful as a race meet manager and is deserving of the compliment bestowed upon him.

\* \* \*

## Springfield's Dates.

Sept. 13 and 14 are the dates fixed for the annual tournament of the Springfield Bicycle Club. Preparations will commence at once to make this meet fully equal to those of the past, and the flyers from all parts of the world, who will be in this country this year, will be sure to meet in Springfield on the above dates.

\* \* \*

## No Cement Track.

St. Louis riders had expected to have a cement track at Sportsman's Park, but as the expense was found to be so great, the idea was abandoned. Many believe Pacific red gravel to be nearly as good for a track surface, and it is probable that this article will be used.

\* \* \*

## Yes, Somewhat, Indeed.

W. W. Taxis recalls the time when he could give Zimmerman over a hundred yards in a mile and beat him. Those were the days when Zimmy fell all over



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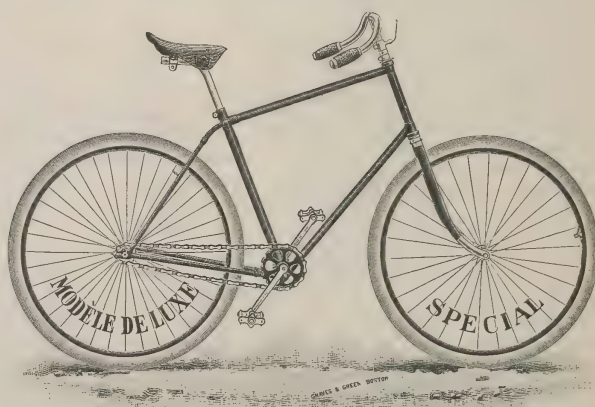
BOSTON, MASS., Dec. 31, 1892.

MESSRS. SINGER & CO.,

BOSTON, MASS.

GENTLEMEN:—My Special Modele de Luxe has been all, and more than I had ventured to hope. As your books will show, I purchased it September 2, and since that time have ridden it about 1,700 miles. It tips the scales at 29 lbs., and I have yet to see the wheel, that to my taste, approaches it in appearance. So far as I discover, it is as stiff and strong in every way as the 33 lb. Singer Modele de Luxe, which I rode with perfect satisfaction during the fore part of the season, until the lighter edition (The Special) was put on the market. Both my safeties were fitted with Heale pneumatic tires, and when I say that no repairs were put upon my wheels the whole season through, I mean that no repairs were put upon either machines or tires. Not many riders, whose mileage for the season has been nearly 4,600 miles can honestly say as much as this, and I am glad to express my appreciation of my happy lot by making this statement of the facts, which you are at liberty to use in any way you desire.

Yours truly, JAMES KELTIE, Captain Roxbury Bicycle Club.



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himself on the turns and endangered life and limb of other contestants to an alarming degree. Zimny has improved somewhat.

Arranging Relay Races.

The members of the Sioux City (Ia.) B. C. and the Flour City C. C. of St. Paul are arranging a series of relay races between the club teams from Sioux City to St. Paul or vice versa.

How's This, Mr. Raymond?

The quarter-mile L. A. W. ordinary championship and quarter and half-mile New York state championships were won last year by W. S. Campbell, who has not been a member of the L. A. W. for two years.

Druggist vs. Cashier.

At Riverside, Cal., a five-mile road race is on the tapis between a druggist and a bank clerk. The contract is signed, and the course selected. While stakes are not mentioned it is understood that the race is to be "for blood."

C. C. W. Races.

The Cook County wheelmen have arranged to hold a number of contests on home trainers at the club house Saturday night. The events will consist of quarter, half and mile dashes, the winners to be given good prizes. All the home trainers in Chicago have been secured for the occasion.

Johnson's Record Again Questioned.

It is said, on what authority can not be ascertained, that on March 3, the Western Trotting Association will expose crooked work regarding Johnson's records made at Independence, where Eck and his protegee will be barred from all association tracks. This report led to frequent hot discussions at the cycle show, where the majority of the riders discredited the report. How Eck could bamboozle hundreds of people who witnessed the performance and who many of them, caught the time all right, sticks in the crops of the riders. The horsemen who did the timing were reputable horsemen. Their names were frequently published and it would seem that if aught was wrong in the matter these men would surely have been heard from. That a second application for these records has not been made to the racing board of the L. A. W. (the first application having been returned for better proof) looks wrong, but this could be easily remedied and may only be the result of carelessness. Eck said at Evansville last fall, that he had participated in his last "fake." He said this sincerely.

An Engagement Announced.

The announcement is made of the engagement of W. B. Macfarland, of the Riverside Wheelmen, to Miss May Van Sicklen, of Chicago. Miss Van Sicklen is a sister of N. H. Van Sicklen, the veteran racing man.

Whittaker and Barber engaged in a home-trainer contest at Philadelphia, the former winning. Elliott's town clock timed the race. This invention seems likely to prove a huge success.

A proposition is on foot to have the league constitution amended by the National Assembly and then ratified by the divisions. This is the method of amending the constitution of the United States.

The one man who is at present being benefited by the cash prize league scheme is Egan. He has obtained more free advertising than any of the celebrated scandal-decked beauties of the day.

CYCLING AT HAWAII.

Trick Rider Maltby at Honolulu—Some Fine Roads.

HONOLULU, Jan. 2.—It is now just about two years since my last visit to the "Paradise of the Pacific," as these islands of the sea are so justly styled. At that time there were about a dozen of the old style machines which were ridden occasionally, but never for practical use. They used to say here then, "Oh, this climate is too warm for cycling," but on arriving last month I found a great change, and I think Hawaii has (in proportion to its population, of course) kept pace with the other countries in the rapid progress made in cycling, for to-day there are not less than a hundred safety machines in use in Honolulu alone. The Columbia is most extensively used (fully three-fourths of all used are of that make) and many of them of the latest '92 pattern. There is a club here having about thirty members, known as the Pacific Wheelmen.

There is no track at present, but the Oahu Railway & Land Company is soon to build one at Pearl City, about twelve miles out on the line west, located on the picturesque harbor of the same name, which has been talked of for a coaling station for the United States navy. The club has given several successful race meetings, however, on the road, which will at once give an idea of the quality of same. The streets in the city and in the direct vicinity are macadamized, mostly level and excellent for cycling. The road out to Waikiki, along the picturesque shore is the most popular for riders. It extends along by the side of numerous banana plantations and coconut groves, which offer a most acceptable shade the greater portion of the way. With the exception of this road, which is about five miles in length, and that in the opposite direction to the northwest, to another pretty summer resort known as Moanalua, about eight miles distant, the country is mountainous, which would hinder greatly in the making of any long tours. The 6th ult. I was a participant in a moonlight run made by a party of twenty ladies and gentlemen out to Waikiki, through Kapiolani Park, to the grand old landmark, Diamond Head, which rears its lofty crest of lava rock (it being at one time a volcano) high above the blue Pacific on one side and pretty summer houses and tall, willowy coconut palms on the other, the first cliff to be sighted on entering these beautiful waters, and the last to be seen gradually fading away when departing.

A historical old spot this, and one beloved by Hawaiians and oft sung of by poets. A moonlight night is gorgeous in itself in this balmy land, but when the fairyland-like effects which are produced by the glorious light shining through the varied tropical foliage is enjoyed with a fascinating spin on the wheel over grand roads, one is apt to reflect that this seems about as near like what we believe heaven to be as anything we are permitted to find on earth. The 10th ult. I arranged an excursion on the Oahu railroad to Pearl City. Eight cars were well filled, including the royal car which carried her majesty Queen Kainalani and suite. The entertainment of fancy and character riding was given in a large dancing pavilion at Rimond Grove, the famous Royal Hawaiian Band assisting with church music, which is the same as it is to render in concerts at the World's Fair.

After the entertainment I had the honor of being presented to her majesty and was invited to return to the city in her private car. Her majesty seemed very much interested in cycling and was most cordial and unaffected. If she was

not introduced as a sovereign one would not know her as such from her manner or appearance. On my tour of the other islands I found very little cycling, largely because the country is too hilly.

The following week, after finishing my entertainments here in Hono'ulu, I started on a tour of the other islands, but visiting Mani and calling at Waituka, Paia, Huiku and Spreckelville, all of which are large centers of sugar plantations, the latter being the largest caterer to the sweet tooth in the world, having 40,000 acres on the one plantation. The laborers on these plantations have very little in the way of amusements and the exhibitions here were generally well attended. From Mani I next visited Hawaii, landing at Hilo Christmas eve and it seemed odd enough to have the thermometer register 80 degrees at this season of the year. The roads of Hilo are very poor, not at all suitable for cycling and there is very little of it practiced. I found only one wheelman here, E. D. Baldwin, a government surveyor, at whose home I was kindly invited to help eat a Christmas turkey. Gave three entertainments Christmas afternoon and evening and the following eve. At one of the exhibitions some of the natives became quite excited and threw coins on the floor for me to pick up, something after the style of the way coins are thrown from the decks of steamers, as they are nearing or leaving the wharfs, for the native boys (who are most expert swimmers) to dive, only some of the coins were dollar pieces. They would shout, as they threw them, all sorts of pet names, much to the amusement of the white part of the audience.

After finishing my work at Hilo (which is the only town of any size on Hawaii) I started for that wonder of the world, the ever active volcano of "Kilawea," which is a distance of thirty-one miles from Hilo, the first nineteen of which the road is good for cycling, although it is a gradual rise of 100 feet to the mile. The surface is macadamized, built with convict labor by the government and will soon be continued on to the Volcano House, but as it is now one has to abandon the wheel at the nineteenth mile for a pony. The first mile and a quarter after leaving the road is what is known as the "Fern Tree Trail." It is only a narrow path built of fern tree trunks laid close together, through a dense jungle of ferns and other tropical foliage, which makes the way most picturesque. The following trail of ten miles up the mountain is a hard climb and unless one is a good horseman will give more fatigue and shaking up than three times the distance over the average road on a wheel. On reaching the Volcano House late in the evening (though it was early morn when I left Hilo), after partaking of a hearty dinner, I started alone and on foot, cudgel and lantern in hand, down into the crater and had to make a walk of three and a half miles across the extinct basin of lava, the ragged and sharp surface of which will cut the best pair of cycle shoes one can get before they have been many rods. There are numerous cracks in the rocks where steam and smoke are constantly pouring forth, which would make one think it was quite likely to break out and take one in at any time.

After a tiresome walk at last you reach the banks of this lake of fire and gaze with astonishment down into this mammoth pit. Then the fatigue and trouble of the trip are at once forgotten. The mad waves of fire are continually dashing up against the massive sides of lava and when unable to break over they seem to unite in anger and rush together, causing a spout or fountain of

fire sometimes 100 feet high. The appearance of this phenomena is constantly changing and one could watch it for hours and see new wonders in its action. It is considered exceptionally active at this time.

I was obliged to start on my return ride for Hilo at 4 o'clock the following morning in order to catch the returning steamer for this place. The coast of ten miles straightaway, on striking the road again, was alone worth going up for. On my route back I called at a native settlement and experienced a "Loui Loui" treatment. The "Loui Loui," or sort of massage treatment, after a hard ride on the wheel, is as beneficial as it is novel. I will try and describe it, but, like many other things, it must be tried to be appreciated. The interior of a native hut has a very pleasant, clean appearance, with an odor of fresh grasses and wreaths of maile (the Hawaiian smilax). The interior is divided into compartments by sheets of snowy "kapa," or bark cloth, suspended from poles, and the floor—or ground—is covered with mats the size of the rooms made of leaves of "lau-hala," or palm. But I am describing the huts now for the Domi. After one has taken off his superfluous clothing he is invited to rest on a low couch made of similar material to that on the floor, but softer, and two pleasant looking native girls soon kneel beside the couch and commence operations, with a smile which displays some beautiful white teeth—all their own. They begin kneading the muscles of the limbs, tracing the course of those most fatigued, and by their scientific manipulations drive from them all aches and cause them to tingle delightfully. Each joint is flexed and reflexed until one feels as limber as possible. With a kind of rolling motion the knuckles are pressed into the angles or curves of the body, and one is kneaded into a state of blissful rest. The head is pressed between the palms of the hands, and by pricking the back of the neck they send any headache down the spine, and it gives one a sort of an electric thrill through the body and out the tips of the toes and fingers. All the time they keep up a kind of soft chatter which reminds one of a babbling brook in the shade of cool woods, and there is a fascination in the steady gaze of their soft black eyes. One soon feels sleep stealing over him, and he falls into peaceful slumber with the gentle swaying of a palm fan over his head. I believe this would be great for training, and I reckon Windle or Zimnie could ride records faster with an occasional "Loui Loui."

I intend returning by the next steamer to the coast, when, after filling a few engagements, shall return east and expect to give some exhibitions besides resuming my school work in New York.

MALTBY.

Complaint Against a Local Consul.

AURORA, ILL., Jan. 11.—Editor REFEREE:—I renewed my membership in the L. A. W. about the first of last June, with one of the local consuls; at least I gave him \$1, which, he said, he was going to send in with a dozen others. He sent in the others but forget mine. I have spoken to him several times about it and he does not seem to want to make it right. I will not say who it is, but I would like to know what is best to do. He still holds the office. Kindly advise me and oblige.

J. T. TAYLOR

[Present the case in detail to Chief Consul Gerould, 108 Madison Street, Chicago.—Ed.]

We understand there is a little cash prize league stock for sale—to desirable parties.



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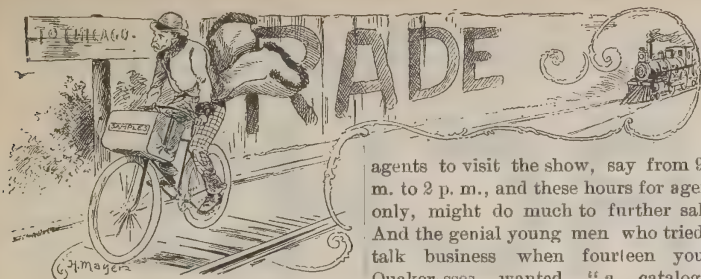
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ECHOES OF THE SHOW.

Some Disadvantages Shown and Suggestions Made

Everybody was glad when the Philadelphia show was over, and if a record of the extensive and successful crowds caught in that Bourse building is kept in view six months from now, it will show that many who attended will not be able to answer the roll call. In other words, their names are more apt to be seen on marble slabs. It is generally thought to be the proper thing to assail the management of such shows when they are over, and with superior logic point out its shortcomings and tell how you would have run things to better advantage. There are always high kickers in everything, men who would woefully fall short of every expectation if they had the arduous and no little work to perform, as did Messrs. Bunnell, Hare and Baker, and after being the recipient of many courtesies at the hands of the gentlemen of Philadelphia, it is not my intention to in any way disparage the efforts the men of Quakertown put forth to make the cycle show of '93 a success. They worked hard, they were courtesy it-elf, and Mr. Bunnell has added still to his immense popularity with all. That Philadelphia is not a proper place to hold a show nearly all seem to admit—that is, the salesmen seem to think that way. The lack of proper heating could not well be laid at the door of the committee, as the opening of many doors let in that prolific pneumonia producer—Philadelphia's damp air. There was quite a nice bit of business done, and several important sales were made.

It seemed to be the opinion also in many minds that the future shows should be held in New York and Chicago alternately, with Cleveland in favor with H. A. Lozier and many of the Cleveland people and their friends. Mr. Lozier and others told the REFEREE correspondent that they would offer quite a sum to have the show in the city by Lake Erie. New York has a strong following, and there is little doubt that a large sum could be found as a greater fund to hold the '94 show in the national metropolis. It seems to be the opinion that the show of the future should be run by and for the manufacturer, and if there are any profits, he must get them, if a loss, he must bear it, and the management should be placed in the hands of a competent showman, who can "work" the press in a proper manner.

The Philadelphia press did not do its duty in booming the show prior to the opening, and scant was the attention paid the same through the ten days of its existence

A week, Monday to Saturday, is plenty for a show—plenty for all practical purposes—and no longer time should be encouraged. A show in New York or Chicago would get columns from the local press, where stickfals are going in the open-summer-car town of William Penn. The exhibitors show their goods principally to sell them, and while they depend to an extent on the agent, the public should see "what is what" in cycle production. A special time for

agents to visit the show, say from 9 a. m. to 2 p. m., and these hours for agents only, might do much to further sales. And the genial young men who tried to talk business when fourteen young Quaker sses wanted "a catalogue, please," will bear out this statement. The hours for the general public could be from 2 to 10 p. m.

RECENT ENGLISH INVENTIONS.

New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman,



A Bicycle Canopy.

John S. Barnes, of Detroit, has brought out a neat little article which ought to prove a blessing to the tourist and those who desire to ride in the sun. It is nothing more or less than a bicycle umbrella, called a canopy, and is made by the Bicycle Canopy Company, of Detroit. We show in a group of illustrations the many uses to which the little article may be put. The pictures

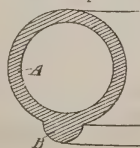
are from drawings made from photographs.

The canopy is suited to all wheels, conditions, position of the sun, direction of wind, size of riders, etc., easily adjusted, light in weight, easily folded and put entirely out of the way when not needed as a sun shade, in which position it becomes a handy package carrier. The canopy is nearly flat when open, and pointed in front, from which fact the wind has little or no effect on it.—*Adv.*

consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Nov. 30, give notice in the prescribed form of such opposition.]

THE RIDGE TIRE.  
No. 14,783. R. Stretton and H. A. Neithcott's "Improvements in tires for cycles." Aug. 15, 1892.—This invention relates to improvements in pneumatic or other air tires, and consists in providing them with an additional piece of solid rubber round the periphery or bearing surface of such tires. The additional piece



of solid rubber may be vulcanized onto or be otherwise attached to the surface of the tire, or it may be formed in one with the tire. The rib (B) on the tire (A) may be formed with a grooved or furrowed surface instead of the smooth surface shown in the illustration. The invention is fur-

ther claimed to make the tires less liable to puncture and to reduce the ground friction.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Dec. 7, 1892, give notice in the prescribed form of such opposition.]

MODIFIED BEVELED SPEED GEAR.

No. 527. C. H. Wallwork and R. J. Urquhart's "Improvements in velocipedes." Jan. 11, 1892.—The usual objections to the bevel speed gear are that it causes the wheel to rotate just two revolutions to one of the pedals, which frequently brings the gear too high and also puts all the working strain on one part of the wheel. This invention overcomes these objections in the following manner: The bevel toothed wheel fixed to the hub has preferably a larger number of teeth than the bevel toothed wheel fixed to the fork end, and the spindle or spindles carrying the intermediate wheel or wheels is or are inclined at such an angle and the angles of the teeth are so cut as to allow the intermediate to engage properly with the before mentioned bevel wheels. The bevel wheel fixed to the hub having more teeth than that fixed to the fork end produces a gear proportionately less than double

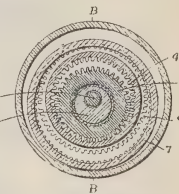
THE S. & P. PNEUMATIC TIRE.

No. 529. W. Swain & Phillipson's "Improve-

steel or other metallic tape (L) it may be coated with cement, india-rubber or other solution to allow of the said tape being thoroughly bedded. After the india-rubber or other tube (I) has been encased in the metallic tapes (L and M) the latter are covered by one or more layers of canvass or other material (M). If desired, the metallic tape (L) may be provided with projections (O) to ensure of the tape (M) maintaining its position thereon. After the entire ring or tube (I) has been covered by the tapes (L and M) the ends are secured together by means of a clip, soldering, rivets or other suitable material, or in any other convenient manner. Various modifications are described, but in each the metallic tape may be plated or painted to protect the same from damp and prevent deterioration by corrosion. An important feature of the invention is that the tape will give and take under all conditions of working at the same time maintaining a resilient action.

A DOUBLE ECCENTRIC SPEED GEAR.

No. 564. U. S. Martin's "Improved speed gear for cycles." Jan. 12, 1892.—The object of this invention is to provide means whereby the driving wheel may be made to rotate at a higher speed than the pedals. The internally toothed wheel (4) is rigidly attached to the crank axle (5). The hub (B) rotates freely on the axle (5) on ball bearings and is provided with a ring of external teeth (9). To connect the wheel (4) with the ring of teeth (9) (or in other words the pedals and axle with the hub and driving wheel) a third gear wheel (6, 7) is employed having a small ring of teeth (6) and a larger ring (7). This wheel (6, 7) is mounted eccentrically on ball bearings on the fork end so that its small ring of external teeth (6) engages with the internal teeth of the axle wheel (4) and its larger ring of internal teeth (7) engages with the external teeth of the hub wheel (9). The gearing up is in proportion to the number of teeth used on the different wheels.



Omaha Trade Doings.

OMAHA, Jan. 17.—The festive traveling men have made themselves numerous here this year. Perrigo has a register and has already the names of twenty-six thereon; about six made sales. Everything looks favorable to an increased trade in '93. Two new firms will be added to the list of dealers in retailing and one jobber. They are the Cross Gun Company, which will handle the Featherstone line, and the Standard Wagon Company, which will handle the Planet. A. H. Perrigo & Co., the pioneer house, will have the Victor, Columbia and Western Wheel Works line. M. O. Claxon, will continue with the G. & J. line, Imperial, Telegrams and Indiana Bicycle Company's line.

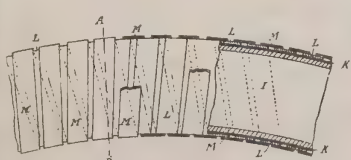
M. A. Grant will try it another year, with the Warwick and Worth. He has also added the Ariel, and the St. Nicholas for medium grades.

About 200 high grades were sold in '92—and from 300 to 400 boys' and medium grades. A great deal of new pavement was laid last year, mostly brick and asphalt, and several miles of old cedar block was replaced with brick. This mostly on the south side. This will help sales in that part of the city. Contracts have been let for many miles of new paving, which will commence when the weather permits.

Elliott's Chronograph.

One of the leading novelties of the Philadelphia cycle show was contributed by the Sterling Elliott, who has attained considerable fame for the several features he has introduced each year. At the last exhibition his dark secret made a great hit, and this year he had a new departure in his electrical chronograph, which is not only an exclusive novelty but it is also practically useful. The chronograph has a dial about 16 feet square and registers the minutes, seconds and fractions of a seconds. In the several speed exhibitions on the home trainers it registered the fractions of a second in a highly satisfac-

ments in the construction of tires for bicycles, tricycles and other road vehicles." Jan. 11, 1892.—The object of this invention is to prevent damage to the air tube, etc., and this is accomplished in the following manner: The india rubber or other tube (F) is first inflated, then covered with the canvass, flannel, leather or other suitable substance (K), which may be secured thereon by cement, stitching, india-rubber or other solution. Over the canvass or other substance (K) is wrapped in a spiral form the steel or other metallic tape

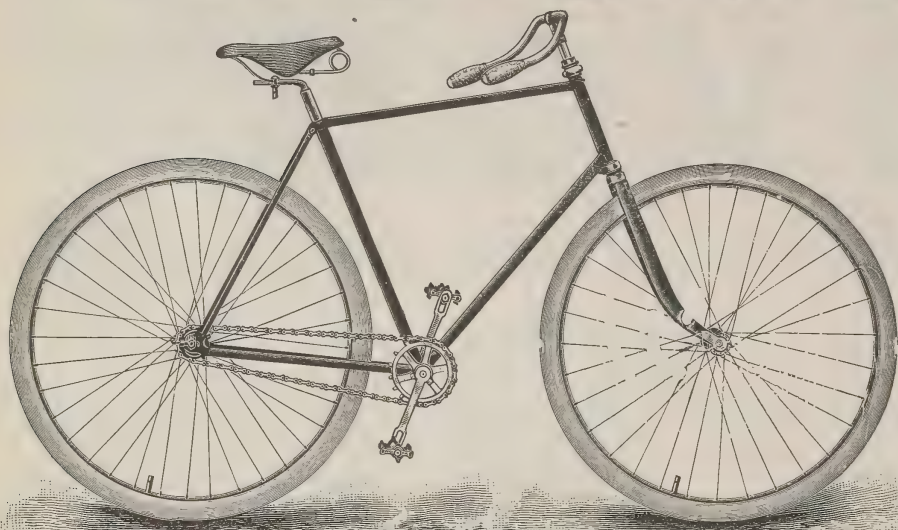


(L). After the tube (F) has been wrapped with the steel or metallic tube (L) the joints of same are covered in a spiral form by the steel or metallic tape, thus causing each layer to overlap the other. Before wrapping the canvass (K) with the



Open Territory is Getting Scarce---Nearly 1,000

# MONARCHS



Were sold at the Philadelphia Cycle Show. Act quick, and don't miss the Golden Opportunity of securing the **FINEST LINE OF BICYCLES** in America as your leaders for **1893**.

The Finest Road Racer in the market. The Most Elegant Ladies' Wheel in the world.

The Best All-Around Roadster ever produced.

Ranging from 32 to 41 pounds.

We are Headquarters for Cycle Accessories.

*Send for our 1893 Catalogue.*

## THE MONARCH CYCLE CO.,

42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

## THE STEARNS BICYCLES!

Representing the highest type of cycle construction up to the present time. We believe the Stearns wheels will be found to meet, in all respects, the requirements of the most critical rider.

ORANGE  
RIMS.



THE STEARNS  
MODEL "A."

*Weight, 28 Lbs.*

*Wheels, 30 in. Front,  
28 in. Rear.*

**B**UILT of the Finest Quality of Seamless Steel Tubing, with Forged Steel Connections, and Adjustable Dust-Proof Ball Bearings Throughout. **FINISH**:—Black, Blue, Carmine or Orange, with Gold Striping and Orange Rims.

Our Racer, Model B and Model C Will Be Illustrated Later.

E. C. STEARNS & CO., :::: Syracuse. N. Y.



tory manner. The machine is designed for use at race meets or any athletic sports requiring accurate timing.

L. J. Phelps.

L. J. Phelps, of Phelps & Dingle, the well known pneumatic tire firm which makes the Ideal, is looming up prominently in the cycling trade. Mr. Phelps is a Vermonter by birth, and lived at Galesburg, Ill., for years, until locating himself in New Jersey. Mr. Phelps is a



prolific inventor and excited the electrical world a few years ago by inventing the inductive telegraph. He has taken out several patents, including that of the domestic gas machine, which his firm makes. He has several patents relative to tires, and other cycling devices now pending.

To Prevent Looking Back.

An ingenious device, and something quite original, has been invented and patented by Joseph Ketchum of Brooklyn. A mirror two inches in diameter in a suitable frame is clamped to the handle bar in such a position that a perfect view is afforded of the road or track in the rear of the rider. As frequent accidents both on track and road occur from the habit of looking back to see who is coming and where they are this convenient little accessory should become popular not only with the racing men but with the riding public generally.

Books and Pamphlets Received.

The REFEREE acknowledges the receipt of the following publications:

Rouse, Hazard & Co., Peoria, catalogue of Rudge cycles—Shows scorchers No. 1 in two weights, 26 1-2 and 29 1-2 pounds; roadsters Nos. 3 and 4, 41 pounds; roadster No. H 5, 46 pounds; ladies' light roadster No. 6, 35 pounds; racer, 20 pounds, and a triplet. Also cuts of the Overland in four styles—No. 1 roadster, 38 pounds; No. 2, ladies', 38 pounds; No. 3 roadster, 46 pounds, all on, \$100; No. 4, ladies', \$100.

New Howe Machine Company, Glasgow, Scotland, catalogue—Contains pictures of the factory, price list and description of eleven wheels, including light roadster, road racer, path racer, road racer No. 2, youths' safety, ladies' machine, roadster No. 10, roadster No. 14, tri-cycle, path racing Gordian, light roadster Gordian.

Bretz & Curtis Manufacturing Company, Philadelphia, Catalogue.—Shows Quinton roadster, 38 pounds, \$120; ladies' roadster, 34 pounds, \$150; special roadster, 30 pounds, \$150; racer, 24 pounds, \$100, and the Solid Comfort saddles.

Rouse-Duryea Cycle Company, catalogue of Syph cycles—Shows scorchers, model D, 30 pounds, \$150; diamond (spring), model B, 44 to 47 pounds, \$150; ladies' Syph, 46 pounds, \$50.

Rochester Cycle Company, Rochester, N. Y., catalogue—Shows the Rochester roadster, 39 pounds; scorchers, 31 pounds; racer, 25 pounds; No. 3, 44 pounds; No. 1 and sulky wheel.

Quinton Cycle Company, Coventry, Eng., catalogue.—Shows ten styles of wheels, including a racer, scorchers, geared ordinary and a handsome ladies' wheel.

F. K. Lapham & Co., Boston, Mass., pocket record manual.—Contains late records for all sports.

A. M. Scheffey & Co., New York, catalogue—Shows the Queen City and Wynnewood in five styles each, and a number of cheaper grades; also sundries.

Warman & Hazlewood, Coventry, Eng., catalogue.—Shows a large variety of Coventry Cross wheels, as recently described in these columns.

Eclipse Bicycle Company, Indianapolis, Ind., Catalogue.—Shows road wheel, 38 pounds; scorchers, 34 pounds; ladies' Eclipse, saddle and cranks.

The McIntosh-Huntington Company, Cleveland, Ohio, catalogue—Contains full description of the Crypto geared ordinary and front driver safety.

Make the Pacemaker.

The Kenyon bicycle works of Des Moines, Ia., present a busy appearance nowadays. This young concern has become an assured fact. It started in a small way one year ago and now occupies a two-story brick building specially built for it. The workmen are all busy on the different parts of the first hundred wheels for '93. The output will find a ready sale in Des Moines and Iowa. The wheel is a pretty diamond frame with 28 and 30 inch wheels, and latest pattern frame. The company will use Dunlop, Gormully & Jeffery and McIntosh tires. C. H. Curley, recently of Chicago, but formerly of Iowa, having been the Iowa champion on the path, will attend to the retail department in Des Moines the coming season.

George H. Pixley.

A stout, jolly young man is George H. Pixley, inducer extraordinary for the R. Lindsay Coleman Company, New York. Mr. Pixley is also handsome, a good salesman, and quite a swift bird when mounted on a Blackhawk. He commenced commercial life under the tutelage



age of Commodore Fisk, father of the world-renowned Jim Fisk, and Pixley talked neat stitches to the impressionable housewife for two years. Then he worked a year for Lozier & Yost, Cleveland, and is now eastern and southern traveler for the Barclay street cycle firm, having been with it for a year.

Thinks Well of the Gendron.

Col. George H. Day and W. S. Atwell, of Boston, examined the Gendron Wheel Company's display of wheels and agreed that the Gendron had made the most radical departure in the way of interesting and taking points of any firm shown at Philadelphia. This from such a service is a strong testimonial for Peter Gendron, J. F. Vogel and Mr. Fisher, who deserve praise for their splendid ensemble of beautiful wheels.

An Enterprising Young Firm.

The Shaw Cycle Company, of Baltimore, which started in business a year ago as a retail house has branched out in the jobbing and manufacturing line. G.



It has the best pedals

Each machine is supplied with a pair of rat-trap and rubber bars. A complete description of this valuable feature, and others equally so, is given in our catalogue. The McIntosh-Huntington Co. Cleveland, O.

## HIGHEST GRADE ONLY.

The "PERFECT" Pocket Oiler is unequalled in neatness, convenience and durability. Does not leak. It also regulates the supply of oil to a nicety, thus avoiding grease and dirt. Price 25 cents each. Handsomely nickel-plated.



HALF SIZE

Cushman & Denison,  
172 Ninth Ave., N. Y.

## HOLDERS.

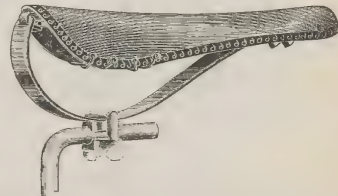
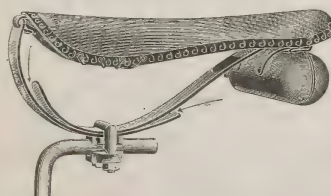


Two sizes, one for oiler and larger size to carry a pneumatic pump. Easily attached to any wheel. Makes tool bag unnecessary. Oiler or pump is always convenient. Price 25 cents each. Handsomely nickeled.

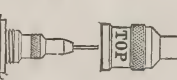
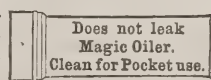
Cushman & Denison, 172 9th Ave., New York.

## Two Important Points Covered---Saddle, Oiler.

The SALADEE Saddle is the most perfect connecting link between rider and machine ever devised. PRICE, \$5.00. Send for Circular.



The Metal Turning cycle Oiler is Guaranteed Tool Bag or soil who use pocket oilers.



Company's Magic Bitten not to leak and pocket. A boon to all. Price, by mail, 25c.

Electrotypes for Manufacturers and Dealers who wish to Catalogue.

## THE WHITTEN-GODDING CYCLE COMPANY,

Manufacturer of SALADEE Saddles, and Sole Selling Agents of MAGIC OILER.

118-124 South Main St., - PROVIDENCE, R. I.

ONLY First-Class, Reliable Houses use this medium to advertise their goods. If you are contemplating the purchase of a wheel—any grade, or sundries of any kind, you will find it to your advantage to patronize one of these firms.



She Can Step About a Bit.



STERLING SPECIAL.

Weight, 27 lbs.; Wheel Base, 44 ins.; Tread,  $6\frac{3}{8}$  ins.; Head,  $10\frac{1}{2}$  ins., Spokes, piano wire; new Brake Attachment; new Mud Guard Attachment; new Gear Attachment.

We will be ready to close contracts for our Medium Grades shortly.

STOKES MANF'G CO.,

Makers of High Grade Bicycles only.

Office and Salesrooms, 293 Wabash Ave., Chicago.  
Factory, 236, 238 and 240 Carroll Ave., Chicago.  
Branches, Denver, Milwaukee, Chicago.

SEND FOR CYCLE DICTIONARY.



Edward Shaw, who is at the head of this concern, is a practical bicycle man, having spent some five years on the road as a wheel salesman. The new wheel, the Ivanhoe, is very handsome and from tests made appears to be unusually strong. Mr. Shaw says it is made of best tubing and drop forgings throughout, is finished in nickel and enamel in the very best manner, and the price is popular. These enterprising people are worthy of a large amount of patronage which we trust they will receive.

*An Exhibit Overlooked.*

The Columbus Bicycle Company, through not having its exhibit in place, was overlooked in our show report. The above concern occupied stand 31, which was in charge of C. S. Merrill. He showed two models, Ohio Diamond, \$100, and a smart looking light machine called the Columbus light roadster, \$150 which scaled 30 pounds. The Ohio diamond scales 42 pounds. One novelty of the above wheels was the adjusting handle bars, which Mr. Merrill thinks will command favorable attention. The Columbus Bicycle Company has reorganized and is branching out extensively.

*Peoria Trade Doings.*

The case of Bonnick & Co. vs. Kirkwood, Miller & Co., to decide the ownership of bicycles in bond here, will be heard before Judge Weed, Jan. 23. The case was called last week, but at the request of Bonnick & Co.'s attorneys it was laid over. The amount involved is \$8,164.

Rouse, Hazard & Co. have now the only retail cycle store in Peoria.

Kingman & Co., of this city, are manufacturing a high-grade bicycle which they call the Kingman scorchers. It lists at \$150, and is a very neat machine. They will build 1,000 this coming season.

H. G. Rouse will leave for California next week, for a six weeks' visit. Mr. Rouse takes this trip annually.

*Recent Patents Granted.*

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

489,501, saddle for velocipedes; Willard C. Rich and James H. Sager, Rochester, N. Y.; filed Feb. 17, 1892.

489,503, tire for cycle-wheels; Frank Sweetland, Angola, N. Y.; filed April 19, 1892.

489,645, velocipede; Joseph F. Whitaker, Hartford, Conn.; filed July 1, 1891.

489,714, bicycle and other tubing; John F. Palmer, Riverside, Ill.; filed Aug. 9, 1892.

489,840, velocipedes; August F. Vorkeller, Chicago, Ill.; filed June 9, 1892.

*The Seddon's Tire in America.*

William Bowden, of Seddon's Pneumatic Tire Company, Manchester, Eng., sailed Jan. 11 on the Majestic for this country in order to extend the business of this concern in the United States. The company has recently purchased a large factory for the manufacture of tires from the raw materials. The Seddon has become very popular abroad and no doubt Mr. Bowden will find a demand for it here. Letters addressed to him care the REFEREE, will reach him soon after his arrival.

*Andrae's 1893 Line.*

The Andrae cycles for 1893 consist of three styles—light roadster, 38 pounds, all on, \$135; road racer, 30 pounds, \$150; racer, 24 pounds, \$165. These wheels are built on Humber lines, with 11-inch head, 44-inch base and are fitted with Morgan & Wright tires and the P & W. saddles. The wheels are 30-inch front and 28-inch rear. H. J. Warner is now on the road and is meeting with considera-

ble success. The Andrae people also job the Majestic and numerous small wheels and make good hand and floor pumps.

*General Trade Jottings.*

New Howes will be handled in Kansas by William Taylor of Topeka.

Several enterprising citizens at Circleville, O., are arranging to start a factory and make two high grade wheels.

Hal Greenwood, traveling for Kingman & Co., sold one lot of 150 Road Kings in Lincoln, Neb.—a good order, considering the size of the city.

The Brandenburg Manufacturing Company, 52 Portland block, Chicago, announces that hereafter it will be able to deliver seventy-five pairs of Brandenburg dust-proof pedals every day.

The REFEREE and all latest cycling papers, periodicals and hand books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—*Adv.*

F. S. Beavis, manager of the cycle department of Rouse, Hazard & Co. Peoria, has just returned from a month's vacation in Florida and the south. His wife accompanied him. They report a very pleasant trip.

Fred Patee has left Rouse, Hazard & Co. and has been made manager of the Indiana Bicycle Company of Indianapolis. Report says the inducement to leave the Peoria house was a salary of \$8,000 per year.

The firm of Mason, Winn & Co., 599 West Madison street, Chicago, has been dissolved, H. J. Winn retiring. George A. and John Mason will continue the business at the old stand under the title of Mason & Mason.

The cycle show building caught fire on Wednesday evening. A man standing near quickly extinguished the flames, which had started at the base of the decorations, and retired unnoticed, with badly scorched and blistered hands.

Fred Merrill of Portland, Organ, and Prince Wells, of Louisville, are among the old-times who have placed orders with the Monarch Cycle Company for 1893. The judgment of Merrill and Wells as to the merits of a bicycle should be good.

The Monarch Cycle Company expects to manufacture this season at least 5,500 machines, for the majority of which it has material on hand. In the Monarch factory is an employe who has, under the watch, assembled a wheel in fifteen minutes.

The stockholders of the Central Cycle Manufacturing Company held their annual meeting last week, distributed the profits of the year, and elected as president L. M. Wainwright; secretary and treasurer, C. D. Johnson; directors, D. Switzer, H. T. Hearsey and L. J. Keck.

Good wheels and salesmanlike qualities served to place the Marble safeties at the top notch at the show, and this put Barrett in good spirits. He was one of the few men at the show to doff his coat when at work, and his exhibit was in the coldest corner of the building at that.

Mr. Bradley of the Bradley Chainless Bicycle Company returned home from England on Dec. 22. He attended the Stanley show and says he purchased special machinery and the best grades of material he could find, but returns too late to have a line of wheels produced in time for the show. "We shall make the best wheel first-class material and workmen can produce, in three styles only," said Mr. Bradley; "a racer to weigh 20 pounds or less, a roadster to weigh 35 pounds or less, and a ladies'

wheel, 40 pounds or under. We shall furnish any style or tire, pedal or saddle desired, but of course we recommend the use of those we decide to be the best."

C. H. Weld placed the following agencies for Royal safeties: Dayton Cycle Company, of Dayton, O., for that city and adjoining counties; Shaw Cycle Company, Baltimore; Logan, Gregg & Co., Pittsburg. The Royal Cycle Works showed six styles of handle bar at the cycle show.

Saturday night last a small fire occurred in the Featherstone factory, Sixteenth and Clark streets, the damage being about \$750. There was danger at one time of the whole factory being burned and a second alarm was turned in. The flames, which started in a small frame structure in an open court, were soon extinguished.

Two electric headlights were shown at the show. One is an English invention weighing a few ounces over two pounds. This has the lens fastened to the head of the machine and the chemicals in a neat leather pocket suspended from the frame near the head. The Chicago-made light weighs over three pounds and is contained in a lamp about the size of the regular oil head light. The cost of these lamps is the main drawback.

*Milwaukee's Youngest Club.*

The Comet Cycling Club, while ranking among the newer cycling organizations of the Cream City, has already won great favor both as a wheeling and social club. It dates its origin from the spring of 1892, and has at present a limited membership of twenty-five. The club has had so many applications for



R. S. BAIRD.

membership that the limit this season will, no doubt, be raised to fifty. Its membership includes the sons of many of the most prominent business men of Milwaukee, great care being taken to select the best material. The club has, during the past season, developed some remarkable riders, and has been represented in all the prominent meets in and around Milwaukee. The officers are Rickard Baird, president; Will Blakey, secretary; and James S. White, treasurer. Mr. Baird is prominent in social and business circles, and is a member of three of the leading social clubs of the city.

*CURRENT COMMENT.*

The cycle show is a thing of the past, but its memory will haunt the minds of very many for months to come. Like most expositions, its machinery has been cumbersome and in some places grinding; on the whole, however, the show has been a brilliant success and has ac-

complished much. My pet idea of an association has in no way materialized—no one seems interested, which proves that, as usual, the crank must be sat upon. However, every one is uneasy and wishes each in his heart of hearts that there was some sort of a business foundation under the cycle trade. The display of machines has been varied and exhaustive, and the display of cycle enthusiasm and wisdom reminds one of a display pyrotechnics (excuse the French, I must do it now and then, but I mean fireworks). The usual fairy tales have been indulged in to a very great extent. I am even told that some of the factories (generally those that have been on deck for six months or a year) have sold not only the '93 output but the '94 as well. On the whole, however, a nice clean business has been done, buyers have been plenty, and salesmen alert. All honor to the promoters and managers of the national cycle show for 1893.

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The banquet given by the *Sporting Life* was well attended and in a great measure enjoyed. However, when during its course the toast master announced the presence of a number of baseball magnates, and introduced one of their number, who informed the feasters that a cash prize league had been formed, a hush fell on the room like unto that in that famous Babylonian Hall long ago, when the specter hand traced "mene mene tke upharsin" on the wall.

Will the analogy continue? I hope not. This magnate scratched the back of cycling, so to speak, ate humble pie, loved us all like brothers, landed the good road movement, said he was honest several times, and then wound up by telling the crowd in a tearful manner that he was *living* on the public and that base ball had turned to sodom apples in his hand and he wanted cycle-riders to take the place of the Kelley's and Murphy's, who could no longer help him live on the public. He again asserted his honesty, and assured us that cycling was too grand for this earth and that he wanted to pull it down on a level with base ball, but that he would never, no never, crush the life out of it as he had out of base ball. No, it should live, for he would control the professionals, and he *must* get a living some how.

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I am pleased to say, however, that mighty little excitement followed the speech of the magnate, and we will probably attend L. A. W. races as usual and be spared the sight of "gent's" pool boxes, touts, etc., on the quarter-stretch and exhibitions of the jockey or base ball head work on the track, for which let us thank the native good sense which will *sometimes* show itself even in the trade.

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I regret that the eastern authority has seen fit to destroy the mask which has served me so long. I have a sneaking love for the name I have worn over my own for several reasons, but as I am known my usefulness is at an end if I have ever been of use. Therefore I bid my readers good-bye, forever.

LA COLE MAL TAILE.

*Recent Club Elections.*

Galesburg (Ill. Cycle Club.—President, Bert Tillen; vice-president, Bert Repine; recording secretary and treasurer, Harry Raymond; corresponding secretary, Bert Chappell.

Empire Wheelmen, New York.—President, John Hassinger; H. C. Krasts, vice-president; William Hactland, secretary; J. G. Monihan, treasurer; A. S.



Turner, captain; F. C. Turner, first lieutenant.

East Orange (N. J.) Cyclers.—G. K. Wallace, president; G. H. Graham, vice-president; A. S. Meeker, secretary; C. S. Whitman, treasurer; trustees, C. D. Hendricks, C. S. French, L. V. Young, E. Ketcham, Jr.

New York Bicycle Club—President, F. W. Kitching; vice-president, I. H. Charlotte; secretary-treasurer, J. B. Roy; board of trustees, F. I. Stott, P. P. Wilcox, I. C. Jimenes, Kingman T. Putnam, E. F. McMont and Charles L. Child.

Illinois Cycling Club, Chicago—T. L. Sloan, president; C. R. Street, vice-president; Carl Steen, secretary; George E. Kurtz, treasurer; E. M. Baine, E. G. Richardson, E. J. Porter, board of directors; F. J. Fanning, captain; W. P. Eisenberg, first lieutenant.

Waukesha (Wis.) Weeelmen.—President, Vernon Tichener; vice-president, Edward Morrison; secretary, Frank Evans; treasurer, W. B. Strong; captain, Samuel James; first lieutenant, Thomas H. Jacobs; second lieutenant, Thomas Allen; color bearer, Dr. M. G. Violet.

Maywood Cycling Club, Maywood, Ill.—John Farson, president; H. L. Pebbles, vice-president; O. L. Cox, secretary; H. W. Taylor, treasurer; C. A. Sturtevant, Dr. W. A. Matthew, W. H. Beynolds, Thomas H. Gale, F. M. Butler, C. E. Cox and Fred H. Wood, directors.

Mattowak Cycle Club, Brooklyn—President, William H. Hyde; vice-president, Charles B. Malloy; recording secretary, George W. Conover; financial secretary, Charles E. Sackman; treasurer, Richard L. Cohen; captain, Wallace Sheperd; lieutenants Irving Sheperd and Hans Lessen; board of trustees, C. Guyer, John McCarron, Edward Crommay.

The Sheridan Cycling Club of Evanston has elected the following officers for this year: H. M. Angle, president; M. J. Donoghue, vice-president; W. C. Roberts, secretary; E. L. Angle, treasurer; F. W. Radford, captain; W. O. Jones, quartermaster; J. W. Burns, color-bearer; George W. Muir, T. B. Blanchard, L. C. Lawrence, board of admission.

Riverside (N. Y.) Wheelmen.—President, James L. Miller; vice-president, J. F. Fitch; secretary, R. W. Harrington; treasurer, W. Walton; captain, Edward A. Powers; first lieutenant, J. W. Judge; second lieutenant, E. C. Potter; third lieutenant, C. Granger; color bearer, C. A. Weeks; bugler, C. M. Ertz; surgeon, C. G. Bohn; trustees, R. F. McCoy, C. B. Robinson, E. A. Rogers, T. Snell and Thomas Ward.

Elizabeth (N. J.) Wheelmen.—President, John F. Delmer; vice-president, Albert C. Ridley; secretary, L. B. Bonnett; captain, A. F. Calkins; treasurer, A. N. Lukens; first lieutenant, George A. Davey; second lieutenant, A. G. Drake; sergeant, D. H. McFarland; color bearer, W. Sawyer; board of trustees, Edward A. Faulks, C. C. McBride, E. C. Gilbert, Alan N. Lukens and George C. Pennell.

It is about time to stop making a wheelman of every political, theological and theatrical freak. The game is on too solid a basis and doesn't need it.

Andy Cahill has left Chicago for Buffalo, where he will do business for the Buffalo Wheel Company. Mr. Smith, of this company, is now doing Michigan.

Henry Seward, the REFEREE'S Milwaukee correspondent was in Philadelphia during the entire progress of the show, and passed through Chicago Tuesday on his way home.

## GOOD ROADS FOR MARYLAND.

*Permanent Headquarters Established at Baltimore—Ideas Suggested.*

"This convention shall mark the beginning of our efforts in the cause of good roads," was the text of the last resolution adopted by the road convention at the Y. M. C. A. hall at Baltimore last Thursday, before the final adjournment. The delegates to the convention felt that the good work had really begun. Delegates willingly took the floor to urge their respective ideas or to add something to the fund of general information, which the work of the convention has brought together to aid in formulating definite plans for future action.

### GENERAL OPINIONS AND DISCUSSIONS.

J. S. Robinson of Anne Arundle county:—"The cost is the grave question in this problem. Our interests are different, and we follow a line from that of forty or fifty years ago. I suggest that in view of the economic feature of the bonding system that when the permanent improvement of a road shall be made the annual cost of repairs will be less."

Mr. Williams' paper covered the entire ground, except the annual decrease in expenses. For fifteen or twenty years the county commissioners spent \$50 annually in repairing a certain piece of road in Anne Arundle county. Every spring the road was impassible. About ten years ago they sent down a lot of oyster shells, on which the freight was \$50. The farmers along the road hauled the shells and distributed them gratis. The road has not cost the county one cent since, and has saved \$450.

Samuel Cox, Jr., of Charles county, said: "Good roads in Charles county are due to a great many causes, one of which is not our road supervisors. The roads and bridges have been placed in the charge of an engineer many years ago, and under competent and intelligent supervision streams had been bridged at road crossings and the drainage properly managed. One natural advantage was the existence of a gravel bed within a half mile of every road in the county. The beneficial results of this management for two years could not be said to be eradicated by a return to the system of road supervisors.

William H. Weaver, Baltimore County:—"I am in favor of the bond system, but not that I will not have something to pay, for I have property in different parts of the city and country, and I am willing to pay my share. I feel that good roads will enhance the value of my property. We demand better roads; we are willing to pay for them and will fight until we get them. As president of the Hartford Road Improvement Association I have fought the Hartford Road Company for years. They made good and fair promises, but they never carried them out; they fought us off step by step, from the magistrate's office to the court of appeals. A few days ago we defeated them in the court of appeals, and I think they expected a licking, for our road is better now than for forty years. I say, now, go into this thing on a general basis and fight before the legislature. It will cost us \$700, but if we must spend our money, let us do it in a general way.

Pierre Choats, Baltimore County:—"I am willing to pay my share for good roads if it should be judiciously spent, but we must equalize the assessment.

Mr. Choats told of a neighbor who had to use five horses to drag a wagon on a dirt road for several miles to reach the pike, where only two horses were required.

Henry Williams, Baltimore:—"Baltimore County is in a different position

from any of the other countries on this question. The county has an assessed valuation of \$40,000,000, twice that of Washington County, and probably ten times as much as any other county in the state, outside of Baltimore county. The tax levy on roads must be increased, probably doubled, say from 15 cents to 30 cents on \$1, which means an increase in taxes of \$7 on a farm worth \$5,000. There are two ways of spending this money—little by little, taking forty years to improve your roads, provided you keep your money out of politics; and the other way is to use your road tax to pay interest on bonds and increase the sinking fund.

George R. Stevenson, Hartford county, favored the bonding system and suggested that a parent could leave his children no better inheritance than good roads which lead to industrial development.

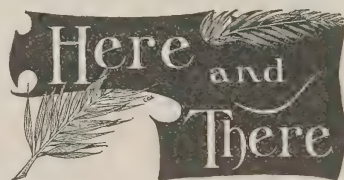
### RESOLUTION ADOPTED.

President Davine appointed a committee on resolutions, and all resolutions offered by the delegates went to the committee without debate. The committee reported the following resolutions favorably and the convention adopted a report:

RESOLVED, the system of parceling out county roads among a large amount of supervisors is pernicious and should be condemned. [Offered by D. C. W. Smith].

RESOLVED, that the judiciary of the state be requested in their instructions to grand juries to call special attention to the provisions of our road laws and to insist on the faithful execution of said laws. [Offered by C. Gilpin, Hartford county.]

The executive committee, which will formulate a plan of road improvement for presentation to the legislature was reserved.



Planfield, N. J., has 1,613 wheelmen and 1,257 bicycles.

The National Cycle Show opens in London on Monday next.

New Jersey cyclers will hold a theatre party Friday of this week.

Windle is doing some road riding, and will go into training early this year.

Two hundred wheelmen attended the theatre party in New York, 12th, and dined after the show.

Buffalo is to be blessed by the presence of "Inducer" Young, who joins the American Wheelman staff.

Officials of Chicago and Milwaukee cycling clubs will no doubt be put on the rack by the racing board.

Make your guesses, gentlemen. Who, of the racing men, will be the first to go into the cash prize scheme?

The new league wants a cash prize handicapper. A good salary will be offered. Send in your applications.

Mr. Raymond is getting uneasy about the track promised for the international races. It should have been built before the winter set in.

Bob Holm, of St. Louis, is bound to figure with the minority, hence he votes no on the question relating to the publication of addresses in the *Bulletin*.

Here is hot shot from a Philadelphia paper: "Tom Dando, the noted wing paper, one of the proprietors of *Sporting Life*, was called on for a speech at the banquet. He stated that he could not make a speech, but would whistle a tune, which he did very cleverly. It would be a good idea if some of the men

who make tiresome speeches at banquets would learn to whistle

Zimmerman thinks it a great shame that he should have been used as an advertising medium by Sanger's friends. Zim. believes that good advertising is worth paying for!

At the commencement of last season Henry Goodman supplied Mr. Raymond with the mile records of seven hundred racing men. What other handicapper could have done it?

There is no truth in the story that W. J. Morgan is going to Australia. His connection with the scheme commenced and ended, we believe, with a letter to an acquaintance there.

A number of people have expressed a determination to test the executive committee's power to prevent the states, under the *Bulletin's* contract, having official organs of their own.

The Pennsylvania division seems determined to have a state organ. At a late meeting of the division some of the members claimed to receive the *Bulletin* as late as the Friday following the date of publication.

A typographical error in last week's REFEREE made it appear that \$10,000 in gate money was necessary to make the Philadelphia show management even. \$1,000 was the correct figure, and they covered it easily.

Lumsden's arrangement with the Indiana Bicycle Company is one of the best things ever offered to so young a man in the bicycle business. He is to take sole charge of the company's business in Illinois and Michigan.

People are beginning to talk about the next cycle show already, and seem to look longingly westward. Surely the World's Fair cannot go by without the makers getting together and forming that long-talked-of association.

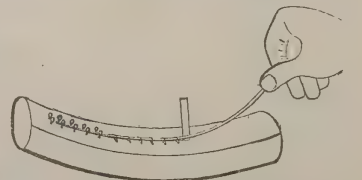
It is reported that some of the capers of Chicagoans at Philadelphia got a famous auburn-haired six-footer into difficulties with a policeman, happily without serious result. The "push" will gradually work itself into the lock-up.

On a certain festive occasion during the show, D. H. Lewis delivered a short sermon to some of the frisky young salesmen who infest the cycle trade. His remarks struck home, and one or two who were hit forcibly promised to swear off!

Elliott's electric chronograph, which was shown at Philadelphia, seems to be a success, and not only from a mechanical standpoint, either. The dial is sixteen feet in diameter. One hand makes a complete circuit of the dial every second, another registers the seconds, and a third the minutes. This is intended to be placed where all the spectators can see it, and is started and stopped like an ordinary stop watch, so that the time made is accessible to all. It registers sixtieths of a second. As to accuracy, it was fully tested at Philadelphia and seemed to work perfectly.

WANTED—A traveling salesman on imported bicycles from prominent English makers. Preference given to one thoroughly familiar with the trade. Good chance to work up a good position. Address BICYCLE, care REFEREE. Eastern office, 21 Park Row, New York.

## Riders of M. & W. Pneumatics.



By using my Rapid Fastener these tires can be repaired as easily and speedily as any. No cutting strings, no lacing, no cementing. Can be applied by any one. Price, mailed, \$2.00 per set. Circulars free. You cannot afford to miss this. C. G. MILLER, Jr., - Shullsburg, Wis. Discounts and Electros to Dealers and Repairers.





## OUR ROAD WHEEL

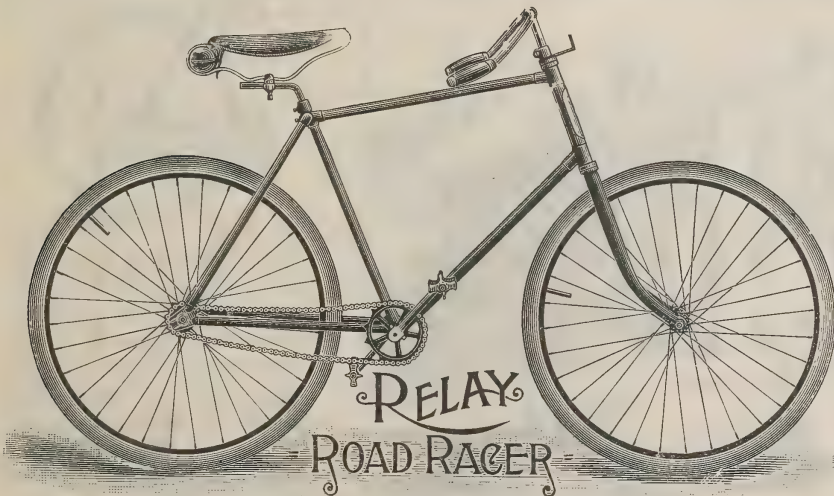
All On, Weighs 38 Lbs.,

Is Strong, Durable and Thoroughly  
Guaranteed. **WE BELIEVE**  
IT to be the Best of the season.  
What Do You Think? Let us  
know.

Remember the price is \$135.00.

ECLIPSE BICYCLE CO., INDIANAPOLIS, IND. { Factory:—Beaver Falls, Pa.  
—Write us for Catalogues.—

## THE RELAY

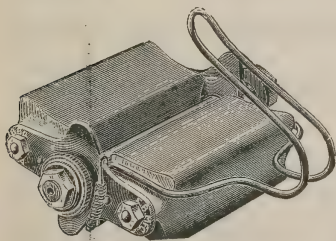


ABSOLUTELY NO BETTER MADE  
AT ANY PRICE.

|                    |   |          |
|--------------------|---|----------|
| ROADSTER, 40 Lbs., | - | \$110.00 |
| ROAD RACER,        | - | \$125.00 |

Agent Wanted in unoccupied territory.

RELAY MANUFACTURING CO., - READING, PA.



Send For Prices  
AND TRADE DISCOUNTS OF  
**RANKIN'S**  
**PAT. TOE CLIP.**  
Sample Pair by Mail, 50c.

**MUNROE'S**  
**ANTI-FRICTION**  
Compound for Cycle Chains.  
Sample Tube by Mail, 25c.

We will send you cuts of the  
above for '93 catalogues.

**W. G. RANKIN & CO.,**  
23 Custom House St.,  
PROVIDENCE, R. I.



### Wanted: An Agent

IN EVERY TOWN IN THE UNITED  
STATES for our New High  
Grade Wheel,

### THE LINCOLN.

Wanted equal to any machine made  
at the price.

Liberal Discounts. Send for Catalogue.

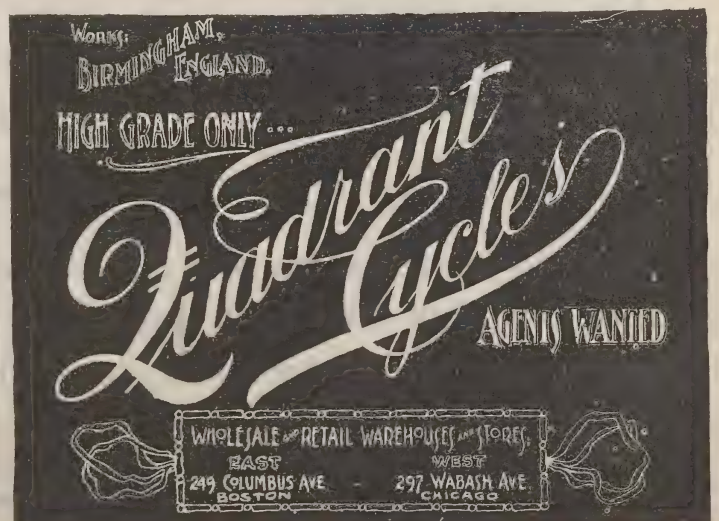
NEBRASKA CYCLE CO.,  
Manufacturers, 5 Thirteenth-st.,  
LINCOLN, NEB.

### LAMSON'S— LUGGAGE CARRIERS

ARE THE BEST IN THE MARKET.

SOLD BY ALL DEALERS.

Price, No. 1, \$1.00; No. 4, \$1.25.  
No. 4 double (for two separate packages), \$1.50  
No. 5, leather covered especially for tourists, \$3.50  
Send for Carrier Circulars to  
**C. H. LAMSON,**  
203 Middle St., Portland, Me.



The REFEREE, One Year, \$2.00.

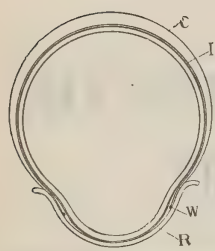


# THE IDEAL PNEUMATIC TIRE

*INCREASING IN POPULARITY DAILY.*

Tires may come and Tires may go,  
But we go on forever.

Bound to be the Only High-Grade Tire Used in '93



Section of Tire.

R—Rim.  
W—Wire.  
C—Cover.  
I—Inflation Tube.

No Special  
Rims Required.



The resiliency is unsurpassed. The method of fastening to the rim is absolute and convenient. The tire cannot jump off the rim when deflated. The inner tube can be exposed for repairs in ten seconds and repaired as quickly. The material, workmanship and finish are the best that money will buy and skill produce.

The above illustration correctly represents the Phelps & Dingle Mfg. Co.'s Factory at Passaic, N. J., devoted entirely to the manufacture of Ideal Pneumatic Tires. Floor space sixteen thousand square feet. Capacity Two Thousand Tires per day.

A bill for injunction has been filed by us in the United States circuit court of the Southern District of New York against The American Dunlop Tire Co., to restrain them from selling their tires in this country in infringement of our rights. We hold broad patents on wire tires of very early date, and all infringers will be promptly prosecuted.

**PHELPS & DINGLE MFG. COMPANY,**  
PASSAIC, - NEW JERSEY.



# MORGAN & WRIGHT PATENT PNEUMATIC TIRES!

## NOTICE!

IN view of the fact that various imitations of the Morgan & Wright pneumatic tire have been placed upon the market, we have to direct the attention of manufacturers, dealers and the public in general to the further fact that there is but one possible way in which the Morgan & Wright tire can be made, and that this mode of manufacture has been fully secured to us by *letters patent of the United States, of January 17, 1893.*

We have spent thousands of dollars and many months' time in perfecting machinery and appliances for the economical manufacturing of these tires. We must insist, therefore, that due and full respect be paid our property rights in this matter, and we hereby further extend to all manufacturers and others contemplating the manufacture of pneumatic tires, a timely and kindly warning to avoid any and all invasion of our rights in the premises.

Very respectfully,

MORGAN & WRIGHT.

## MORGAN & WRIGHT PATENTS.

MORGAN & WRIGHT, the well known Chicago manufacturers of medium-priced, high grade pneumatic tires having an endless outer tube, laced at the valve, received patent rights covering four claims on last Tuesday morning. The most important point covered is the process of moulding instead of blowing the outer tube.

What Morgan & Wright claim as their invention is: (1.) Moulding an endless and seamless tubular tire sheath or casing upon an annular mandrel, and then removing the sheath from the mandrel without materially affecting or changing its characteristics, and to such end, opening the sheath to a limited extent through its seating portion, separating the mandrel at a point adjacent to the opening thus formed, and causing the sheath and mandrel to part from one another by way of this opening in the sheath. (2.) Moulding and *vulcanizing* an endless and seamless tubular tire sheath or casing upon an annular mandrel, and then removing the sheath from the mandrel without materially affecting or *impairing its integrity as an endless and seamless tube*, and to such end, opening the sheath to a limited extent along its seating portion, separating the mandrel at a point adjacent to the opening thus formed, and causing the sheath and mandrel to part from one another by way of this opening in the sheath. (3.) Moulding and *vulcanizing* an endless and seamless tubular tire sheath or casing upon an annular mandrel, and then completing the tire without materially affecting or impairing the integrity of the sheath as an endless and seamless tube, and to such end, opening the tube to a limited extent along its seating portion, separating the mandrel adjacent to such point, causing the sheath and mandrel to part from one another by way of the opening thus formed, *introducing an air tube within the sheath through this opening, and then closing the latter.* (4.) Moulding and *vulcanizing* an endless and seamless tire sheath or casing upon an annular mandrel having a detachable section, *splitting the sheath thus formed at a point over the detachable mandrel section and to a limited extent only, removing the detachable mandrel section through the opening formed by a split, and then stripping the sheath from the remaining portion of the mandrel, substantially as and for the purpose described.*—[The Bearings, January 20, 1893.]

## TO RIDERS.

THERE are only two ways by which an endless, seamless, tubular outer covering for pneumatic tires can be made. One is by forming the tubes by hand, joining the ends, filling the tube so made with water, steam air or gas, and thus forcing it out against the walls of an iron mould. This is the way all one tube tires are made. This method requires a high degree of manipulative skill on the part of the workman, while no matter what skill is exercised, the walls of the tire will vary in thickness. The Morgan & Wright patent method consists in making this covering over a steel core, having a removable section. By so doing, we make an outer cover as thick or as thin as desired and of *absolute uniformity* in density and thickness throughout, and thousands of tires made this way do not vary a particle from each other.

Another very important point in our method is, that it is the only way by which a tire can be made at reasonable cost, and hence can be sold at a low price. No wonder we have had imitators heretofore. These former imitators are now infringers upon our rights, and we ask all riders to assist us in sustaining our patents by refusing to buy imitations of our tires—and in thus asking, we offer the following facts as evidence that we are not monopolists:

The Morgan & Wright tire was put upon the market in the spring of '92 at a price from 50 to 300 per cent lower than any other pneumatic tire in the world.

We were the only *makers* in the world who made repairs without charge and faithfully followed our goods through the season.

The Morgan & Wright tires hold 80 per cent of all records on road and path for speed and durability.

We have never printed or said one word in detraction of other tires, and have nothing but good wishes for all who have had ingenuity and enterprise to invent and develop the various patented tires now offered.

If our imitators were offering you better tires or better prices we could not make an appeal to your sense of fair play, but the fact is they are not so doing.

The ingenuity, capital and honest dealing which have been used to bring out, develop and sustain the Morgan & Wright tire will be used to keep it in advance of any mere imitator.

## REMEMBER

ALL tires made by us have our firm name in raised letters on the side of the outer cover. Remember, also, the following quotation from the writings of a great man, viz:—

“NO MERE IMITATOR EVER YET ROSE ABOVE MEDIOCRITY.”

# MORGAN & WRIGHT,

331-339 W. LAKE STREET,  
CHICAGO.





PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

Rooms 570-580, CANTON BUILDING, 323-334 DEARBORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

## TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

## SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

## CONSTITUTIONAL AMENDMENTS.

That the meeting of the L. A. W. will be one of the liveliest in league history seems to be assured. The amendments offered are numerous and far-reaching, and so strong is the feeling on some of the points involved that the discussions are sure to be most interesting. When, a month or so ago the REFEREE conceived the idea of taking a mail vote of league members on various questions, it was with the idea of showing the attendants at the meeting the opinions of the majority. The votes are still pouring in and the result will not be definitely known until a few days prior to the meeting.

A number of proposed amendments emanated from the REFEREE office. They are, generally, based on the vote now being taken, and governed by the opinions therein expressed.

One of the most important points involved is that relating to the method of amending the constitution. There are two propositions put forward; one to permit amendment by the National Assembly, said amendments to be subsequently ratified by the division; the other to amend by mail vote. It is agreed by everyone that the present system is unfair and therefore unsatisfactory. In favor of the National Assembly idea is the fact that it is the method employed by the United States government and has therefore stood the test of time. Against it is the fact that absolute power is placed in the hands of a few men and that, however much interest a man may take in the affairs of the league, he can never hope for a chance even to express his opinion, except he possess influence enough to secure a seat in the assembly, and there are thousands of interested and clever men who would thus be deprived of any voice in the matter.

In favor of the mail vote is the fact that every man has an equal voice,—a very desirable state of affairs. Against it is the fact that the vote usually polled at division elections is usually small in comparison with the membership, indicating a lack of interest on the part of the majority of the members. It is a question, however, whether those who do take an interest in the league's affairs should not be allowed to rule. It will be noticed, by the vote on another page,

that the sentiment of the members is overwhelmingly in favor of a mail vote.

There is a point in connection with this question which must be remembered. The advocates of the National Assembly idea will of course make an effort to have their proposition brought before the meeting at the outset, so that, if it be carried, the meeting may at once adjourn and the various questions at issue come before the national assembly, thus shutting out, from debate or vote, many who will attend the meeting. This proposition will, no doubt, meet with vigorous opposition.

The next proposition we come to is to insert, among the objects of the league, "the encouragement and government of cycling," or words to that effect. Although racing is unquestionably one of the most interesting features of cycling, no mention of it appears in the objects for which the league exists. The desirability of the insertion of this clause seems to be too evident to need argument in its favor.

Shall professionals, provided they are otherwise acceptable, be admitted to the league? At present the vote is in favor of the festive pro., and he will doubtless have many friends. There are as gentlemanly men among professionals as among amateurs, and there are as reputable men in the league as among the professionals. The discussion will be interesting.

A question which will, of course, be discussed, is whether or not the addresses, as well as names of applicants for membership shall be published in the *Bulletin*. It is altogether likely that someone will ask that the present contract with the Wheelman Company be read, and this may show that the signers, on behalf of the league, exceeded the powers conferred upon them. There can be no question as to the sentiment of league members on the question. The vote is so overwhelmingly in favor of publishing the addresses as to be practically unanimous. But we believe the reasons advanced in favor of their publication are not always correctly given. In short, we believe that hundreds of members desire their publication for business reasons, and not because of the benefits which will accrue to the league. Would the publication of the address of the Lincoln club's dog, or of Leeming have prevented their admission? Probably not. The fact is that not one member in one hundred looks over the list. The fault lies in the system. Any person, black, white, amateur, professional, honest man or pickpocket, may send in an application, and with it the names of any two league members. It is not necessary to secure the permission of these members, nor are they ever consulted. We venture to doubt whether the prescribed two weeks always elapse before the membership ticket is mailed. Another point—two weeks notice is not sufficient. A member in California cannot receive his paper in time to enable him to oppose a candidate for admission. The publication of addresses will not remedy this, but it will furnish the manufacturer, the agent and the cycling paper a list from which to mail catalogue, circulars and sample copies. That's at the bottom of the agitation.

Everyone who attended the last meeting will remember the desperate efforts made to so hedge around the *Good Roads* magazine as to permit it to be passed through the postoffice at pound rates. The president and other lawyers of high and low degree twisted and turned the rules—and made a grand bungle of it

after all. The constitution provides that the league shall provide the *Bulletin* free, and yet the by-laws provide that any division may make a reduction in dues of twenty-five cents to any member not desiring to subscribe to the *Bulletin* and *Good Roads*. There will, of course, be no controversy over the correction of this error, except, perhaps, as to the exact form the correction shall take.

Another technicality occurs in article 8, clause c. At present one man may be a member of any number of league clubs, and may cast the vote of all of them. We have in mind a man who attended the last convention armed with the proxies of three clubs besides twenty-five independent proxies. It is proposed to amend so that a person may cast the vote of only one club.

The amateur rule, will be dealt with hereafter in a separate article. One or two changes in the by-laws are suggested. Article 2 provides that "the proceedings of all meetings of the National Assembly shall be published in the official organ." It is proposed to add to this a provision that the report of the treasurer be published in detail. The report has been ordered printed several times, and has appeared in such abbreviated form as to give little or no idea of the manner in which money has been expended. This, by the way, is through no fault whatever of the treasurer's. Economy in space probably covers the matter so far as the secretary is concerned.

Under article 5 a member against whom charges have been preferred must be tried by a committee consisting of the president and the chairmen of the rights and privileges, rules and regulations, membership and highway improvement committees. Perhaps someone may be able to offer a good reason why the chairman of the racing board should not be substituted for the man of roads and ditches, but the former would seem to be the proper man for the place.

## THE BULLETIN IN ERROR.

In the official columns of the last *Bulletin* there appeared a number of proposed amendments to the constitution of the L. A. W., among them a number signed by the editor of this paper. One of those so signed provided that the addresses as well as the names of applicants for membership, shall be printed in the *Bulletin*. This amendment is the outcome of the vote now being taken by the REFEREE. One of the questions asked is whether the addresses shall be published, and, as will be observed, the vote is overwhelmingly in the affirmative. The editor of *Bicycling World* has seen fit to make this statement:

The true animus of this action will be better appreciated by the membership at large when we state (nine-tenths of them would not otherwise know it) that Mr. Miles is editor of the REFEREE, a Chicago cycling paper, and never were motives more apparent than in this attempt to injure the stock in trade, credit—what you will—of a business rival. Any apparently necessary changes would come with much better grace from anyone else than an active business competitor. The motives which actuate these avowedly disinterested (?) efforts for the league's welfare are a trifle too apparent, and while we appreciate to the full the kind intentions of Messrs. Miles, Berger, et al, and are thoroughly cognizant of all they have done in this way, we yet must be permitted to conduct our business in our own way, and in accordance with the terms of our contract with the L. A. W.

And, moreover, we do not propose to submit tamely hereafter to false, malicious and prejudiced attacks.

It is time that the L. A. W. membership at large was informed of the true cause for these attacks which have been instigated by several of the cycling papers, whether appearing directly in their columns or not. There is an unwritten code of honor among business houses of reputation and standing, and when petty professional jealousy

and envy declare themselves in so shameless and open a manner, they force the shrewd and non-partisan observer to but one conclusion.

The editor of *Bi. World* has fallen into an error. We have never so far as our recollection goes, printed anything whatever concerning the publication of the addresses. We have never been guilty of "false, malicious and prejudiced attacks."

We have never been guilty of "petty professional jealousy."

And having been guilty of none of these things, we have never "avowed" our "disinterestedness" in attempting to have the addresses published. On the contrary, there will be found in another part of this paper an article written and in type before the *World* reached us, admitting, in so many words, what everyone knows already, that every man in the trade, ourselves included, is interested in their publication.

Let us call the attention of the editor of our contemporary to the fact that the REFEREE has always heretofore supported him. Here is a quotation from a circular issued from this office, asking for a mail vote, and which has been printed three or four times in these columns:

No. 6. Shall the addresses as well as names of applicants for membership be published in the *Bulletin*?

At present only the names of applicants for membership are published, and no alteration, probably, can be made until the present contract with the Wheelman Company expires. Some claim that the applicants cannot be identified without their addresses, while others are actuated by personal motives only.

If any fairer statement of the case could possibly be made our views of right and justice are sadly warped. We do not wish to see any man deprived of his rights. If the Wheelman Company has a contract with the league which permits it to hold the addresses and so obtain a revenue through its sale to people who need to use it, by all means let that contract be lived up to. If any mistake has been made the league must blame the man or men who made the contract. No man's business should be injured—perhaps ruined by the mistakes of others. But if such a mistake has been made, the constitution should be so amended as to guard against future errors. Our proposed amendment was handed in so that the matter might be properly discussed. And there commenced and ended our "selfish motives," our "disinterested efforts" and our "false, malicious and prejudiced attacks."

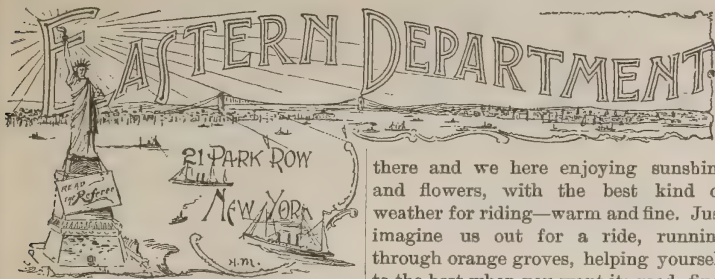
## WHET'S IN A NAME?

At the Philadelphia show a young salesman applied to a large jobber for a position. They talked business and came to an understanding. They were to meet the next morning and conclude the negotiations. In the morning the salesman appeared wearing upon his vest a badge indicative of membership in the "push." The negotiations were suddenly terminated, the jobber declaring that no person of any such class should ever enter his employ. We have since learned that an employee of the same house, for having violated the rules of good breeding at Philadelphia, has been discharged.

One by one the boys are learning that to maintain their positions they must devote more time to business and less to the boyish tricks for which a number of them have become famous. A few more examples will probably sound the death knell of "the push."

A. L. Kapp, of Buffton, Ind., will be obliged to any one who will give him information about Florida roads. He intends starting Feb. 1 on a two months' rip.





Among the callers at our eastern office last week were W. Bowden, Sedden Tire Company, Manchester, Eng.; Stephen Golder, New Howe company; Harry C. Wheeler, W. B. Troy; C. C. Meade and J. W. Kiser, manager and representative, respectively, Monarch Cycle Company; Charles W. Price, Milwaukee; J. Walter Thompson, advertising agent; S. G. Whittaker, Revere Rubber Company, Boston; D. H. Lewis, editor *American Wheelman*; Harry B. Arnold, New Britain, Conn.; Albert J. Elliott, National Columbian United Wheelmen's Association, Chicago; H. E. Saltenstall, Elizabeth, N. J.; W. H. Kirkpatrick, McKee & Harrington; Fenton S. Fox, Serconbe-Bolte Manufacturing Company, Milwaukee; Albert L. Pope, Jr., Kirk Brown, Philadelphia; Charles Measure, Union Cycle Company, Boston; Vincent Drymore, Boston; C. A. Persons, Person & Mueller; George S. Macdonald, Raleigh Cycle Company; W. W. Kenfield, Rochester Cycle Company; Harry Nevill, J. K. Stanley & Co., Coventry; W. S. Thorne, Jr., Red Star Illuminant Company; H. D. Harvey, John P. Lovell Arms Company, Boston.

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#### Knapp Among Orange Groves.

The altogether gay and popular Wilbur F. Knapp writes interestingly from his post as Lower California hustler for the Overman Wheel Company as follows: "Start out on a trip south to-morrow; first stop, Duarte, where I expect to close a deal to supply William Twinkle with oranges for the feast he has proposed giving the professionals. Wonder what 'roasts' he will have? Am going to take a kodak with me to catch some of the names of towns in my district and study them later with the aid of a 'greaser' and a mouthful of olives. Shall also rustle up members for the league, Papa Bassett having offered me a fair commission and re-instatement, with 100 names; so soon expect to shed my suit of bright red for one of pure angel white. By the way, the colonel was here a short time ago and actually had forgotten me. I thought surely he would remember me after all I had cost him and the trouble I gave him when racing for him as an amateur, even should we have not seen each other until we met in heaven.

"Was over to Pasadena yesterday to attend the Valley Hunt sports, consisting of horse races, butchers' races, jack-ass races, greasers picking up handkerchiefs while riding horses at full speed, bicycle races, etc. The track management was fine, everybody managed it; and after trying to catch a finish a half-dozen times, saying nothing of being run into twice by some one mounted on a draft horse, and seeing three men knocked down by running horses in a race, I packed up my amateur photo kit—and right here I want to tell you that I am an amateur in that line—and walked into town, the car drivers all heing among the crowd watching (?) the races.

"Had a letter from Harry Kingsland the other day, and ought to be hearing from quite a few more in the frozen east. It makes me shudder to think of you poor devils freezing to death back

there and we here enjoying sunshine and flowers, with the best kind of weather for riding—warm and fine. Just imagine us out for a ride, running through orange groves, helping yourself to the best when you want it; good, fine, large and lucious oranges; and then to think of the poor, unlucky amateur, who did not make a good showing at the end of the season, feeding on a snowball diet and wearing out his racing suits, instead of the camel's wool underwear his 'inducer' should have bought him. Funny, this 'inducer.' Why, when I was an amateur we did business with the company direct; but suppose it is all the same. Kingsland ought to save some of his salary now—working for a brewery."

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#### The Amateur Athletic Union's Position. In a recent interview Secretary Sulli-

but had to do the other thing, like good boys. The L. A. W. is now too strong to be monkeyed with, and has yielded too much to the A. A. U. in the past.

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#### Albert and Margery.

Those two sly journalists, Albert Mott, of Baltimore, and "Margery," of Philadelphia, anticipated the supposed date of their annexation by two months. It is thought the trip from Baltimore to Philadelphia, and the poor walking in Philadelphia, resolved the engagement into a rattling finish—and no loafing race was theirs. Well, everybody is pleased to hear the news, and long happiness is extended on all sides. This is a pair where mutual tastes accord. Both are clever writers, both ardent cyclists, and both have many friends.

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#### About Trade Officials.

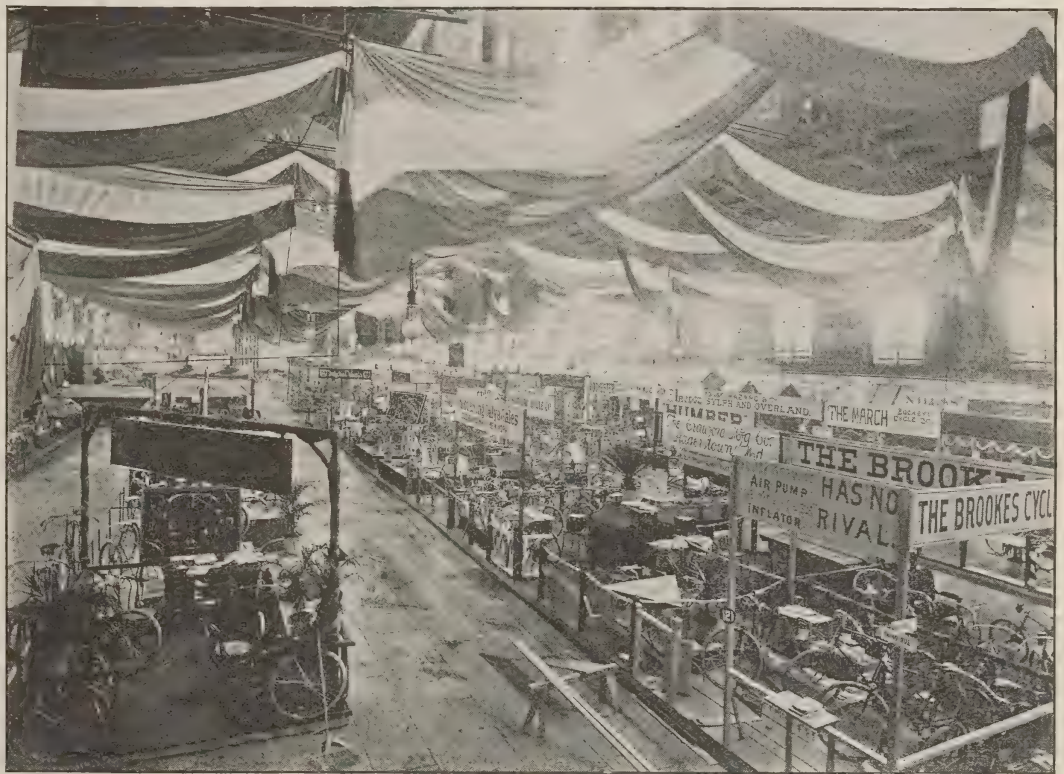
Now that the cash prize league has come, the writer, having contributed his little share for two years in early and late agitations, will leave others to hover around the flesh pots (there will be plenty of them looking for a job), and

and the Brooklyn man must have neglected his private interests frightfully to work for an organization which will forget him in a few years.

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#### Horrors of Class B.

In my opinion the racing board has not improved its position, but simply met an emergency—the cash prize league. We have still class A, which includes Colonel Pope, Birdie Munger, Tom Roe and Abbot Bassett, all still pure. But the new class B is very fine. A cyclist does not forfeit his amateur status by teaching for the purpose of effecting a sale, neither does he lose his "price of many pearls" by accepting a salary, nor by "bartering" pianos, coffins, etc. Still if he paces a professional he loses his "pearl of great price." Lend me your ears, good trade people. After you have thoroughly disgusted "Class B"—paid him all your profits, and he has a first mortgage on your factory—you will find that the racing board has dumped a monster into your counting rooms whose garments may be white, but whose salary will be awfully large. You will eventually curse the class B man. You



The above gives probably the best view of the Philadelphia show of any pictures taken, inasmuch as it shows a great portion of the hall and the exhibits.

van, of the Amateur Athletic Union, when asked what effect the new racing rules would have on A. A. U. contests was unable to offer a reply. Personally, however, he thought that the proposed rules were very good. He further said that the L. A. W. was now officially recognizing a class of riders which has been in existence for years. Secretary Sullivan would not admit that wheelmen who raced in the employ of manufacturers would be debarred from A. A. U. contests. He claims that the L. A. W. rules will be recognized by the A. A. U. So says the *Sun*. This seems to indicate that the union has determined not to risk a war with the league. At a recent meeting of the A. A. U. a question as to the standing of L. A. W. amateurs was frowned down. Delegate Luscomb had his little piece ready. It was thus: "You know the terms on which we affiliated with you. If you don't like our course, say so." The A. A. U. did not like it,

will move forward to other subjects. Now that the cash prize league is a "go," the promoters of that and also the L. A. W. racing interests should fire all racing officials connected with the trade. Among these are the handicappers, the referees and walking advertisers of manufacturers. The trade should be, and must be, divorced from officialism and racing. That timekeepers, referees and judges should be paid, goes without saying, and there should be no quibble about paying the chairman of the racing board a liberal salary for the arduous duties he has to attend to. Why any body of men should expect such services to be rendered free—and it is likely they do not—passes comprehension. Abbot Bassett is undoubtedly the hardest-worked man in the L. A. W., and no reasonable man objects to the remuneration he receives for his services. H. E. Raymond has done the best he could under the rules he had to contend with,

will sigh for the genuine amateur or professional once more—when your substance has been spent by the prodigal class B, abetted by the L. A. W. Just clip this out, stick it in the back of your ledger, and shoot me in five years if my prediction doesn't prove true.

\*\*

#### McCune Looking Forward.

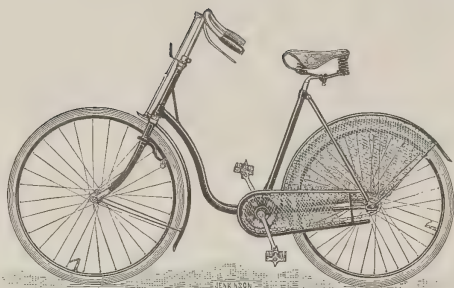
J. B. McCune's business vision seems to be generally about correct. He has faith in the future despite the avowal of the man with the Italian name that things are going the the "demnition bow wows." McCune spoke eloquently on the subject at Philadelphia. "Why," said he, "when I went to the Pope Manufacturing Company in 1885 and asked for a license to manufacture Springfield roadsters, Colonel Pope looked at me in a pitying sort of way and said: 'McCune, our company can make all the bicycles required, or the



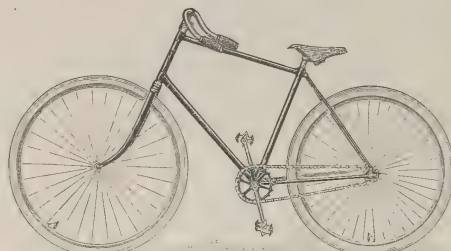
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will be sold in America for years to come. You had better think twice before embarking in the business.' I told him then that I had noted the progress of the sewing machine business, which a few years ago had only an output of fifty-six to fifty-seven machines per day. Now the output is 150 per day, and the life of a sewing machine is twice that of a bicycle. I have no limit to place on the possibilities of the bicycle trade. It seems limitless; its future teems with grand possibilities, as the march of road improvement and public education goes forward."

So it seems, from McCune's statement, that the colonel did not anticipate the magnitude of the great industry he has fostered. Or shall we say that the far-seeing man of Massachusetts, talked, as he sometimes talks, to gain the better of a bargain, to discourage a competitor in what he saw was a grand field for his capital?

\*\*\*

#### Of Course There Is.

Last week's cash prize organ notes that the first cash prize meeting given in New Zealand was given in Eganstown, and suggests that there is something in a name after all. Of course there is. Patrick E., who is now minister to Chili and will soon get the sack by Grover C., and his brother dynamiter, James F., who has just been given his release from a 20-years' residence in Portland prison, are both Egans. Of course there's something in a name.

A young Englishman named Moat has been charged with manslaughter for having run into and killed a woman named Field.

William C. Brewer, manager of the Toledo Bicycle Company, will leave that concern on Feb. 1. His intentions have not yet been made known to us.

#### WHAT PEOPLE ARE SAYING.

*Stray Remarks Picked Up among Wheelmen.—Racing Board Matters.*

W. C. Thorne, the member of the racing board in charge of district number eight, who was taken to task rather sharply in our last issue for alleged neglect of duty, was seen by a REFEREE man lately and said:

"In one respect I would like to be set straight. When I was asked to serve on the board I figured that nearly all the work would be done during the summer months, and taking previous winters into consideration, had no idea that any great amount of work would be requisite then. My business position is such that during a part of November and December I am buried in work and am absolutely unable to attend to anything else. Mr. Raymond knew my position. I don't see that any great harm has been done, except that the men who went to Milwaukee in November got an idea into their heads that because they were not suspended then they could repeat the offense at will. Personally I do not see any sense in suspensions now. The rules will be changed, I feel sure, so that nothing is to be gained."

"What are the chances of some suspensions in the near future?"

"I think most of the men will clear themselves, but we shall no doubt catch a few of them."

MR. HEATH, OF MINNEAPOLIS.

The founder of the S. F. Heath Cycle Company, of St. Paul and Minneapolis, has been spending a few days in Chicago, introducing a pump which will be found referred to elsewhere. Asked whether trade in his part of the country kept pace with the progress elsewhere, he said:

"The increase has been gradual but regular. St. Paul isn't much of a wheel-

ing town; its streets are narrow and rough. Minneapolis gains steadily. No, the increase in the number of dealers has not been as marked as in Chicago, for instance. There are a number of hardware houses selling bicycles, but few exclusive cycle houses."

VAN SICKLEN ON CLASSES A AND B.

As a veteran racing man N. H. Van Sicklen is entitled to his say on the new rule, proposed by the racing board. It may be stated definitely that he doesn't believe in class A. "I am a good amateur," said he, "but though the proposed changes would increase my chances of winning very largely, I don't want to ride forever for \$50 medals. Besides, what are they going to do about road racing? I suppose they'll grant a license and allow all comers to race, but cut us down to \$50 prizes. Nice race the Pullman, for instance, would be under those circumstances. I expect some of the men will have shirts labeled 'Class A' outside, and 'Class B' inside, so that they may change them at will."

SOME MYSTERIOUS REASON.

Bliss, the ex-suspend, met Van Sicklen, the ex-captain, and the latter asked: "Have you claimed your Baltimore prizes?"

"No."

"Why?"

Then followed a whispered communication which caused some merriment.

"I don't believe Bliss will ever get his prizes," ventured a bystander.

"Why not?"

"Because they will claim that his entry blank was not properly filled out, and therefore he had no one but himself to blame for all the trouble."

"True, but they allowed him to ride, and having done that virtually admitted the validity of his entry, and became responsible to him for the prizes."

The reasoning seems to be sound.

ONE OF THE MILWAUKEE SUSPECTS.

"It was just this way," he was saying. "Schroeder told me to buy my ticket and he would give me the money when I got to Milwaukee. It happened that I wasn't very well, and I got no chance to see Schroeder, and came home without the money. I was on the verge of writing him for it when—well, boys, I didn't write, so I'm safe enough. But this Class A business isn't right. I don't make a profession of racing. I hold a position and race a little on the side. If somebody is kind enough to give me a railroad ticket, or if I am fortunate enough to find, when my hotel bill is presented, that the clerk has made a mistake and receipted it, that's no reason why I should never get a prize worth more than \$50."

THE TERMS WERE EASY.

"I have ridden a Blank wheel for a whole season," said a Chicago racer, "and have never received a cent from the maker—not even a machine. Why, when I went to Indianapolis and won several events Mr. ——— even went so far as to kick like a mule because a crank was bent. One day I went into the store and the manager said:

"———, the famous professional, has just been in and bought a racer."

"Bought?"

"Yes; he paid \$20 on account and pays the rest in installments of \$20."

"All right," says I, "I'll take one on the same terms."

"D'y mean it?"

"Cert; I'll pay \$20 now and another installment when ——— pays his next \$20."

The management of the concern has changed hands since then, and the new manager, who listened to the recital, said:

"Yes, and you'd have had a bargain."



We haven't set eyes on Mr. —— or the machine since."

### SALARIES IN THE CYCLE TRADE.

This was the subject under discussion in a retail establishment when the REFERENCE man dropped in last week, for be it understood, the salesmen are just now paying more attention to the problem, how to get more money, than to earning that which they already receive. A number of recent changes led up to the conversation.

"They tell me," said one, "that——  
left his position because the house  
wouldn't raise his salary to \$5,000."

"Yes," said another, "and I have it on excellent authority that —— is to get \$8,000 in his new berth."

"Eight!" quoth a third, "why, I know a lady to whom he said that ten was the figure!"

cle business. We didn't care to meet it, so he accepted with our full approval, and will join them on February 1."

"Is it true, as reported, that the recent trip of certain racing men to the south, had anything to do with his leaving?"

"It is not true. The one event had no connection whatever with the other."

We understand the title of "manager" has been conferred on the ex-Peorian.

THE SHOW AND OTHER THINGS.

William Herrick came home from the show with a face which said, without the aid of tongue, "influenza." Everyone caught it at the show, and many are still battling with severe attacks. But Herrick seemed satisfied.

"I did enough business, and got enough advertising out of the show," said he, "to pay for all the expense and trouble, including the doctor. Let's see

## RANDOM NOTES FROM AUSTRALIA.

*Christmas Time the Touring Season There.*  
—*What the Tylers are Doing.*

MELBOURNE, Dec. 23.—Christmas with us brings no snow, as you will imagine when I say that the thermometer to-day has registered close on 100 degrees in the shade; but Australians like a real hot Christmas, and in the bush keep up the good old festivities with soul and vigor. All the business houses in Melbourne close these holidays on Saturday, Sunday, Monday and Tuesday, and this vacation gives wheelmen a fine spell for touring. The experienced touring man here dresses simply while riding through the bush. He wears knickers, stockings, shoes, flannel shirt and straw hat. Nearly all over the colony of Victoria fair accommodation is to be had, the prices in the best towns being 2s. 6d. (60c)



"Will you walk into my parlor, said the spider to the fly!"

And so they go, these windy would-be salesmen, while any number of good men are to be found ready to jump at one-third of the amounts named.

"There are very few men," said Horace Bell, "who obtain any such salary. A notable exception is Rucker, of the Humber company. But then, in addition to being a first-rate business man, he is a mechanical genius. Take him in any part of the business, he understands it thoroughly. You can't floor him. He is one of the few in his class."

### FRED PATEE'S NEW POSITION.

Mr. Rouse, while in Chicago last week, corroborated the report that Fred Patee had resigned his position with Rouse, Hazard & Co. "He leaves us," said he, "with the best of feeling on both sides. The Indiana people offered him one of the best things ever known in the bicy-

—I sold 125 Sterlings in one lot, about a thousand pumps and 4,000 tool bags. The house is well satisfied with the result of the show."

"Was anything done about the formation of a manufacturers' association?"

"Not a thing. An attempt was made to hold a meeting at the Bingham, but only about eight or nine people put in an appearance. They can't form an association which will do any good. To be of any use an office would have to be maintained at New York or Chicago. My way of doing it would be this—to have a committee of valuers, to which every wheel in the market should be submitted to be "listed"—that is the committee should say what each wheel should be listed at. It should also fix the discounts. But then it wouldn't work, for the makers wouldn't live up to their contracts."

for meals and 2s. 6d. for bed, and there is little or no tipping of waiter. In ordinary places the charges for meals, etc., range down to 1s. 6d., or even 1s., but then you have to join with the common crowd, which, as often as not, contains men who sit down at the table as they come from the fields, with their coats off. In out of the way places I have toured for a week in the summer and never worn a coat or vest at all, and the people don't mind it.

## THE EXPENSE QUESTION IN AUSTRALIA.

This season will be known in future among racing men as the "migratory" one, for they are traveling about a lot, going hundreds of miles to races. At present a team is over in New Zealand, another lot are racing in Sydney, while to-morrow the largest number of riders

if paid through an independent governing body.

LAMBTON IS A RACE PROMOTER.

H. H. Lambton, who won the £200 first prize in the Austral wheel race on Nov. 19, has been promoting race meetings in Sydney, New South Wales. A two-days' race meeting was arranged, with prizes valued at 200 sovereigns, the chief race being the "Cyclists Summer Cup," a two-mile handicap run in two heats each day, and a final, the first prize being £50. The places in the first and second heats were won by L. Gollan, D. Charleston, G. Roth, W. C. Freeman, L. Herman and I. Williams. The second day's racing was put off indefinitely on account of wet weather. There were only 3,000 people present, so Lambton, it is said, will drop over a hundred



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and fifty pounds in loss—a hole in his Austral check! He is at present further north, at Newcastle, where he is to run a race meeting on Dec. 24, and then has an idea of holding a cash prize meeting over in Tasmania.

\* \* \*

#### A SNAKE STOPS A WHEEL.

Although there are plenty of snakes in Australia, and it is a common thing for a wheelman when touring to run over one lying dead on the road, still we don't often hear of live snakes being encountered. A Queensland rider was pedaling gaily along a bush road on his safety when his wheels suddenly ceased to revolve and he was pitched forward on the road. A large black snake four feet two and a half inches long had become entangled in the chain, and hence the stoppage. The reptile was gliding out from among the spokes, when a knock from a billet of wood ended his gliding propensities.

\* \* \*

#### HOW LAMBTON WORKED IT.

Those who raced with Lambton in the Austral wheel race, when he won with 200 yards start, are awfully wild with the handicapper for allotting him such a large start. He simply "chucked" the prize at Lambton, and it was the most stupid piece of handicapping imaginable, and should shame the handicapper into retirement. In proof of this, Lambton, while running his race meeting in Sydney, challenged any rider in New South Wales to race a mile, and Lambton said he would concede fifty yards in the mile. Harry Lambton has also been attempting records, and generally showing up what a demon he is on the wheel, while before that Austral he was so sick it was said it was not safe for him to race.

Appropo of this, a little story might be given. It happened in a back room of

the pavilion at the training ground a few days before the closing of entries for the Austral wheel race. Bob is the caretaker of the ground, and Harry Lambton's trainer. Present Bob, Harry and half a dozen intending competitors for the big £200 race. Enters George, the handicapper. General conversation continues. Presently a deep sigh is heard.

Bob—"What's the matter, Harry? Ain't you well?"

"No, Bob, I don't feel very well."

Bob—"You should not have trained this afternoon, Harry, you're not strong enough. But never mind, Harry—let me cook you a chop."

"Oh, no, Bob, thank you, I can't eat."

"But, Harry, you must not get low spirited."

"I can't help it, Bob, I feel so bad inside. I don't think I can race any more."

"Oh, nonsense, Harry. Go and lie down."

"I think I will, Bob; I do feel so bad."

Exit Harry.

Bob—"Poor fellow! It don't look as though he's long for this world."

"Have a drop of something, George?"

"Whiskey, eh! I think I will—thanks, Bob."

A week later the handicaps appear for the big race, and the leading sporting papers said: "The handicaps for the Austral wheel race have been published, and as things look on paper, there is only one rider in it, and that Lambton."

And he won.

\* \* \*

#### ACCIDENTS IN VICTORIA.

So far there have only been two fatal bicycle accidents in Victoria. The first took place about eight years ago at Sanhurst, when a bicycle agent named

Crowle was riding along the street at full speed on an ordinary. The front tire came off, jammed in the forks and pitched Crowle fair on his head, fracturing his skull. The last fatality happened early in December. George M. Kingston—who a few days previously was riding in the Austral—was traveling along a smooth road on a racing safety bicycle, when a large dog suddenly ran out and into the machine. Kingston was thrown full force on his head against the curb, and died a few days later with a fractured skull. He was much respected, and deep sorrow was expressed for this untimely ending to a fine, muscular young man. His remains were taken by steamer to his home in New Zealand.

\* \* \*

#### COMING TO CHICAGO.

George Burston, president of the Melbourne Bicycle Club, will no doubt run across you some time after receipt of this letter, as he is just about to start for the Chicago exhibition. Burston has done as much bicycle touring, if not more, than any other man in the world, his longest trip being that of two years ago, when, in company with H. R. Stokes, he toured round the world on the bicycle, covering some 10,000 miles, eighteen months a wheel. He is a Victorian, has been riding for upwards of twelve years, and is popular wherever he goes with his merry face and open-hearted, frank manner. He will tell your boys all about the cash prize business. It is quite possible he may go to Japan before he gets to your show, as he means to spend a few weeks in the Jap's country, and will tour there a good bit on the bicycle.

AN IDLE BOY.

The Ramblers of Wallingford, Conn., announce a promenade concert and reception at the Armory on Feb. 8.

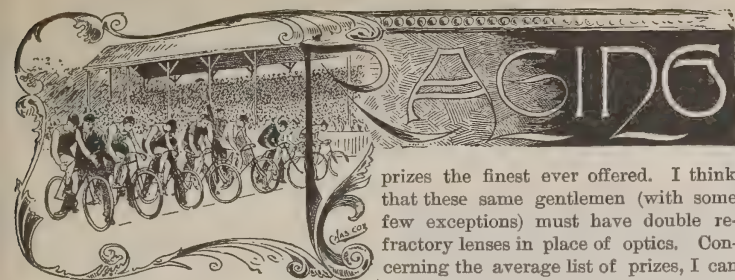
#### A Hartford Battle.

They had a "scrap" at the Hartford Wheel Club rooms recently—a regular knock-out affair, with all the professional trimmings. Tom Fahy vs M. C., while the sporty Harry Cornish, of the Boston Athletic Club, refereed. A pass-word was absolutely necessary to secure admission and guard against the police, and the details of the sanguinary affair were given us by a young man—a new member evidently—in a bank at Hartford. Said the informant: "You should have been here last night. We had a regular knock-out at the Hartford Wheel Club. It was to be a finish fight and one fellow knocked the other out in three rounds. All the leading cycling lights of Hartford were present, and things could not have been conducted better in the famous California or Coney Island clubs."

#### A New St. Louis Club.

The Business Men's Bicycle Club has just been organized at St. Louis, with twenty-five charter members, and with O. L. Rule president and E. W. Robert secretary. It will be a league club, and is organized principally for the purpose of encouraging the wheelmen who use their wheels going to and from their offices. As soon as the riding season is well under way quarters will be secured in the business center, where members can store their wheels during the day, and where daily and weekly papers will be on file; in fact, where they can get the same accommodations during the day that they get at the other clubs in the evening. It will not be run in opposition to the other clubs, as the objects are so different, and dues will be placed at such a figure that wheelmen already belonging to other clubs can join the new one also.





GEORGE TAYLOR'S RACE CHAT.

A Few Queer Things Seen While Attending Race Meets.

In traveling about, many ludicrous incidents are brought to notice. The man inexperienced in "bicyclic" affairs sometimes has strange ideas concerning racing men. "Lo, the poor amateur," thanks to the gibes of the unsparing and relentless cycle journals, is considered to be a creature of fearful and wonderful construction. Many are the conjectures concerning his origin and mode of subsistence.

I attended a western race meet a year or two ago, and while breakfasting with a certain prominent racing man, overheard a conversation between two worthy wheelmen, evidently of the *genus rusticus*, who sat opposite. It was evident that they had imbibed some of the current opinions. To our surprise, the conversation turned upon my friend, whose modesty concealed his identity. The dialogue was somewhat as follows: "And does So-and-So ride for — & Co.? He must get pretty good wages to ride the way he does. I heard that he gets \$8 a day and his expenses, besides what he makes backing himself," etc., etc. The countenance of the subject of all this was a study, upon hearing his merits discussed so coolly. Finally fortune intervened, or rather breakfast ended, and the critics took flight. This illustrates that the keen-edged pen of the press leaves its mark deeply graven upon the plastic mind of the uninformed.

It is remarkable what a craze possesses the public for record-breaking. Every man of the slightest sporting proclivities owns a stop-watch. They clamor for faster races—ever faster. Unless a race is run under 2:30 the public is not satisfied, and is never really pleased unless a record is broken. I have seen a grand stand call for a run-over when the time was under 2:24. No matter how spirited or exciting is the finish, the public cry is for time, always time. But this is not in accordance with the ideas inculcated in the racing man by his experience; he knows a thing or two himself. He knows that one of the axioms of the path is that pacemaking is fatal to success. Dr. Turner, an English cycling authority, has by a series of statistics prepared by him, demonstrated the amount of uric acid consumed in pacing each mile; showing also how the system is deprived of the strength needful for a finish. To the uninitiated it seems folly to think that pacemaking weakens a finish. The truth of my statements can not be fully realized by one who has never raced. Pacemaking makes a difference of ten ten or fifteen seconds in a mile. A man may ride in 2:20 with pacemakers who can not ride in 2:30 without them. Thus it is that special prizes are offered to pacemakers, as prizes at the quarter poles.

A peculiar thing which I have noticed is, the hallucination which possesses nearly every race meet promoter that his track is the only one. Upon several occasions last season I was gravely assured by reputable men that their respective tracks were without doubt the fastest in existence, and their line of

prizes the finest ever offered. I think that these same gentlemen (with some few exceptions) must have double refractory lenses in place of optics. Concerning the average list of prizes, I can only offer a suggestion that an official prize inspector be appointed to determine whether or not they are really worth three-fourths of list value.

A few words upon position. There is a great difference in the size and strength of different men. Why, then, should they all adopt the same position upon a wheel. The long-legged man, as a rule, sits well back, and the short man more directly over the pedals. For myself, I like my saddle some four inches back of the crank shaft, which position is favored by H. C. Tyler and other prominent racing men. The position is equally good upon road or path. However, no rule can be prescribed, for the correct position is the most comfortable. I can not condemn too strongly the extra low handle bar position adopted by so many road riders. A century run eliminates all the romance from such a position, and promotes a stoop in the

looked after in his absence by the sub-editor, a lady journalist, known to Dubliners as Miss Grimshaw, and to readers of the *Irish Cyclist* as "Graphis," an enthusiastic rider and writer, who is thoroughly up in the sport, pastime and trade of cycling in all its branches. Quite lately Miss Grimshaw has succeeded Mecredy as Dublin correspondent of the *Cyclist*, and she also contributes to a number of other papers, including the *Cycle Record* and *Cycling*.

To those who believe in amateurism, the rumors that are afloat to the effect that the N. C. U. national committee is at last inquiring into several grave cases of suspected professionalism are very welcome. It is said that some very strong evidence has recently come into its hands with regard to the payment of riders and pacemakers in a big road race, held two seasons ago, and that, late as it is, it will be put to use, and that the riders implicated will be asked to clear themselves. There is also said to be a case of tire-amateurism under consideration. In this instance, I am told, and I have it on the best authority, the inventor of a certain tire gave a sum of money to two men on the understanding that they were to make a record on his tire. When the time for the trial came he found that they were mounted on other tires, and that they were going for an altogether different



Paris Indoor Track, located in the Machinery Building of the Paris Exposition.

shoulders. The peculiarity of the wheel and the general adoption of a racing position by road riders seems to insure to us a race of hunchbacks.

GEORGE F. TAYLOR.

#### AFTER AMALEURS ABROAD.

Money Alleged to Have Been Paid For Record Breaking.

LONDON, Jan. 14.—Since the council of the National Cyclists Union decided at its meeting at Brighton last month to depute to the general committee the adoption of the acts of its sub-committee on international championships, little has been heard of the matter on this side. At present we are waiting with considerable interest to learn exactly how the preparations are progressing for the proposed first meeting at Chicago next fall. I hear that besides England, Ireland is almost sure to send out a team, and that it will probably include R. J. Mecredy, editor of the *Irish Cyclist* and winner of the four N. C. U. safety championships in 1890. Mecredy is getting on in years now, being thirty-two, but although he can not stay quite so well as he used to do, his sprint is as good as ever it was. He is very anxious to pay a visit to America, and regards this as a very favorable opportunity for so doing. He is a fine sportsman and a great enthusiast, and over here is most popular wherever he goes. If he visits America his paper will probably be

set of records. As they did not do what they had undertaken for him, he asked to have his money back again. They refused, and he reported the matter to the National Cyclists' Union, and it is now being investigated.

\* \* \*

Size and Looks Cut No Figure.

Cycling in its own way presents, perhaps, more physical incongruity than any other athletic sport. Certain well-defined physical lines are almost necessary to pre-eminence in the oarsman, the sprinter or the footballer, but in cycling such theories invariably fall out with actual facts. Even the best of present day racing men would be peremptorily rejected by an artist hard up for an athletic model, and the contemplative man's wonder grows with his contemplation of the speed leaders of the world of wheels. Zimmerman has been described as "long, loose, shambling, narrow-chested and decidedly lobsided" when seen walking; but once in the saddle his chief characteristic is an appearance of great power in action. A. W. Harris is what a horsey man would call "stocky," otherwise expressed, this means thickset. As seen walking across the track you would not be inclined to pick him out of an averagely-built half-dozen lads if you were looking for athletic eminence.

Going to the other extreme, the argument seems more accentuated, as we can

note on our fingers quite half a dozen fine, tall, strapping fellows, well up to six feet, who are lingering about the 100 yards mark, and not making a particularly brilliant show from it either. Were Osmond, Adams, Edwards, Harris, Schofield, Arthur du Cros, Lehr and Zimmerman placed before an athletic critic to whom they were unknown, or a breeder of thoroughbred horses, we would wager a trifle that he would not pick the fastest three on the first trial. Lung power and courage have more to say in cycle racing probably than in any other athletic contest, and when a little brains are added then we get a successful racing man as distinct from a mere record-breaker.

\* \* \*

#### Cement Tracks are Failures.

Gradually the people who have been such ardent advocates of cement tracks are learning that their hobby will not stand the test of time. Cement tracks are expensive to build and expensive to maintain. It a recent conversation Mr. Raymond gave us his reasons for opposing their construction in this country. He says that, from a personal inspection, he knows the Paris track to be cracked in many places, to be constantly undergoing repairs, and to be unsafe after rain. Why persist in advocating cement under these circumstances? The climate of the United States, far more trying than that of France, would make the experiment even more hazardous here than there.

No one has yet advanced an argument against board tracks. The only objection we have heard is that they would be "an experiment which we can't afford to try," which is no argument at all. Boards have been tried and found a success. They are not as expensive as cement; they are not expensive to maintain; they need no ground-keeper, and there need be no postponement of racing on account of rain. These advantages outweigh all that that has been urged against them, beside which all the board tracks ever constructed have been found exceedingly fast. We believe that, considering how short the time is between this and championship day, the Chicago track should certainly be built of boards.

\* \* \*

#### With Apologies to Mr. Shakespeare.

The "Two Gentlemen of Verona" seems to hit the Amateur of to-day:—

Professional:—Indeed, a sheep doth often stray, if the shepherd be awhile away.

Amateur:—You conclude that my master [H. E. R.] is a shepherd, then, and I a sheep?

Pro.:—I do.

Am.:—Why, then, my hours are his hours, whether I sleep or wake.

Pro.:—A silly answer, and fitting well a sheep.

Am.:—This proves me still a sheep.

Pro.:—True, and thy master a shepherd.

Am.:—Nay, that I can deny by a circumstance. [Johnson and Eck.]

Pro.:—It shall go hard, but I'll prove it by another.

Am.:—The shepherd seeks the sheep, [especially now] and not the sheep the shepherd; but I seek my master [some manufacturer] and my master seek not me [two suspensions last year] therefore I am no sheep.

Pro.:—The sheep for fodder follow the shepherd [manufacturer], the shepherd for food follows not the sheep; thou for wages followest thy master [the manufacturer], thy master for wages follows not thee; therefore thou art a sheep.

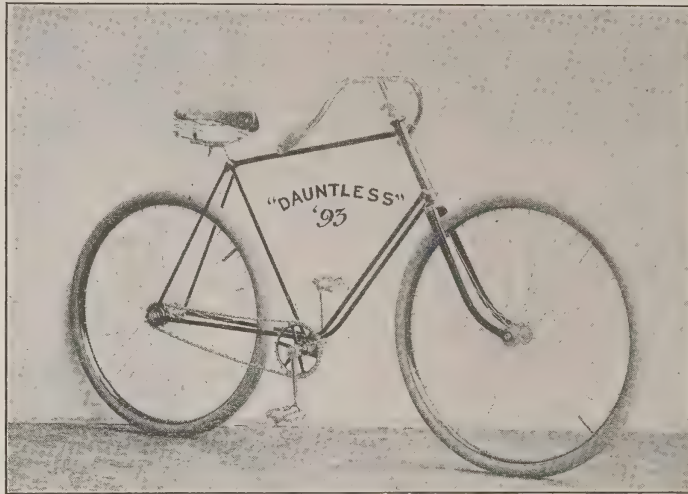
Am.:—Such another proof wilt make me say "baa."

Says William of Stratford, further: "They say best men are moulded out of faults, and, for the most, become much



## 1893—Where Are You At?—1893

Racers, 24 Pounds.  
Scorcher, 32 Pounds.  
Roadster, 38 Pounds.



DAUNTLESS ROADSTER.

Not too Light, But  
Just Right. . . .

Get your name on our list for a catalogue, showing the finest line of machines built. (Yes, we mean it.)

# TOLEDO BICYCLE CO.,

## TOLEDO, O.

A09

more the better for being a little bad." Surely this is an encouraging state of things for all.

\* \* \*

*Sticks to His Old Colors.*

Holland, who recently joined the Maryland club, says he will not race for that club, but will ride under the colors of the Chesapeake club. The members of the Chesapeake had thought that "Billy" had left them. Fortunately this is not the case, and next season he will win many races for his old club, no doubt.

\* \* \*

*Race Notes From Abroad.*

Schofield is something of a skater.

Sunday races are all the go in Paris.

Holbein denies that he will leave England this year.

Linoleum is said to be the latest surface for tracks.

Frank Shorland, it is said, will ride a rear driver next season.

G. P. Mills is to again try for the Land's End to John o'Groats record.

The Cuca Cocoa cup race will be held July 21 and 22 at Herne Hill track.

The Herne Hill track is to be resurfaced and made the fastest path abroad.

Frank Bowden calls the National Cyclists' Union the Nonsensical Cyclists' Union.

The Scottish Cycling Union will arrange a twenty-four hours contest for this season.

Stage, O'Flannigan and Lamb are at Glasgow training for the professional races which occur this month's end.

Tommy Edge thinks Eck's message—"How much a week will you give for Johnson, Rhodes and myself to break all records," etc.—to the Sercombe-Bolte Manufacturing Company smacks rather of

the professional than the amateur. That's the way it looks to the ordinary mortal, surely.

Terront and Corre, the two French cracks, will ride their thousand kilometre race next month on the 400-metre lap track in the Galerie des Machines, Paris.

*Sport and Play* doubts if there can be found a man speedy enough to lower the Yankee's colors on their own soil if the L. A. W. throws open its championships.

Some of the members of the North Mail C. C., of Birmingham, recently tried for the hundred-mile record. Two covered the distance in ten hours and were nearly frozen.

They are still holding road races in England. The Blackpool C. C. of North Lancashire held a 12 mile race a few days after New Year's day, Blundell being first in 44 min. 2-5 sec. from the four-minute mark.

Suspension and rumors of suspension fill the air, and yet the N. C. U. can not please its critics. When it does nothing it is fatuous and moribund; when it moves it is a spoil sport. Funny, is it not? And in spite of it all the Union goes steadily ahead, and "the world continues to revolve on its own axletree onet in twenty 4 hours," as Artemus Ward said.—*Bicycling News*.

*Elected New Officers.*

The Lockwood C. C., of Jacksonville, Ill., has elected the following officers for 1893: President, George H. Scurlock; vice-president, Lenman P. Carter; secretary, Rollin M. Starr; financial secretary, H. Moseley; treasurer, W. R. Humphrey; captain, A. D. Black; directors, Messrs. Scurlock, Starr, Hairgrove, Black, Collin, Eddy and Carter.

## DAY DREAMS BY "PHCEBUS."

"I will take mine ease in mine inn," my feat are on the fender, my pipe is between my teeth, a mellow light has chased the shadows from the corners, the shades are down and I am very comfortable, for "mine inn" is a good one. Outside the wind is blowing in gusts that beat the sleety rain, that is falling, against my window, and whirls it in the faces of the unlucky few who, with heads bent and umbrellas held before them, are hurrying down the nearly deserted street. A wild night it is, and with that unctuous hypocrisy so common to us well-fed mortals, I murmur "God help the poor," and then watch in dreamy enjoyment (which is perhaps rather heightened by the fact that there are many in this mighty city who are suffering for common necessities) the blue wreaths of perfumed smoke grow thick about my head. "O, dark brown weed, within this wrapper lies a subtle genie that, loosed by fire, doth steal within the fortress of the brain, and there with matchless might doth overcome the fearsome wardens, grief and care." As the smoke eddies and drifts above me, with half-shut eyes I see visions and faces long forgot. What is this picture, shadowy and indistinct, but growing brighter? I see a mighty enclosure, on one side a wide and rapid river, at the other the gates of a city. I am sitting in an amphitheatre and all about me are rows on rows of seats, filled with handsome ladies and gallant men. In front stretches a splendid race track. Banners are waving, and somewhere the music of a soul-stirring march comes pulsing to my ear, and now a mighty shout goes up. Ladies spring to their feet and wildly wave handkerchiefs and parasols, men are screaming themselves hoarse, for on the track ap-

pear two lithe and handsome youths dressed from head to heel in sombre black and leading each a spider wheel—"Sandy" Sellers and George M. Hendee. A pistol shot and they are off; the vision fades; I do not want to see the end.

From the endless panorama of the brain springs out against the background of the blue smoke another picture, a small green enclosure, with the conventional "diamond" and pitcher's box, and around its sides a narrow yellow track. In the grand stands a slender audience, and at the further end a knot of racing men in many hued vestments. Again the pistol shot, and a gay field of riders go whirling by. Round and round the track they fly, and now a bell gives forth a dolesome stroke and from the hurrying throng a form darts out. "Tis Weber, Weber, Weber," a mighty cry goes up, followed by a long-drawn sob, for midway in the stretch his faithless machine has broken short above the little wheel and he falls forward on his head and knees with frightful force. Alas! thou whole-souled giant, that fall is the beginning of the end, and in a few short months the narrow grave shall hold a peerless champion.

Again a picture grows upon the air—a long, wide street, whose very width dwarfs the buildings on either hand; far in the distance, on a lofty hill facing the city and kingly street, is reared a mighty pile that, like the acropolis, keeps watch and ward over a nation. Its golden dome has seen the rise of a new civilization, and the street before it has echoed to the march of victorious armies. But now, upon its smooth and shining surface appears a procession of another and more peaceful sort, an endless chain of bicycles and their riders. At the head moves slowly on a gigantic figure mounted on a mighty wheel, Mahlon W. Beckwith, the president of the L. A.



THE REFEREE.

RESULT OF THE VOTE TO DATE OF JAN. 25:

|                                                                                                                                                   |                      |                |                    |                    |                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------|--------------------|--------------------|-------------------|
| No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs?.....                                              |                      |                |                    |                    |                   |
| Postal vote.....                                                                                                                                  | Yes.<br>162          | No.<br>422     |                    |                    |                   |
| Blank vote.....                                                                                                                                   | 25                   | 59             |                    |                    |                   |
| Total.....                                                                                                                                        | 187                  | 481            |                    |                    |                   |
| No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.?.....                                                    |                      |                |                    |                    |                   |
| Postal vote.....                                                                                                                                  | Yes.<br>305          | No.<br>238     | Medals Only.<br>13 | Various<br>13      |                   |
| Blank vote.....                                                                                                                                   | 48                   | 37             | —                  | 1                  |                   |
| Total.....                                                                                                                                        | 353                  | 275            | 13                 | 14                 |                   |
| No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals?.. |                      |                |                    |                    |                   |
| Postal vote.....                                                                                                                                  | Professional.<br>250 | Middle.<br>131 | Amateur.<br>21     | No Answers.<br>133 | Various.<br>36    |
| Blank vote.....                                                                                                                                   | 36                   | 29             | 5                  | 16                 | 6                 |
| Total.....                                                                                                                                        | 295                  | 160            | 26                 | 149                | 42                |
| No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?.....                                        |                      |                |                    |                    |                   |
| Postal vote.....                                                                                                                                  | Yes.<br>343          | No.<br>202     | No Answer.<br>15   |                    |                   |
| Blank vote.....                                                                                                                                   | 92                   | 38             | 1                  |                    |                   |
| Total.....                                                                                                                                        | 435                  | 240            | 16                 |                    |                   |
| No. 5. Shall cash prizes be awarded to any class, and if so, which?.....                                                                          |                      |                |                    |                    |                   |
| Postal vote.....                                                                                                                                  | Yes.<br>15           | No.<br>215     | To Pros.<br>187    | To All.<br>110     | Scattering.<br>47 |
| Blank vote.....                                                                                                                                   | 2                    | 28             | 40                 | 8                  | 10                |
| Total.....                                                                                                                                        | 17                   | 243            | 227                | 118                | 57                |
| No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin?.....                                       |                      |                |                    |                    |                   |
| Postal vote.....                                                                                                                                  | Yes.<br>524          | No.<br>38      | Various<br>23      |                    |                   |
| Blank vote.....                                                                                                                                   | 80                   | 4              | 1                  |                    |                   |
| Total.....                                                                                                                                        | 604                  | 42             | 23                 |                    |                   |
| No. 7. Shall the constitution be so changed as to permit of a change by a mail vote?.....                                                         |                      |                |                    |                    |                   |
| Postal vote.....                                                                                                                                  | Yes.<br>404          | No.<br>129     | No Answer.<br>51   |                    |                   |
| Blank vote.....                                                                                                                                   | 63                   | 17             | 7                  |                    |                   |
| Total.....                                                                                                                                        | 467                  | 146            | 58                 |                    |                   |

W., and a gentleman among gentlemen; and after him followed hundreds upon hundreds of cyclists, many of them boys, who now are famous men. The sport had not yet been degraded by the "push" nor yet by the badge-bedecked yap from Squodunk.

Other pictures do I see, some not near so pleasant, and I would fain hold all within the portals of my heart, for things seem not as they used and I am growing old.

But hark, a bell; 'tis time to fill the inner man and I must away.

PHÆBUS.

WHAT TRADE PEOPLE THINK.

Opinions Seem to Vary—Some for and Others Against the Paid Riders.

It is generally admitted that the trade has considerable influence in league matters, particularly in the racing department. In one sense this is right, inasmuch as the trade has had to furnish the bulk of the prizes given in track and road races for many years past. It would be small wonder if the trade would be for cash prizes, because then it would do away with the giving of bicycles, sundries, etc., for prizes. The opinions of the prominent trade people will, no doubt, be valuable, and are therefore given in full:

OVERMAN WHEEL COMPANY.

CHICOPEE FALLS, Mass., Jan. 20.—Editor REFEREE:—I beg to acknowledge your favor of the 16th inclosing blank for opinions on the amateur question. I believe that no question bearing upon the sport of bicycling is so important as this question of allowing the lines between amateurs and professionals to become wholly disregarded. At present there are bicycle makers who simply speculate on this feature of the management of the L. A. W. as a means of advertising.

Bicycle riders are being employed like any other hired men—their expenses paid, trainers paid, salaries paid, cash prizes given to them by bicycle makers—for what purpose? Simply for the purpose of selfish advertising. This should not be. It is simply preying upon the best interests of the sport.

I have in my possession documents which would drive some great racing men of the country out of the amateur ranks if they were exhibited. There should be a thorough house-cleaning, and every honest bicycle maker should lend his boots to kick at this great nuisance.

There is but one way to deal with this reptile which is gnawing at the life of bicycle sport. It is to take a large, sharp knife and cut the thing's head off square. Any trifling with it will simply put off the day when it must finally be dealt with. Let the line of demarkation be bright and clear. In this way the pure sport will be encouraged, amateurs will compete and make great, interesting and honest races.

At present it is simply a question of the hired men gathering together to take the prizes away from amateurs who can not afford to train for the races and compete with any chance of success. It is also true that the incentive to makers to buy such rubbish as racing records to advertise with is less than it has been, since it is getting to be a well understood thing that bicycle makers who have great features to advertise in their bicycles do not use bicycle records as a lever with which to get orders for their machines. Makers of featureless bicycles advertise records. We used to do it when we had little else to talk about. Trusting that you will undertake a work which will be felt as a real help to the sport of bicycling, I am, very truly yours,

A. H. OVERMAN.

SERCOMBE-BOLTE MANUFACTURING COMPANY.

MILWAUKEE, Wis., Jan. 18.—Editor REFEREE:—Replying to yours of the 17th, I take pleasure in enclosing herewith your list of questions all answered; and I have no motive in desiring that my opinion on any of these subjects be kept confidential. I believe in the League of American Wheelmen being as broad in gauge as the government itself and excluding no one of proper age on account of color or previous condition of having accepted cash prizes. If Prince and Whittaker are good men, I want to see them in competition with such people as Zimmerman, Sanger, Windle and others, providing they have not disqualified themselves by dishonorable acts that would render them entirely objectionable.

The league should have control of all events and impose such stringent measures preventing collusion, fraud and jockeying on the track that a suspension or expulsion would mean much. Under proper control there is no reason why every male person, of any color, over fifteen

years of age should not compete together.

I would decidedly recommend that the present system of prizes be continued; but in many cases where the money was put up to buy a suitable trophy, the prize winner, under proper control of the league, should have the privilege of accepting the money itself or the trophy that it would buy, as he saw fit. I would place a premium, however, on the amateurism of the sport, and establish a fashion to as large an extent as possible, that it is far more elegant to accept the trophy rather than the cash. Your truly,

P. H. SERCOMBE.

MAKERS OF THE LIBERTY.

NEW YORK, Jan. 19.—Editor REFEREE:—We are in receipt of yours of Jan. 17, together with blanks to be filled out. We beg to say that the writer filled one of these blanks out while at the cycle show, and handed it to your representative, Mr. Morgan. The expression given then is the opinion of this concern generally, and you are at liberty to use it as such. Very respectfully yours,

WILSON, MYERS & Co

UNION CYCLE MANUFACTURING COMPANY.

BOSTON, Mass., Jan. 20.—Editor REFEREE:—I am afraid you will have to excuse me from answering the queries on the form sent with your favor of Jan. 16, as I am not sufficiently interested in matters appertaining to the race track to be able to answer them intelligently. Yours truly,

W. MEASURE.

POPE MANUFACTURING COMPANY.

BOSTON, Jan. 19.—Editor REFEREE:—Your letter of Jan. 16, enclosing blank, is received; also one to Colonel Pope, and I wish to say for the company that we think it best not to reply to the questions. Our long experience has taught us that the opinions of manufacturers are under suspicion by the general riders, and that they would be inclined to oppose whichever side we might take. We also know that so important a question will be settled by the riders at large, as the manufacturers form only a small part of the whole league membership. We trust that you will understand our position regarding this, and not feel hurt because we do not reply to the questions. Yours truly,

EDWARD W. POPE, Treasurer.

MORGAN & WRIGHT.

CHICAGO, Jan. 18.—Editor REFEREE:—

"This is the way I long have sought, And mourned because I found it not."

I thank you for giving the opportunity to air my opinions upon the questions embraced in your circular. I do not like to be confined to "Yes" and "No" answers, but should I be called upon in connection with the many intelligent gentlemen composing your Board of Investigation, first having hired a hall at your expense, I should modestly await my turn, then having given an extra haul on my weather braces, I should say:

"Gentlemen, I am not accustomed to speaking in public on the stage, as you no doubt can plainly see." Here I should expect the gentlemen to look and see if they could see. I should then pay tribute in a burst of eloquence to the remarks of the preceding speaker, my brother, No. 8,674,798 of the L. A. W., after which tribute and the restoration of quiet, I should go on to prove that said brother had been "talking through his hat." Then would follow my views: I believe in no sect, schism or ism in connection with American athletics.

Worth makes the man, and Want of it, the fellow.

Every athlete of ability, or supposed ability, has a personal following of friends who take pride and comfort in his powers. These friends, be they individuals, clubs or communities, should be privileged to maintain their protegee, pay his expenses, pay him a salary, or do whatever honorable men may do to push their favorite to the front. If it is irregular for an individual to back a racing man, no law can make it regular for a club to do the same thing.

"Honor and fame from no condition rise; Act well your part; there all the honor lies."

I should ask their "Nibs," "the powers that be" of the L. A. W., or whatever other body of self-constituted autocrats who propose to arbitrate the destinies of American athletes, to take the Declaration of Independence and the constitution of the United States as a guide, and make a code which should be noted the world over for its Jeffersonian simplicity and which would hold all athletes equal before the law, and not have too thundering much law, either. I believe the ultimate desired end of athletic exhibitions is that they shall pay. To some, pay means glory, jewelry, imitation bronze statuary made of zinc; to others it means bread and butter, clothing and house furniture. I fail to see why a workingman, who happens to be physically superior to his fellows, should be degraded because he rides for money to buy a barrel of potatoes in preference to a small diamond with a large flaw in it.

You say in your notes: "It is generally supposed that many riders' expenses are paid by manufacturers." "Supposed" is good, very good. None of us positively know this to be the fact—we just guess at it. If we could only know we know it, how different it would be! There is a penalty attached to knowing, but not to supposing; and, in the face of the law and the penalty,

"we know nothing, no, not even that we know nothing."

Any law which encourages hypocrisy is a bad law. No law can be enforced against the will of a majority.

The L. A. W. member should be permitted to vote by mail, and vote often. The control of race meetings should be in the hands of paid officials, and such meetings should be on a business basis and made to pay financially. The first thought of a good business manager would be to cater to the public, and he would be thoroughly alive to the fact that the taking of money at the gate carried with it a legal obligation to give a good show. This acknowledgment would make short work of rowdyism, pugilism, pushism, trickery, slow races and other drags upon the popularity of the sport. About this time I should be gently requested to quit, and, after taking another pull at my lee halyards, I should yield the floor to some less eloquent but more conservative member who would talk for an hour upon the advisability of publishing the addresses of the league members. Yours very truly,

F. W. MORGAN.

PROMINENT BUT SHY.

Editor REFEREE:—Your favor of the 16th received and contents carefully noted. If you desire our views on some questions which you sent us we will give them, but not for publication. We do not care to have our name used. There is a difference in opinion among those connected with this house about what ought to be and what ought not to be in racing; however, without exception, we are all very glad to hear of the proposed amendment which divides racing men into the classes A and B. Hereafter an amateur will show by his class whether his wheel is given to him and whether his expenses are paid merely for the advertising. As it was before, this could not be distinguished so well.

We are well aware of what has been done the

VOTING BLANK.

Cut Out this Blank, and, After Filling In Your Replies, Mail to the Referee, Chicago.

- No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs? .....
- No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.? .....
- No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals? .....
- No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership? .....
- No. 5. Shall cash prizes be awarded to any class, and if so, which? .....
- No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin? .....
- No. 7. Shall the constitution be so changed as to permit of a change by a mail vote? .....
- I certify that I am a member of the League of American Wheelmen and I have not previously voted on the above questions.

Name.....

Address.....

League No. (if possible).....

A supply of these blanks will be forwarded to any league member on application.



# SHEOL

Is reached by a road paved with good intentions. Dealer, don't let your business go there because your wheels are made by men of "good intentions," but get our SMALLEYS, every one of which has a written guarantee with it.

COL. GEO. K. BARRETT will fix you up.

## MARBLE CYCLE MFG. COMPANY,

FACTORY:  
Plymouth, Ind.

WHOLESALE AND RETAIL DEPOT:  
271 Wabash Ave., Chicago.

*N. B.—Jimmy's Raleighs in Illinois.*

## ICEBERGS AND SNOW

permitting, our consignment of 1893 samples will arrive  
**THIS WEEK**, and be ready for the inspection of . . .

## THE AMERICAN TRADE

BY WHOM

# ROVERS

ARE TOO WELL KNOWN TO REQUIRE SELF PRAISE.

✈ SOME DESIRABLE TERRITORY STILL OPEN. ✈

ADDRESS

**HARRY NEVILL, Care Referee.**

J. K. STARLEY, & CO., Ltd., Makers, Coventry, England.



past season and what means were resorted to to bring certain wheels into greater prominence. Now that this company has brought out a racer, we have been approached by racing men who want to ride our wheels for so many pounds, of soda crackers per week and expenses. We are decidedly in favor of having the *Bicycling World* publish the addresses as well as the names of applicants for membership.

## HARTFORD CYCLE COMPANY.

HARTFORD, Conn., Jan. 20.—Editor REFEREE:—I am duly in receipt of your favor of the 16th inst., enclosing a blank covering a number of questions to be answered relative to the position of amateurs, professionals, etc., as connected with the cycling interests. I must beg, however, to be excused from answering these questions in detail. As our company makes no racing machines at all, we never come in contact in a business way with the racing man, and I may say also here, that there is scarcely any probability of our making a machine for the race path.

To your question No. 6, I will answer yes. Yours truly,  
GEORGE POPE.

## Buffalo Wanderers Install Officers.

Saturday evening the Buffalo Wanderers' club rooms were the scene of much jollification and gaiety. There was a large number present, and they were treated to a novel entertainment. The exercises opened with music, instrumental and vocal; the retiring president addressed the club and gave some excellent advice regarding the management for the ensuing year. Then followed the installation, which terminated in a supper provided by the club's caterer. The club's caterer is now serving hot suppers every Sunday afternoon from 5 until 7 o'clock.

The pool tournament between the Ramblers and the Press C. C. this week resulted in favor of the former club by several points, and the interest and excitement of the past week is still as great as ever.

The B. A. C. at present is giving its entire attention to boxing and wrestling exhibitions, and from the excellent management it gives these events, is reaping a golden harvest.

A challenge is out from the Ramblers Bowling Club to the winning team of the Press-Ramblers pool tournament for a series of match games of continuous pool.

## Disappointed in the Show.

The members of the St. Louis Cycling Club are all well pleased with the financial success of their dramatic entertainment given recently, but as to the success of the affair in the artistic sense, the less said the better. The club did its part in its usual thorough manner, but the Garrick Dramatic Society, which furnished the stage entertainment, consisted of about the worst lot of amateurs ever seen. However, the club has gained by the experience, and it is safe to say that there will be no fault found with the next attempt.

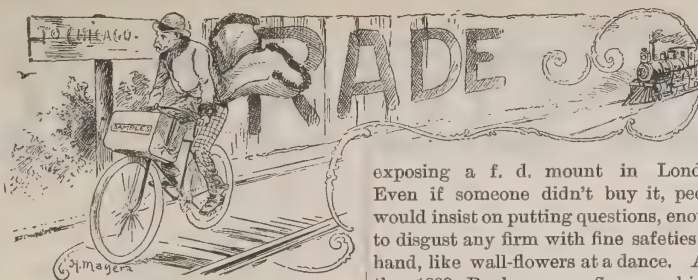
## At Jacksonville, Ill.

The Lockwood C. C., of Jacksonville, Ill., gave its midwinter dance Thursday night, Jan. 26, at the Fifth Regiment Armory. This is the second of the series that the club has been conducting this winter. It is also working up a genuine tramp social, to eventuate in about two weeks, which will probably be participated in by cyclists from neighboring towns.

William M. P. Bowen, P. O. Box 1513 Providence, R. I., is circulating a petition to the R. I. Highway Commission to recommend to the general assembly the principle that the state pay the whole cost of maintaining and of building the traveled radial roads.

We regret to learn that D. H. Lewis, of the *American Wheelman*, was badly scalded in a Turkish bath last Saturday.

It will be verified to the letter for ore,



## ENGLISH TRADE MATTERS.

## The Coventry Machinists' Company's Bad Year—Some New Things.

LONDON, Jan. 11, 1893.—The report of the Coventry Machinists' Company for the year ending Sept. 30, last, is very depressing reading. It is almost pathetic to find a firm which in the past has produced so much genuine and elegant work, machines which, from their sumptuous appearance and high repute, attracted customers from every rank of society, from royalty down to the elite of club riders, machines which have been pirated by makers abroad and sold with success to German riders—to find a firm like this going backwards and losing ground. Over £5,000 lost on the year's trade in Paris; over £2,000 lost in the United States, and over £5,000 dropped in Manchester—such was the desperate fortune of the company for last year. The London and Coventry branches, it is true, showed more encouraging results, some £8,000 profit being made, but the company will have to excite public imagination during the coming season to recover its once prosperous position. This is evidently in contemplation, as the company is now showing a new model E Swift safety light roadster with detachable Dunlop tires, weighing, with saddle and pedals, only 28 pounds. This appears a perfect and graceful mount, which ought to win approval when shown at the palace a fortnight hence, with the company's good-looking f. d. safety and other novelties.

## HUMBER &amp; CO.'S PLANS.

After a long period of stagnation there are, at last, several good things to be seen in the course of a stroll along the Viaduct. Of Humbers I know nothing. As for its London depot it is a temple of mystery, now that M. D. Rucker is no more to be seen there. A small boy, who knows nothing about the affairs of the great house, and cannot comprehend the curiosity of the pressman, repels all intruders. After going in a dozen times, metaphorically speaking, with bared feet and uncovered head, the pressman, whose intentions are generous, accepts the inevitable and gives up prying into a shrine where his presence is so coldly received. From Mr. Renouf, whom I met recently en route to Brighton, I extracted a precious piece of information. Humber & Co. will resolutely frown upon the f. d. safety in '93. When the little makers have exhausted all their ingenuity in chopping and changing gears, altering the frame and varying the size of the wheels—when the public insist in loud and forcible tones on having the f. d., and nothing but the f. d., then, and not till then, will the great firm bring forth certain perfections which it holds concealed at present, and cast upon the market a preliminary sample of a few thousand wheels of this pattern. And until I go to the Palace this all I know.

## NEW RAGLAN WHEELS.

Taylor, Cooper & Bednell, the Raglan makers, have at last brought themselves to produce a Crypto geared f. d. safety, which they will half display from beneath a bushel at the Palace. They still flinch from going to the ruinous risk of

exposing a f. d. mount in London. Even if someone didn't buy it, people would insist on putting questions, enough to disgust any firm with fine safeties on hand, like wall-flowers at a dance. And the 1893 Raglans are fine machines. Twenty-nine pounds is the weight of the road racer, with its new fork crown, roadster Dunlop tires, and handle-bar of large section tube.

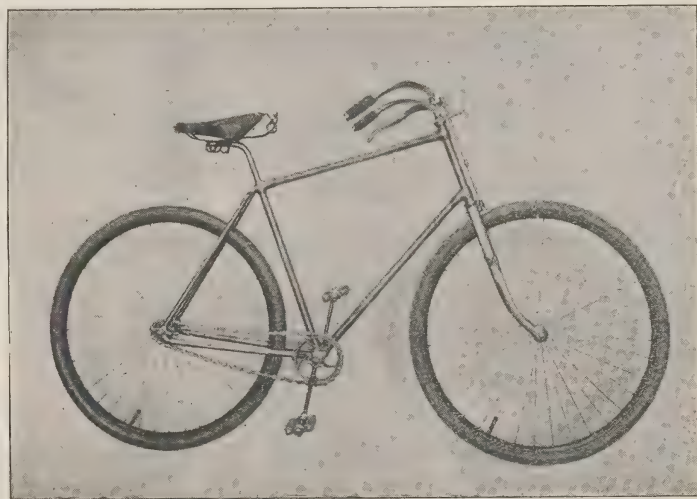
Times have altered with the good Rover firm, and J. K. Starley, who believes a front driver can't be steered—an assertion which deserves to be nailed to the counter, like a pewter shilling—has deserted his mission in life to make cycles for riders of elephantine weight, and not content with surprising and delighting the world with a 30-pound Rover, is now making us rub our eyes and pinch ourselves by displaying a machine weighing 27 1-2 pounds—yes, full size—with roadster tires, saddle, pedals and, positively, a lamp bracket included. It looks as lovely as a rear-driver can, and I hope I may be privi-

then to a trader in cycle accessories, and now has assumed the status of a cycle agent. At the Palace Gamage will show a dozen safeties—one class being a popular roadster, with any tires to order, at \$69 cash, called the Hixem, and a second pattern, a best quality road racer safety, called the Gamage, at \$82 cash. From what I have seen of the samples, I think these wheels will find favor with the public, and the great cutter of prices will score once more.

## BIG BUSINESS IN CRYPTOS.

The Crypto Cycle Company sent away a large consignment of front drivers to the States just before Christmas and is very busily engaged in distributing the new type all over the country. Mr. Boothroyd explained to me recently the double gear, a swollen version, in appearance, of the familiar pattern. It seems internally it is an entirely different gear to that on the geared ordinaries.

It is called "double" because it enables a 30-inch wheel to be geared to 60 inches. It can also be arranged to gear up 2 1-10. For the present it is not being pushed, but for the extremely low sizes mentioned its ability will be apparent. Mr. Boothroyd is engaged in a most good humored paper controversy with J. K. Starley—who said a f. d. would



THE 1893 SWIFT.

leged to try one later on. But what will the Rover riders say who have pedaled their half-hundred pounds of metal about for years, when they discover the giant strides their favorite form has taken? Is the horrid little scorchers such a power in the land after all? Why not split the difference and be happy?

## MORE NEW WHEELS.

The Premier Cycle Company has attracted much attention with its new safety of helical tubing, which is sure to form a big feature at the Palace. I have not seen or heard of a machine on the road yet, but this will come in due course, doubtless.

Marriott & Cooper, of course, have something new in the form of a good-looking light roadster at 28 pounds. At the Palace they will show thirty machines, including the M. & C. front driver with the latest improvements, chief amongst which is a narrowed tread.

The New Howe company, notwithstanding that it was at the Stanley show will be found at the Palace, with its G'ordinary—the handsome f. d. recently introduced, and many fine examples of its latest safeties.

The London agency for the Elsworths—those beautiful wheels from the north of England—has been taken by A. W. Gamage, who has developed rapidly from a mere hosier, first to a cyclists' outfitter,

not steer easily—and the Crypto side doesn't look like coming off worst. A good season is anticipated for the Boothroyd tire, which seems to have quite stopped puncturing.

## SMALL NOTES.

It is rumored that next autumn the National show will be arranged to clash with the Stanley, but it is waste of good ink to discuss the matter. Mr. Sturme, of the *Cyclist* has been recommending iron mongers to become cycle agents, but the cycle trade is a little beyond the grasp of an iron monger nowadays, I think. The Preston-Davies tires have been reduced to the Dunlop standard. This will increase the sale of any already popular tire. The Raleigh Cycle Company will build front drivers this year. I have lately tried a new spring frame safety, the Shewdra, which Mr. Starley has also been testing. It possesses peculiar merit and more will be heard of it I am convinced. STANLEY.

## From Another Source.

LONDON, Jan. 11.—The dead season seems to have at last come to an end, and the trade generally is waking up, although a certain sense of depression has been caused by the publication of the balance sheet of Coventry Machinists' Company, showing a loss on the past year of over £5,000. The general



# "Imperial" DUST CAPS

Are fitted to  pedals and over all bearings, making them absolutely

DUST PROOF.

DO YOU find it necessary to clean your bearings every few days?

IT CAN BE avoided by riding an  the only Bicycle fitted complete with Dust Caps that are DUST PROOF.

LET US HAVE YOUR NAME FOR 1893.

Catalogue---it is yours for the asking.

RETAILED FOR CHICAGO

By SIEG,

275 WABASH AVE.



*AMES AND FROST COMPANY*  
302-304 WABASH AVE.  
CHICAGO. MAKERS

## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                        |                                         |                                 |                                   |                                                   |
|------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|
| For Large Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
|------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|

And Jobbers Generally Throughout the United States.

## Four Barrels of Flour, Weighing 1,000 Pounds,

Was placed on one of our unfinished wheels at the show  
JUST TO SHOW THEIR STRENGTH. . . .

Excellency, Beautiful Lines and Every Guarantee goes with our wheels. We make the Best Sellers of any medium grade wheels manufactured. Write us.

THE CRAWFORD MFG. CO., HAGERSTOWN, MD.



meeting of the shareholders took place Dec. 31 at Coventry, when some very straight talking occurred. But the general feeling of the meeting was that the directors in plainly stating the position of affairs, had done the wisest possible thing, and that they were to be commended for writing down the stock in hand at its lowest value, instead of bolstering up the business on a false basis. The causes of the year's loss were made obvious to all, and it was decided to take the necessary steps to remedy this state of things in the future. At the end of the meeting the directors were re-elected and the belief was expressed that the worst had been got over and that an early improvement might be anticipated. Personally I feel confident that the right thing has been done, and knowing the energy and business capacity of the company, Messrs. Singer and Turner and their right-hand man, H. J. Leake, I certainly prefer its prospects to those of several other firms which have this year made a show of paying a dividend, but are known to be over capitalized and rotten at the core.

## THE NATIONAL SHOW.

There is no doubt now that the national show will be a big success. Entries for over 1,700 machines have been secured by the committee, which, owing to lack of space, has had to decline something like three hundred of them. Excursions are being run by the railways from all parts, and her royal highness the Duchess of Teck has given her patronage to the exhibition. Advantage is to be taken of the gathering to hold a general meeting of members of the trade to discuss points of interest and promote any ideas or schemes which may be considered to be for the general welfare. It has been rumored that the next national show would be held concurrently with the Stanley show in November next, but this is not correct. I have the very best authority for stating that it will take place early in January, 1894, and that it will be held, as now, at the Crystal Palace. This was practically decided at a meeting of the committee held last night at Coventry.

## THE LADIES WILL MEET.

Another meeting which is to be held at the Crystal Palace during the show is that of the Lady Cyclists' Association, which, under the guidance of "Violet Lorne" (otherwise Miss Lillias Campbell Davidson, a lady journalist who contributes to quite a number of papers), and the fostering care of *Bicycling News*, is prospering quietly and steadily, becoming a most concrete and important organization. *Bicycling News*, by the way, has just completed its first year under the editorship of Ernest Godbold. During the twelve months it has progressed steadily in influence and literary excellence, and now holds an unassailed position as one of the most interesting of all the papers published on this side of the water. This reminds me that George Gatehouse, the ex-25-mile tricycle champion, who visited America in '86 in company with Percy Farnival, is now in the employ of Liffe & Son, the Coventry publishers and printers. Gatehouse is still the good looking fellow he used to be, but is now married and has settled down considerably.

## W. E. LEE ABROAD.

When in Coventry this week I had the pleasure of meeting W. E. Lee, of Devany, Hopkins & Co., San Francisco, who is over here making arrangements for this year's trade. One of his principal lines will be the Swift. Mr. Lee, who is at present staying with relatives in a picturesque part of Northamptonshire, remains in England until after the conclusion of the national cycle show, and

expects to reach 'Frisco again in the middle of February.

## SMALL TALK OF THE SHOW.

*Many of the Manufacturers Received Numerous Good Orders.*

Simon C. Levy, of Philadelphia, is meeting with success with his Cycle clock and speed calculator, and the handy little time-o'-day attachment will be seen strapped behind the head of many wheels next season.

J. B. and W. E. McCune occupied a lofty and unique position, inasmuch as they had their machines on exhibition, but refused to sell any. The reason is too well known—all the '93 output was sold some two months ago. This is of itself a flattering testimonial to a young but popular firm.

The inquiries for Mr. Whitten, of Whitten & Godding, were many. Mr. Godding, who was in charge, laid the many inquiries at the door of the REFEREE, which erred in stating that Mr. Whitten would be present. Mr. Godding did well as presiding genius of the show, and Mr. Whitten held Providence down.

C. W. Mallory represented the New Departure Bell Company, and did what Mr. Rockwell, of Bristol, considers a nice business. The New Departure people seem to be nearly at the head of the procession in the bell business.

There were many anxious enquiries for "Pop" Worden the early days of the show, and on the Thursday following, when G. W. did arrive, his stand was well patronized by friends and inspectors who wished to see the Remingtons for '93, in which Worden feels a pride.

Alfred Oliver, as an outfitter of Philadelphia, will make a strong bid for the patronage of cyclists, and showed a splendid lot of goods at the show.

L. Barrow, of Guest & Barrow, Birmingham, had one of the interesting exhibits, and the model M ladies' wheel commanded more than passing attention.

The friends of "Abe" Powell will be pleased to learn that the old-time racer of Philadelphia will in future manage the business of Lloyd & Co., of the Quaker city, who will make a wheel and handle Aew Howe.

J. E. Powers, of Boston, made his usual fine display of medals and badges, and his souvenir of the show was a work of art in itself.

Arthur Flavell, of Loyd, Read & Co., Coventry, although one of the late arrivals at the show, through more custom red tape, made a creditable display of Overstone wheels. Stephen Golder and Amos Shirley looked after new Howe interests.

One of the sights of the show was Crawford's four barrels of flour, weighing 700 pounds, which were piled on top of an unfinished Crawford bicycle. This was complete testimony as to the strength of the Crawford machines which are made in Hagerstown, Md., and are excellent samples of the good work turned out by Mr. Crawford the past three years. In finish and style the Crawford wheels are first-class, and they are ready selling, as Scherling, Daly & Gales, New York, have proved the past two years. Mr. Crawford would like to hear from jobbers and agents.

H. D. Reiersen, representing the Buckeye Cycle Company, of Cincinnati, states that his firm is looming up as the heaviest jobber in Ohio just now. Mr. Emerson, together with C. P. Warner, manager of the Baltimore house, was east recently.

Wilcox & Howe, Birmingham, risked pneumonia and other dread diseases by seeing the show through, and now writes

that their drop-forging connections have been considerably widened and strengthened, besides, Mr. Howe has advanced his position as orator of the Naugatuck valley.

Pardon W. Tillinghast made a unique claim at Philadelphia, that he had the handsomest sign in the building. The Tillinghast people got mixed up in the official catalogue and had to hustle for a stand at the last minute, but their tires bore inspection as usual.

The Grant Anti-Friction Ball Company of Fitchburg, Mass., reports a splendid business resulting from the Philadelphia show—its sales amounting to 2,000,000 balls from their exhibit.

D. Pettitt, manager of the Common Sense Bicycle Company, of Philadelphia, is meeting with much success with his diamond steel frame and hickory wheel cycles. C. C. Cope, the expert amateur track rider, is doing well for the firm on the road.

Charles Sulzner, of Philadelphia, was the only one to make a complete exhibit of his Faultless trouser guards Gem stocking fastener.

## RECENT ENGLISH INVENTIONS.

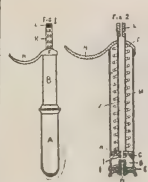
## New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Dec. 7, give notice in the prescribed form of such opposition.]

## AN AIR-PRESSURE GAUGE.

No. 17,196. J. M. Smith's "Improvements relating to pneumatic tire inflators for indicating or registering the pressure of air delivered." Sept. 27, 1892.—The title of this invention indicates its object, and the construction of the apparatus is illustrated by the accompanying drawings. The



pressure chamber (B) slides within the inflator tube (A) and the bottom of it (C) forms the piston. The inlet valve (D) is screwed into the piston (C), secures the piston washer, and projects into the pressure tube (B). The inlet air holes, to prevent return, are covered by a flexible material. The bracket (N) is designed to bear upon the tire and so remove the pressure from the fingers when inflating. To indicate the pressure of air a soft, cup-shaped washer (G) is fixed to the piston (H) by a screw (I), the said screw being perforated for the air to pass through. Mounted upon the piston (H) is the continuation tube (J) carrying the graduated, numbered scale (K). The screw (L) connects the pressure register with the tire valve by means of the usual flexible rubber tube. To provide the proper amount of resistance to the piston (H) a spiral spring (M) is used, the said spring working in the space between the outside of tube (J) and the inside of pressure tube (B) but pressing upon the piston (H) at one end and the inside of the cap (F) at the other. Supposing the piston (H) to have a surface equivalent to one square inch, the spring (M) should be capable of a variable pressure ranging from 0 to 40 pounds when half closed and to 80 pounds when fully closed. Air having been forced through the valve (D) into the tube (B) and then through the tube (J) into the tire, all being under an equal pressure of 40 pounds per square inch when tested by a standard gauge, it is plain there will be a force of 40 pounds exerted against the bottom of the piston (H). This will cause it to slide along the pressure tube (B) closing the spring (M) until it exercises an equal force of 40 pounds in opposition to the air pressure; the piston (H) automatically finds this position and rests. It is arranged that 40 pounds on the numbered scale (K) shall then appear at the outside of the cap (F) and a higher or lower pressure would be registered in a similar way. The apparatus may be adapted for use with existing inflators and various other modifications made.

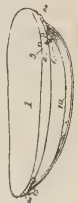
## ANOTHER COMBINED FRAME AND INFLATOR.

No. 18,276. E. D. Loane, Jr.'s "New or improved combined bicycle and air pump." Oct. 12, 1892.—This invention relates especially to the combination with a bicycle frame, or some portion of the bicycle, of an air pump connected therewith, or formed of a part thereof, arranged to inflate the pneumatic tires of the wheels of the bicycle

wherewith the invention is employed, the same being so arranged as to be out of the way, and readily used with one hand, leaving the other hand of the operator free, thus avoiding the necessity of holding the pump while being employed, as has usually been the practice. The pump is described as being placeable within any of the tubular portions of the frame, or in the saddle or saddle support and is illustrated as being placed in the head tube, lower backbone, rear stays, upper backfork and arm of the L pin. If the interior of any of the tubes be not sufficiently smooth to constitute the pump barrel they may be bored out or a lining inserted.

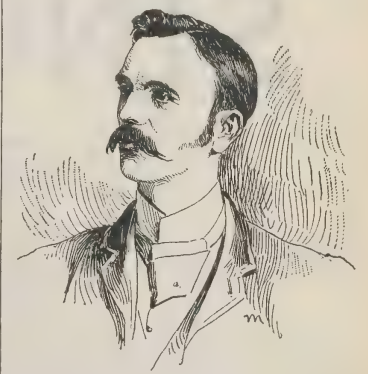
## AN INFLATED SADDLE.

No. 18,122. G. S. Karr's "Saddle for velocipedes." Oct. 11, 1892.—The object of this invention is to construct a cycle saddle which will readily adapt itself to the form of the rider and will provide a firm, comfortable and convenient seat. The saddle consists of an air-tight receptacle (1) in the form of a pear or other convenient shape. This receptacle is composed of two pieces of air-tight material connected together and without openings except that which is closed by the valve (3). The valve consists of a rubber tube (4) forming part of the receptacle (1) through the passage of which passes the valve stem (5). Connected to the outer end of the rubber tube (4) is a collar (8). Fitted to the screw-threaded portion of the outer end of the valve stem (5) is a lock nut (9). The saddle frame (10) consists of a curved bar of metal of sufficient rigidity to sustain the weight of the rider when upon the saddle. Each horn (10a) of the saddle (10) is enlarged to serve as a rest for the receptacle (1) and is curved to follow the curvature of the said air receptacle when inflated. The air receptacle is enclosed in an outer cover of leather or other suitable material and is bolted to the enlarged horns (10a) of the frame (10) by bolts (15) and washers and plates. The back frame is in three pieces, the extremities being hinged to the centre so that they may move in towards each other to a limited distance when the weight is upon the saddle.



## Mr. William Bowden.

He is not as well known to Americans as he is to the people of Great Britain and Ireland, but he will be in a little while, depend upon it. William Bowden will receive the impress of popular approval from thousands he will meet in this country during the next few months



Five years ago the young man acted as honorary secretary of the Irish Cyclists' Association, of Dublin, and did much in making the Dublin tournament of the American team the mammoth success it was. "Welcome to Ireland, my boy," was his greeting as the men stepped off one of those infernal Irish box cars at Dublin. The other day when the REFEREE's eastern office was cawowed with cash prize cranks, tradesmen and sundry soiled amateurs, in walked a man who would be remarked anywhere, and the five-year-ago greeting was duly returned. Bowden is now manager of the Seddon Tire Company. Of course, there is only one tire, according to this enthusiast, and its name is Seddon. Well, this is what he is paid to say—and his success and the price of Seddon stock makes that part of the public which speculates believe that Seddon is a good wind instrument to conjure with. Mr. Bowden plunged into tire talk presently and unloaded a cart-load of proof; also a gorgeous catalogue which shows a Seddon tired sulky, said to be the first wind-shod



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

# SINGER CYCLES.

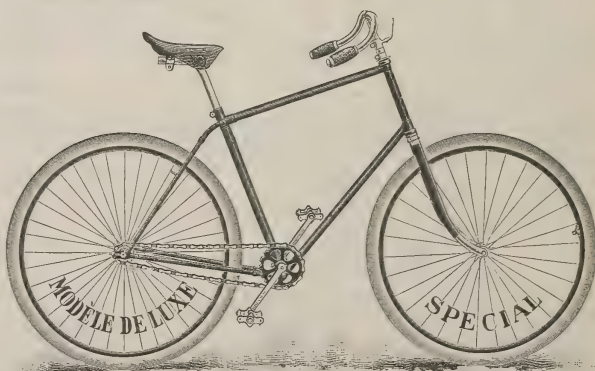
BOSTON, MASS., Dec. 31, 1892.

MESSRS. SINGER & CO.,

BOSTON, MASS.

GENTLEMEN:—My Special Modele de Luxe has been all, and more than I had ventured to hope As your books will show, I purchased it September 2, and since that time have ridden it about 1,700 miles. It tips the scales at 29 lbs., and I have yet to see the wheel, that to my taste, approaches it in appearance. So far as I discover, it is as stiff and strong in every way as the 33 lb. Singer Modele de Luxe, which I rode with perfect satisfaction during the fore part of the season, until the lighter edition (The Special) was put on the market. Both my safeties were fitted with Heale pneumatic tires, and when I say that no repairs were put upon my wheels the whole season through, I mean that no repairs were put upon either machines or tires. Not many riders, whose mileage for the season has been nearly 4,600 miles can honestly say as much as this, and I am glad to express my appreciation of my happy lot by making this statement of the facts, which you are at liberty to use in any way you desire.

Yours truly, JAMES KELTIE, Captain Roxbury Bicycle Club.



Reliable Agents wanted in the West, including Chicago. Send for our Catalogue.

## SINGER & CO.,

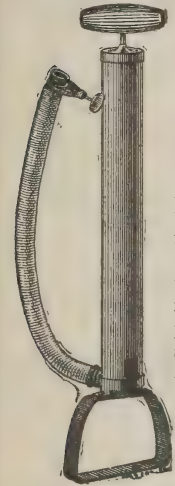
6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS.



thing of its kind seen on the other side. Manufacturers will find Mr. Bowden a keen business man. We believe the Seddon tire will find a firm footing. Mr. Bowden tells us that it is among the possibilities that this firm will open a factory here, and that not only the cycle trade but the sulky trade will be looked after. The REFEREE'S English correspondent says of this tire: "Seddon's tire was the first of the detachable or wired-on tires to be put to any practical use, and it is a thoroughly good tire, both for road and path. Not only is it fast, but it has one great advantage—it is absolutely free from side slip. The company has just started a large factory at Openshaw, a suburb of Manchester, and is fully prepared for the big trade which it should undoubtedly have."

#### Heath's New Pump.

S. F. Heath of Minneapolis, was in Chicago this week showing a strong and effective shop pump, one that may be attached to any valve and without the aid of any couplings, which usually have a habit of becoming lost. The tube which connects the pump and valve is about a half-inch in diameter, and is placed entirely over the valve. A clamp is so arranged that it presses the tube against the valve on all sides and leaves no chance for the air to escape. It works to perfection on M. & W. and Dunlap valves.



#### Change of Location.

The James Cycle Importing Company has outgrown its modest quarters at 113 Adams street, and is now occupying rooms 980 to 990 Caxton building, 334 Dearborn street. A visit to this new home revealed a most attractive salesroom. The steady advance made by this conservative company, which, by the way, has just been incorporated, means permanency and success. It is showing its first consignment of '93 wheels, and will be glad to welcome callers. A table supplied with writing materials and copies of all the cycling papers expresses a genuine sort of hospitality. The newly incorporated concern has a capital stock of \$10,000, divided, between Messrs. Bridger and Holmes. Mr. Bridger will remain in actual charge, and will, no doubt, make the James, B. & A. and South Road wheels more popular than ever.

#### Improving Old Dunlops.

A Manchester, Eng., man named W. A. Foss, has hit upon a scheme whereby the old Dunlop tire may be easily repaired. He arranges old tires so they may be laced for a short distance where the ends of the inner tube join. By simply unlacing, the tube may be removed and repaired, no solution being necessary except for making the patch where the puncture is located.

#### Makes the Senator.

The United States Cycle Manufacturing Company, of Philadelphia, from its title might be taken for a large concern, but Manager Hill claims only a thousand output for '93. Recently a REFEREE correspondent inspected the wheels built by this company, which arose from the Ajax concern, that went under through different causes. The Quaker City people are making wheels chiefly for local

trade, but will be ready to extend their business if requirements warrant it. The company makes two grades, the best of which is the Senator, which lists at \$135, and is of the Humber pattern, and which the company claims is high grade in every particular.

#### Books and Pamphlets Received.

The REFEREE acknowledges the receipt of the following publications:

Wilson, Myers & Co., 55 Liberty street, New York, catalogue. Very handsome in design, and illustrations and splendidly printed, the cover page being especially worthy of note. Shows Liberty full roadster, 40 pounds; light roadster, 35 pounds; ladies', 33 and 31 pounds; road scorchers, 29 pounds; racer, 22 1/2 pounds.

Triumph Cycle Company, Coventry, Eng., catalogue.—Shows twelve styles of Triumph cycles, including five weights of the Chicago Triumph, a neat straight frame ladies' wheel, and a geared ordinary, the Mustang triumph.

Winton Bicycle Company, Cleveland, Ohio, catalogue.—Shows model A., 40 pounds; B, 30 pounds; C, racer, 20 pounds; D, ladies', 38 pounds; tandem, 48 pounds; triplet, 75 pounds.

Overman Wheel Company, Chicopee Falls, Mass., catalogue.—As usual a work of art, particularly the cover. Shows model E, 35 pounds; Flyer, 23 pounds; B, for heavy weights; C, same as B, but having spring forks; Victoria, ladies', 38 pounds; sections of Victor pneumatic and cushion tires and parts and sundries.

Warman & Hazelwood, Chicago and Coventry, catalogue.—Shows Coventry Cross, No. 2, \$145, f. o. b., Chicago; No. 12, \$150; No. 13, racer, 26 pounds, \$165; No. 14, 36 pounds, \$155; No. 15, road racer, 32 pounds, \$155; No. 0, ladies', 37 pounds, \$155 (all the above prices are with 1893 Dunlop tires, \$5 less with M. & W. tires); No. 17, geared ordinary, 37 pounds, M. & W. tires, \$160.

W. H. Dick, Dansville, N. Y., Vol. 1, No. 1, "Cycling Young America," a bi-monthly.

#### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

489,975, tire for bicycle wheels; John J. McCormish, Providence, R. I.; filed Sept. 29, 1892.

490,035, manufacture of pneumatic tires; filed W. Morgan and Rufus Wright, Chicago, Ill.; filed Oct. 24, 1892.

490,097, bicycle-seat spring; Henry Bergfels, Newark, N. J.; filed July 27, 1892.

490,239, bicycle canopy; Henry Hohenstein and Benjamin J. Apple, Savannah, Ga.; filed Sept. 13, 1892.

490,240, sleigh attachment for bicycles; William H. Bendure and Scott Tilbery, Fort Wayne, Ind., assignors of one-third to John H. Hartman, same place; filed Oct. 17, 1892.

490,252, bicycle; Anthony D. Jenkins, Philadelphia, Pa.; filed May 11, 1892.

Reissue 11,301, parcel-carrier for bicycles; Maurice E. Blood, Kalamazoo, Mich., assignor to Mary L. Blood, same place; filed Oct. 22, 1891.

#### The Neversink.

The Metropolitan Cycle Company, of Reading, Pa., showed its Neversink cycle—a peculiar name, by the way—at the show. The frame of the machine caused much comment. The Metropolitan people say they are greatly encouraged by the many orders that have been received for their new idea in frames. The company claims that since the long steering head has been made, true diamonds are not shown in the design of frames, and that with the long head wheel the head has been strengthened at the expense of the frame. The Neversink, it claims, is so arranged as to form a true diamond, and thus secure the maximum strength in the material used in the frames.

#### English Trade Jottings.

While the trade abroad has had a discouraging outlook, the English papers say that prospects are excellent.

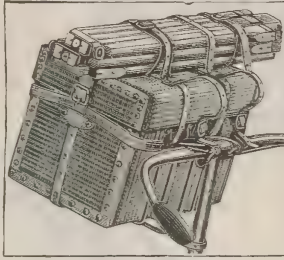
In an apparently boasting manner the Wheeler remarks that if the Coventry Machinists' Company had only advertised in the Wheeler it would have been enabled to declare a dividend instead of suffering loss during the year just ended.

It has been said that the new Dunlop tire was given to creeping, but an

Englishman has ridden a set 300 miles, and could not discover that either tire had moved a particle.

#### Lamson's Excellent Line.

C. H. Lamson, Portland, Me., closed some important deals at Philadelphia for his Boss camera carrier, Tourist luggage carrier, and his new carriers for safety bicycles. Lamson's luggage carriers hold a deserved and prominent



position in the cycle world, and agents can sell Lamson's goods at all times. Mr. Lamson is a careful business man, and his old-time enthusiasm burns more brightly than ever.

#### Lost About \$300.

The Associated Cycling Clubs of Philadelphia lost about \$300 on the recent show, and lays the blame on the weather clerk. The attendance, though larger than that of previous years, was not up to expectations. Chairman Hare says some of the expenses could have been cut down, but the association thought it best to run things handsomely. The association has decided to give a show next year upon a much larger scale than ever.

#### General Trade Jottings.

W. A. Rhodes is on the road for the Monarch Cycle Company.

Bicycles are now made in Russia.

Gear cases are now being made of aluminum.

Mr. Bridger, of the James Cycle Importing Company, left Saturday for England to arrange for large and early shipments of the James.

In view of the stories now afloat as to the salaries offered salesmen, it is not to be wondered at that the public believes the prices of bicycles must come down!

The Brandenburg Manufacturing Company states that Feb. 1 is the date set for the delivery of pedals at the rate of seventy-five pairs per day, not immediately, as published last week.

Stephen Golder has closed a deal with the Schulenberg Cycle Company, of Detroit, for the state of Ohio for New Howes. He received a large order. This company also handles the state of Michigan for New Howes.

The REFEREE and all latest cycling papers, periodicals and hand books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

The Eclipse Bicycle Company writes us that it is pushing out wheels as fast as extra and night work can accomplish it, and that anyone who desires to handle must be lively in writing orders. Manesman tubing, which is pushing its way rapidly in the United States, is being used in the Eclipse, and all other parts are of equal calibre, so that the house believes its wheel the equal of any, though listed at only \$135. Territory is being taken up rapidly.

#### Raymond's Sharp Answer.

The racing board's investigation has brought out some queer incidents. When C. W. Davis had been the recipient of some three or four letters of inquiry from Mr. Raymond, as to this and that and the other thing, he felt that he

had answered about all he could, and replying to the last, wrote, in effect, this: "If you have any more questions, make them short, and enclose return postage."

Mr. Raymond might have taken this good-naturedly or otherwise, judging by his answer, which was sarcastic, to say the least:

"Dear Sir:—Pardon me. [Here two stamps were enclosed]. Yours truly, "H. E. RAYMOND."

Davis thinks Mr. Raymond came out ahead by long odds.

#### Famous County Management.

John A. C. Wright, secretary of the Moma County, N. Y., league for good roads, has issued the following circular to the residents of the county:

Having somewhat taken upon myself formation, as far as possible, of county organizations throughout the state, locally representing the national league, I take the liberty of enclosing suggestions which occur to me.

The national league does not advocate any special plan, as it does not wish to repel any friend of good roads. Its present purpose is solely to increase the road reform sentiment. However, as the state and county leagues may act independently in regard to road improvement, I include in my suggestions a scheme of state and county action. I believe that the county system is the best solution of the road problem, and that it is clearly demonstrated that under county management good roads may be built and maintained at the present outlay wasted upon bad roads (see Governor Flower's message) or at a somewhat increased cost, which will be fully compensated for in saving of wear and time, and in easier transportation and communication.

As state taxation is more indirect and is less felt locally, I think an effort should be made to have the "Richardson bill" passed, state action thus being easier to accomplish and more comprehensive than contemporaneous local action in the counties; then when the good road is in view, county action can be pushed and will be the natural sequence of state action; and should it be unwise to continue state management, the roads so built could be turned over to the county board when established.

#### Detroit Wheelmen Reorganized.

Last Wednesday evening at the club house of the Detroit Wheelmen a general meeting was held to consider recent club and board actions as regards the disbanding of the club. The former meeting was declared unconstitutional, as the required five days' notice had not been given. The action of the former meeting having been set aside, Mr. Smith, of luggage carrier fame, who occupied the chair, informed the club of a recent board meeting at which Messrs. Griffith, Huber, Bessler and Coquard had tendered their resignations and the same had been accepted. It was then moved to elect officers for the ensuing year, and B. J. Holcomb, a member since the days of the g. o. o., was made president; Clarence Smith, vice-president; Mark Gardner, secretary, and Edward Hines, treasurer. The important office of captain was given to W. O. Rands, under whose guidance it is hoped to bring out some racing talent, and also revive interest in road riding. E. S. Anderson, W. E. Sewell, George Thorne, J. T. Holmes and Bert Allen were elected directors. A committee was appointed to confer with the business men's club, with a view to consolidation. Taken all in all, the new officers think the Detroit Wheelmen are in better than ever before.

**BICYCLE BEARINGS OF TOOL**  
Steel. Cones and Bearings made of best tool steel insure smooth running and little wear. We make Bicycle Hubs, Cones, Cups, Ball Bearings, Axles, Nuts, Steps, Nipples. Also, Bicycle Roller Chain with case-hardened roll; Humber-pattern solid link Chain, Coasters, Lamp Brackets and all kinds of machine screws, etc. Send sample or accurate drawings of parts for estimates. We solicit your business and have the best facilities for doing your work. THE NEW BRITAIN HARDWARE MANUFACTURING CO., New Britain, Conn. 9-cow



OLD TIMERS WANT

# MONARCHS



They know a good thing when they see it. Act quick, and don't miss the Golden Opportunity of securing the **FINEST LINE OF BICYCLES** in America as your leaders for **1893.**

The Finest Road Racer in the market.  
The Most Elegant Ladies' Wheel in the world.

The Best All-Around Roadster ever produced.

Ranging from 32 to 41 pounds.

We are Headquarters for Cycle Accessories.

Send for our 1893 Catalogue.

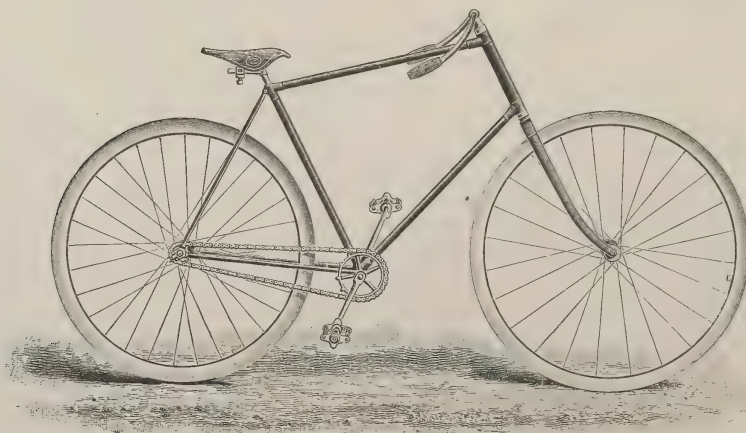
## THE MONARCH CYCLE CO.,

42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

### *INNOCUOUS DESUETUDE.*

There is not a semblance of the above in

### THE STEARNS '93.



MODEL A.

Every line is one of grace, denoting desirable position, comfort, strength and speed.

All riders take to it at sight.

The favorable comments at Philadelphia speak volumes.

The agency can be secured by responsible agents in unoccupied territory at a living discount.

## E. C. STEARNS & CO., :::: Syracuse. N. Y.



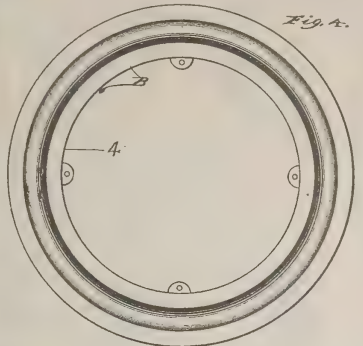
HOW M. & W. TIRES ARE MADE.

Process of the Manufacture from the Beginning to the End.

It is doubtful if many even in the trade know exactly how pneumatic tires are made. Of course they know that the rubber is moulded, etc., but the details are such that few have had the opportunity of learning them. Not all tires are made alike, but a description of the process of making Morgan & Wright tires, taken from the patent office reports, will serve to demonstrate the general method employed. In these reports Morgan & Wright say:

In carrying out our invention we first prepare or arrange upon an annular mandrel having a removable section the material or layers we employ to construct the tubular sheath, and then place the same within a mold and subject it to com-

secondly, it would be necessary to lace the sheath along its entire seating portion, thereby materially adding to the labor involved and cost of the article produced, and finally, such arrangement would increase the weight of the tire by reason of



the weight of the lacing material and the weight of an annular closing strip which it would be necessary to place between the air tube and the entire length of a split extending along the entire length of the seating portion of the tire. By our method, however, we can make a short split, remove the mandrel through the same, and then close the slit by a most limited extent of lacing and an exceedingly short inner closing or protecting strip.

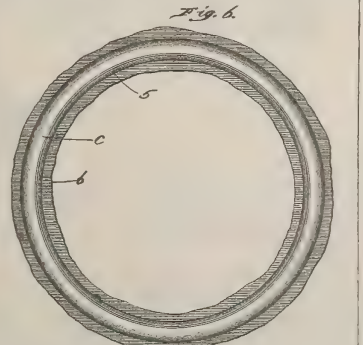
In the accompanying drawings, which illustrate the prominent steps we employ in producing pneumatic tires in accordance with our invention, figure 1 represents the annular mandrel having a removable section; figure 2 illustrates a layer of canvas applied upon the mandrel; figure 3 represents a layer of rubber applied upon said layer of canvas, so as to complete the sheath so far as necessary for molding; figure 4 is a plan of one of the mold sections; figure 5 is a section taken transversely through the mold containing the sheath and mandrel; figure 6 represents the sheath as it comes from the mold; figure 7 is a section taken transversely through the sheath,



and illustrates the formation of a short split therein; figure 8 illustrates the removal of the removable mandrel section from the sheath; figure 9 illustrates the way in which the sheath is stripped from the mandrel after the removal of its said section; figure 10 shows the mandrel with its removable section removed; figure 11 shows on a large scale an end of the removable mandrel section; figure 12 is a section through the sheath with the air tube arranged therein and in a deflated condition; figure 13 is a section through the tire on a line *u-u*; figure 14, looking upwardly so as to show the lacing; figure 15 represents the completed tire.

The annular mandrel (A) is made with a removable section (B), which can be temporarily locked or held in place in any suitable way, as, for example, by dovetail or tongue and groove joints, as illustrated in figures 1, 10 and 11.

In constructing a pneumatic tire we first take the mandrel with its removable section in place, as in figure 1, and apply upon said mandrel a

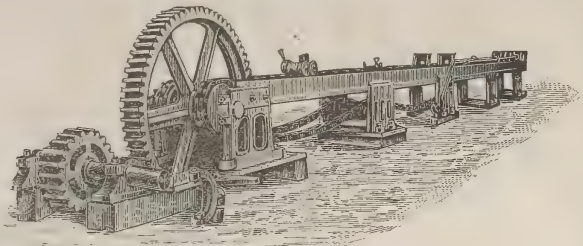


layer of canvas (2) as in figure 2. This can be rapidly and easily done by applying a strip of canvas which is cut bias, so that it can be applied and smoothed down upon the mandrel without wrinkling. We then apply upon the layer of canvas thus placed upon the mandrel a strip 3 (figure 3) of rubber, and thereby form a tubular sheath structure ready for molding and vulcanization. The tubular sheath structure thus applied upon the mandrel is then placed within a mold (B) and subjected to pressure and vulcanization. The annular grooves in the mold sections (4) can be formed so that when the sheath structure is subjected to suitable pressure the sheath (C) will be thickened along its seating portion as at 5, so as to adapt it to certain kinds of wheel-rims, it being observed that the pressure en-

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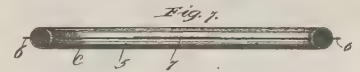
SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

LOW

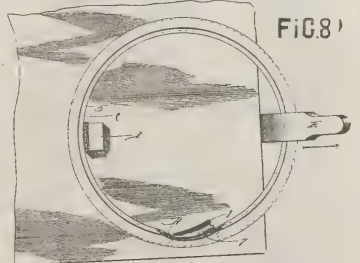
BIRMINGHAM, ENG.

plied will properly distribute the rubber for such purpose. For other wheel rims, however, this extra thickness can be omitted. The thin rubber web or flanges (6) shown in figures 6 and 7, are simply incident to and illustrative of a slight leak

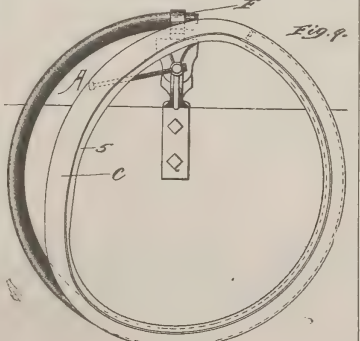


which takes place between the mold faces as an incident to the heavy pressure employed. These flanges are, however, readily pared off.

The sheath (C) as it comes from the mold, is an annular, seamless tubular structure, and owing to the mold pressure and the presence of an internally arranged mandrel, the tread portion of the tire will be of uniform thickness, well compacted, and desirably made comparatively thin. The sheath is then split for a short distance along its seating portion at a point over the removable mandrel section, as at 7 (figure 7), the split being of sufficient length to permit the removal of the said detachable mandrel section. As a simple



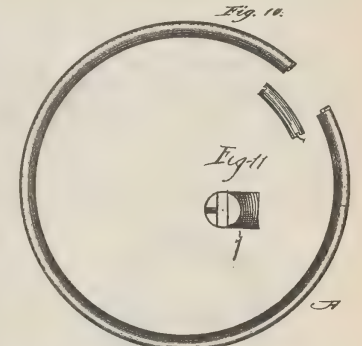
way of removing the removable or detachable mandrel section, the sheath can be placed against an abutment (D) and the mandrel sprung slightly open or apart at its joint by means of a lever (E) whereby its detachable section can be removed, as illustrated in figure 8. One end of the mandrel is then gripped by a vise or clamp (F) (figure 9) and the sheath then stripped from the mandrel. After thus removing the sheath from the mandrel, the edge portions of the sheath along its short slit are punctured for lacing, an air tube (G) introduced within the sheath, a short strip of canvas or like material arranged between the air tube and split and the sheath then laced as at 8, or otherwise suitably closed along its short split. The air tube can be easily introduced through the split and drawn through the sheath by what we



may term a threading process, it being our practice to give a string a hitch about one end of the air tube, introduce within the sheath, a weight on the opposite end of the string, turn the sheath so as to cause the weight to traverse the tubular sheath passage or interior until it again reaches the slit, and then draw out the weight end of the

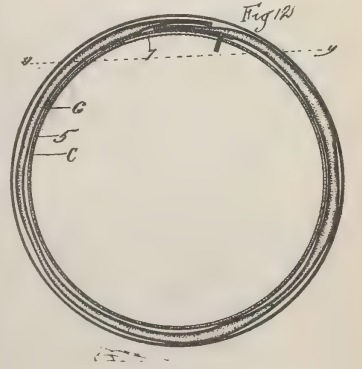
string so as to draw the air tube within the sheath.

From the foregoing it will be seen that we mold an endless and seamless tubular tire sheath or casing upon an annular mandrel, and then remove the sheath or casing from the mandrel without materially affecting or changing the characteristics of the sheath or casing, that is to say, without impairing its integrity as an endless and seamless tube, and that to such end we open the sheath or casing to a limited extent through its seating portion, then break or separate the mandrel adjacent to the opening thus formed,



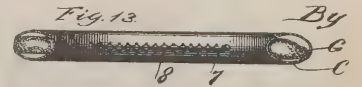
and then cause the sheath and mandrel to part from one another by way of said opening, which, while forming an outlet for the relative discharge of the mandrel, also provides an inlet for the subsequent admission of an air tube. The split formed as aforesaid is so limited with relation to the length or extent of the annular seating portion of the tire, and bears so small a proportion thereto, that regardless of its presence, the sheath practically remains an endless and seamless tubular structure.

The sheath, molded as herein described upon a mandrel, is also characterized by various features

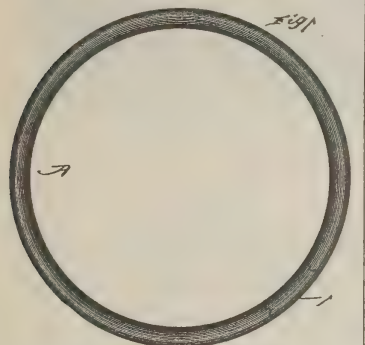


of decided improvement over "blown tires"—that is to say, tires in which the tubular passage is shaped by the presence of a body of some gaseous fluid or liquid, since with the latter mentioned process it is not practical to render the sheet of uniform thickness and density, and moreover such process is expensive and disadvantageous in various other particulars.

By our process we also produce a tire having an admitted high degree of perfection and of tested merit as a racing tire, and in addition to

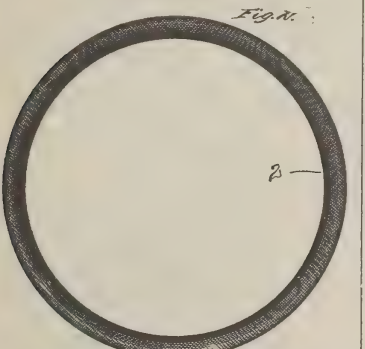


such qualities, we are enabled to turn out high grade tires in an exceedingly rapid way, and to



pression and vulcanization, so as to form a seamless annular tubular sheath. We then open or split the sheath to a limited extent along its seating portion, proportioning the length of the split with reference only to the removal of the short mandrel section through this short split in the sheath, and then strip the sheath from the remaining portion of the mandrel.

After this we prepare the edge portion of the sheath along its short split, for lacing, introduce an air tube provided with a suitable valved nipple, place a short closing or reinforcing strip between the air tube and split, and lace the sheath



along said split so as to effectively close the same. By thus forming the sheath upon a mandrel, we are enabled not only to uniformly compact the sheet of rubber involved in its construction, so as to render the same tough and durable, but also to render it of uniform thickness along its tread portion, and hence we can make the tire sheath comparatively thin and light. The lacing up of the short slit involves comparatively little time and expense, and the small quantity of lacing employed will make no appreciable difference in the weight of the tire.

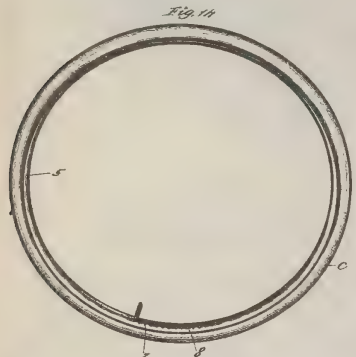
Obviously, if the sheath should be formed upon an annular mandrel of one continuous piece, it would be necessary first to split the sheath along



its entire seating portion, thereby weakening the sheath and increasing the labor of the operator;



materially cheapen the production of the same. While as a matter of course the thickness of the tubular rubber sheet or layer forming the exterior portion of the tire sheath may be varied to suit the use to which the tire is to be put, it is observed that for racing purposes it is desired to make the same as thin as is consistent with strength and durability, so that when the sheath is distended to the limit or proximately the limit, it will by reason of the inclosed elastic cushion



formed by the inflated elastic air tube, have increased activity or resiliency.

Certain features herein embodied, either in the description or drawings or both, and comprising the sheath as an article; the separable mandrel; the formation of the air tube with flattened ends, and the air tube arranged with lapping end portions within the sheath, are not herein claimed, but from the subject matter of the applications filed by us respectively on Oct. 26, 1892, serial No. 450,068; Dec. 24, 1892, serial No. 456,204, and Dec. 24, 1892, serial No. 456,205, for letters patent of the United States.

Now With the "Wheeler."

W. S. Holding, whose portrait is shown herewith, was connected with the *Cycle Record* of Coventry as one of the editors. He has recently severed his connection with that paper to take control of the London office of the *Northern Wheeler*, which is



to be known hereafter as the *Wheeler*, a paper that has certainly jumped into prominence and popularity in a very short space of time. Mr. Holding will be located at 62 Ludgate Hill London, E. C., and will no doubt prove a valuable addition to the *Wheeler's* staff.

Once He Fooled Them.

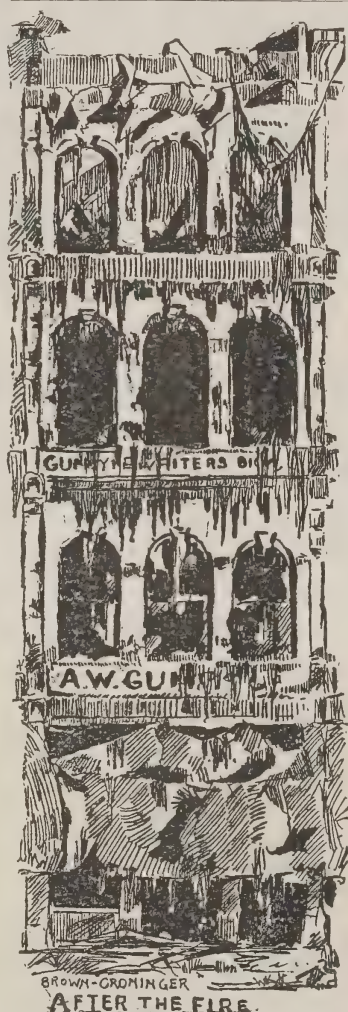
Zimmerman has gained a great reputation for scooting from the banquet hall when called upon (or when he thinks he is to be) to respond to a toast and from all competitors in the finish of a race. But at the *Sporting Life* banquet he stood his ground. He wanted to scoot, but hardly dared to. He must have been promised that he would not be called on for a speech, else he would never have put in an appearance. Anyhow, Toastmaster Kennedy Child called upon him—as he did others, without warning, and after promising that they should be spared—and Jimmy had only to respond. His speech was short, in fact it takes up but a few lines of space:

Mr. Chairman and Gentlemen—Though I see no chance to "scoot" here, my esteemed friend, Mr. Kuen, has requested I should make a few remarks. I wish to thank you very cordially for your kindness, and to express to you my deep gratitude for your good will and opinion, and to hope that I may ever be deserving of them.

A. W. GUMP & CO. BURNED OUT.

The Dayton, Ohio, Firm Loses \$70,000 By Fire,

The large bicycle house of A. W. Gump & Co., Dayton, O., was completely ruined by fire and water on Wednesday night of last week, and the loss will not fall short of \$70,000, though the insurance amounts to \$44,500 on the stock. No one seems to know the origin of the fire, and it had gained considerable headway before the fire department received the alarm and got to work. It was a cold night, and the firemen had difficult work in saving the buildings on either side of the one occupied by Gump & Co. Be-



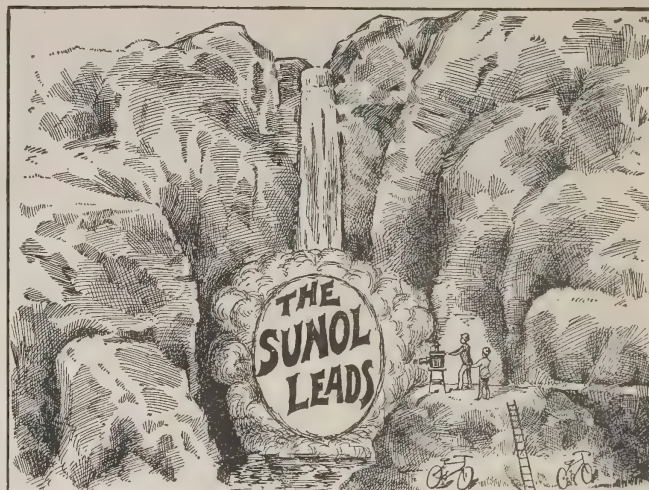
sides an immense stock of solids and ordinaries, the firm carried a large line of typewriters and late patterns of wheels, so that the loss will foot up much larger than the amount of insurance.

In the rear of the Gump store was a small building occupied by William Haas, who managed a bicycle repair shop. This building was safe and the damage was considerable. Many Dayton wheelmen who had their wheels there for repair will share in the loss. As soon as Mr. Gump saw his place of business in ashes he secured new quarters, and is now busily engaged on his season's business.

The Dates Differ.

Publishers of lamp-lighting tables may be advised that it is not sufficient to take a table for 1892 and merely alter the date to 1893, says *Bicycling News*. In many instances there is a minute difference in the time, and sometimes it amounts to two minutes. We had one list sent to us in which all the times and the dates of the full moons are wrong throughout.

In Germany any one using a lamp with red side-glasses is fined \$15.



It has the best mud-guards these are constructed of special fabric instead of steel and can be rolled up and carried in the pocket when not in use. Send for catalogue it describes this device + others. The McIntosh Huntington Co. Cleveland, O.

RIDERS WHO HAVE used the "Perfect" Pocket Oiler say that it is without an equal. That they can oil their wheels better and with less trouble than with any other oiler. Cleanest, neatest and best oil can in the world. Price, handsomely nickel-plated, 25 cents each.



HALF  
SIZE.

CUSHMAN & DENISON,  
172 Ninth Ave., N. Y.

"PERFECT" POCKET OILER Holder

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON  
172 9th Ave., - New York.

"PERFECT" Pneumatic Pump Holder

Best and most convenient device for carrying a Pneumatic Pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. Handsomely nickel-plated. For sale everywhere. Price, 25c. each.

Cushman & Denison,  
172 9th Ave., - New York.

THE RED STAR SOLID ILLUMINANT



FOR BICYCLE LAMPS.

A solid compound that will not leak or spill but stays where it belongs—in the lamp.

If you want a clean lamp, clean clothes and a clean machine, USE IT. There is no use telling you what a nuisance your lamp HAS BEEN. Use our illuminant and forget about the past. Price 50 cents per can.

THE RED STAR CHAIN LUBRICANT will also save you trouble. It is put up in stick form, very handy and convenient. Price 25 cents.

THE RED STAR LUBRICATING OIL is made especially for ball bearings. Price 25 cents per can.

For sale by all dealers. Samples sent on receipt of price. Send us a postal for our little folder.

RED STAR MANUFACTURING CO., 58 Front St., N. Y.  
P. O. Box, 1092.

ONLY First-Class, Reliable Houses use this medium to advertise their goods. If you are contemplating the purchase of a wheel—any grade, or sundries of any kind, you will find it to your advantage to patronize one of these firms.



# MORGAN & WRIGHT PATENT PNEUMATIC TIRES!

## NOTICE!

IN view of the fact that various imitations of the Morgan & Wright pneumatic tire have been placed upon the market, we have to direct the attention of manufacturers, dealers and the public in general to the further fact that there is but one possible way in which the Morgan & Wright tire can be made, and that this mode of manufacture has been fully secured to us by *letters patent of the United States, of January 17, 1893.*

We have spent thousands of dollars and many months' time in perfecting machinery and appliances for the economical manufacturing of these tires. We must insist, therefore, that due and full respect be paid our property rights in this matter, and we hereby further extend to all manufacturers and others contemplating the manufacture of pneumatic tires, a timely and kindly warning to avoid any and all invasion of our rights in the premises.

Very respectfully,

MORGAN & WRIGHT.

## MORGAN & WRIGHT PATENTS.

MORGAN & WRIGHT, the well known Chicago manufacturers of medium-priced, high grade pneumatic tires having an endless outer tube, laced at the valve, received patent rights covering four claims on last Tuesday morning. The most important point covered is the process of moulding instead of blowing the outer tube.

What Morgan & Wright claim as their invention is: (1.) Moulding an endless and seamless tubular tire sheath or casing upon an annular mandrel, and then removing the sheath from the mandrel without materially affecting or changing its characteristics, and to such end, opening the sheath to a limited extent through its seating portion, separating the mandrel at a point adjacent to the opening thus formed, and causing the sheath and mandrel to part from one another by way of this opening in the sheath. (2.) Moulding and *vulcanizing* an endless and seamless tubular tire sheath or casing upon an annular mandrel, and then removing the sheath from the mandrel without materially affecting or *imparing its integrity as an endless and seamless tube*, and to such end, opening the sheath to a limited extent along its seating portion, separating the mandrel at a point adjacent to the opening thus formed, and causing the sheath and mandrel to part from one another by way of this opening in the sheath. (3.) Moulding and vulcanizing an endless and seamless tubular tire sheath or casing upon an annular mandrel, and then completing the tire without materially affecting or impairing the integrity of the sheath as an endless and seamless tube, and to such end, opening the tube to a limited extent along its seating portion, separating the mandrel adjacent to such point, causing the sheath and mandrel to part from one another by way of the opening thus formed, *introducing an air tube within the sheath through this opening, and then closing the latter.* (4.) Moulding and vulcanizing an endless and seamless tire sheath or casing upon an annular mandrel having a detachable section, *splitting the sheath thus formed at a point over the detachable mandrel section and to a limited extent only, removing the detachable mandrel section through the opening formed by a split, and then stripping the sheath from the remaining portion of the mandrel, substantially as and for the purpose described.*—[The Bearings, January 20, 1893.]

## TO RIDERS.

THERE are only two ways by which an endless, seamless, tubular outer covering for pneumatic tires can be made. One is by forming the tubes by hand, joining the ends, filling the tube so made with water, steam air or gas, and thus forcing it out against the walls of an iron mould. This is the way all one tube tires are made. This method requires a high degree of manipulative skill on the part of the workman, while no matter what skill is exercised, the walls of the tire will vary in thickness. The Morgan & Wright patent method consists in making this covering over a steel core, having a removable section. By so doing, we make an outer cover as thick or as thin as desired and of *absolute uniformity* in density and thickness throughout, and thousands of tires made this way do not vary a particle from each other.

Another very important point in our method is, that it is the only way by which a tire can be made at reasonable cost, and hence can be sold at a low price. No wonder we have had imitators heretofore. These former imitators are now infringers upon our rights, and we ask all riders to assist us in sustaining our patents by refusing to buy imitations of our tires—and in thus asking, we offer the following facts as evidence that we are not monopolists:

The Morgan & Wright tire was put upon the market in the spring of '92 at a price from 50 to 300 per cent lower than any other pneumatic tire in the world.

We were the only *makers* in the world who made repairs without charge and faithfully followed our goods through the season.

The Morgan & Wright tires hold 80 per cent of all records on road and path for speed and durability.

We have never printed or said one word in detraction of other tires, and have nothing but good wishes for all who have had ingenuity and enterprise to invent and develop the various patented tires now offered.

If our imitators were offering you better tires or better prices we could not make an appeal to your sense of fair play, but the fact is they are not so doing.

The ingenuity, capital and honest dealing which have been used to bring out, develop and sustain the Morgan & Wright tire will be used to keep it in advance of any mere imitator.

## REMEMBER

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S. A. MILES, - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

## THE IMPORTING TRADE.

Taking into consideration the number of failures among importers of cycles during 1892, it is not surprising to find that among English houses the season is regarded as a disastrous one and that the American market is regarded with grave suspicion. Advices from the old country are to the effect that one or two houses are so disgusted as to have virtually decided to seek no further business in the United States.

This branch of the cycle trade is hedged about with considerable difficulty; in the first place the placing of an agency with a reliable, yet pushing concern; in the second, the dealings with the custom house, and in the third, the shipping of wheels in time to compete with American makers.

There is no doubt, for the proof stares us in the face, that in dealing with American houses some English makers have departed from those conservative lines which are popularly supposed to govern all lines of business in Great Britain. In their home market there are few agents who, with the same capital, could have secured half the credit given to houses in this country. Why this should be perhaps none of them can tell. Some who have suffered for their carelessness can see, plainly enough, when it is all over, how derelict they have been, while others seem never to realize that which almost anyone in the United States could have told them—that the chances were a hundred to one against them at the start.

One of the principal reasons for the poor luck—poor business policy would be better—of some of the English houses, is that the men sent to this country to represent them have been incompetent. This, perhaps, may offend the pride of some of those gentlemen who have visited us, but facts must out. The situation has become serious, and unless the proper remedies are applied other concerns may suffer the fate which has already befallen so many. Incompetent men—often such as have no pecuniary interest in the concerns they represent beyond the salary of the moment—have caused much of the trouble.

But there are others, shrewd enough in their own country and among men with whom they are in the habit of associating, who have gone astray. Their lack of knowledge of the business, customs, and size of this country places them at a

disadvantage. Their lack of acquaintance with American trade makes them dependent, to a very large extent, on hearsay evidence as to the standing and capital of houses with which they transact business. Their natural desire to do business and to do it quickly, so as to be able to return without delay all counts against them. Sometimes, in the cases of small concerns, the expense of the trip is a serious consideration, or, again, business in other directions is needing attention. All these considerations combine to rob the visiting salesman of some of his business sense, to dull his perception, and he falls into the grave error of placing his goods in the hands of men who are not financially sound and sometimes with those who are not inclined to be scrupulously fair in their dealings. All these things have, of course, been gone over time after time in every branch of trade, but they are just as true now as they ever were.

If the importation of wheels is to be carried on with any degree of success greater care must be exercised. It is better, by far, that some interested member make the trip, no matter how valuable his time may be, than that someone not absolutely reliable be entrusted with the mission, and it is better not to accept an order than to accept a risk with it. If American trade is worth seeking at all, it is worth seeking in earnest.

Inexperience with custom house methods has led, and will continue to lead, to endless trouble to both maker and importer. If the maker simply undertakes to ship certain wheels on a certain date, and does it (very few do) he need worry his head no further, provided the importer be a house of good standing. But the shipper who fails to carry out his contract in this respect, immediately places himself at a disadvantage of which the importer may, or may not, take advantage. We have in mind a case which will serve to illustrate our meaning. An American house ordered certain wheels. They were not shipped at the time specified. Business with the consignee was poor and as a result he refused to take the consignment from the custom house. Had business been satisfactory the story would, of course, have been entirely different.

It must not be supposed from this that the man who refuses to take wheels under these circumstances is always to blame. The demand opens up earlier each season. Any man who has been in the business a few years, can remember that it was but recently that the end of May was early enough for new mounts and that April was catalogue month. But to-day stock is in hand from American factories in February. The man with stock is the man who does the business. The man whose imported wheels are cleared at New York or Chicago a month or six weeks after his American competitors have flooded the market, is the man who gets badly left. Small wonder is it that an importer so placed declines to receive the wheels, and small wonder is it if, when he does take them, he finds himself unable to dispose of as many of them as expected, and then selling them at a loss, or perhaps not selling them at all, finds himself unable to meet his obligations.

Against unscrupulous dealers who will not hesitate to take advantage of a legal technicality, or of the slightest departure from the contract on the part of the maker, there is no protection. Cases of this kind are not numerous, perhaps, but they occur at times. Care in the selection of a representative is the only safeguard.

To sum the matter up, while it seems that the sale of English wheels in America is surrounded by serious difficulties,

there is nothing to show that, properly managed, it cannot be made profitable alike to maker and importer. On the contrary, a number of importers have been able to transact a most satisfactory business. But greater care in the selection of agents, greater promptitude in filling orders and greater care in the method of collections are absolutely essential to success.

THE REFEREE apologises to the *Irish Cyclist* for having unintentionally failed to credit the matter in its last issue headed, "Size and Looks Cut no Figure."

WE note with considerable surprise that *Cycling*, of Toronto, publishes a full-page picture of Fournier, the Frenchman, for A. C. Edwards, the English crack.

WE beg to remind the *Wheeler* that several of its recent issues have contained illustrations from the Christmas REFEREE for which no credit has been given.

## A GOOD DINNER.

There is a magic in the word. Man is but an animal at his best, and when he feeds he shows his nature even as the fabled companions of Ulysses showed theirs under the enchantment of Circe. I have known what hunger and thirst meant under the sun of a burning desert, when the swollen tongue cleaves to the roof of the mouth and the eyes sink in the skull till they look like those of a famished wolf; when the sight of food and water, even though the one were coarse and the other foul, drove one delirious with joy. Again I have known what it means to be pampered until the sight of rich wines turned one sick for very loathing. Now, between these two extremes, is a "good dinner" and a hungry man. "Health waits upon a good digestion, and appetite on both." He who sits down to the board hungry needs not fillets of beef and prune sauce, needs not olives and curry to force an appetite.

The most enjoyable meal that I ever remember to have had consisted of three courses: 1. Soggy boiled beans; 2. a chunk of salt pork, commonly known as "sow belly"; 3. corn bread baked in the ashes. But then I had ridden horseback more than 150 miles in two days, with one meal taken a few hours after starting.

What has all this to do with cycling? Well, I will tell you. I took a ten-mile spin over the snow this morning on a bicycle, and have just eaten my dinner. There is nothing remarkable about either of these feats, but for the first time in weeks my dinner tasted good. From the soup to the cheese everything was good, and I shouted aloud, "All hail to the doctor whose medicine is composed of rubber and steel, with plenty of fresh air and enough work added to start the sluggish blood through the veins till the heart pumps like a battering ram against the ribs and the breath comes short and quick, keeping rhythmic time with the humming feet." Oh, the joy of it, when the tense muscles act and react like steel, and the perspiration trickles down the face, and the body grows warm with moisture; when one laughs aloud for very lightness of heart as his wheel springs forward under the thrust of his legs; when all nature is laughing with him.

I have heard it said that the man who scorched and nor thought of nothing but the road in front of his burning wheel. 'Tis false. I have ridden across country at fourteen miles per hour, and every tree and well nigh every corner is printed on my memory. I saw a quail with her young ones scurry through the

weeds of a fence corner, and heard her low chuckle of warning as she gathered her brood about her and disappeared under my very eyes, in that strange way that quails do disappear. I saw a butterfly balance himself on a mullen stalk, and by the same token I saw a moss sparrow grab him and wing away toward her nest in a honeysuckle vine.

I saw a black and yellow gartersnake wriggle into the road, and steered my machine so that I might miss his sinuous and graceful body. I saw the wind come ripping across a field of sea-green oats just heading out, and I heard its rustle as it bent the slender stalks and rubbed them one against the other. I saw the track left in the dust where a terrapin had dragged his slow way athwart the road, and I caught a glimpse of his beady eyes and mottled shell as I tore past. I heard a robin call his mate across an orchard, and I saw a yellow-hammer go whimpering away, and an instant later heard the rat-tat-tat of his bill against an ancient apple tree.

I passed a country school, and mind me well the beaten yard, heard the shout of "pom-pom pull away," caught a glimpse of a shy, white-aproned school-ma'am and a score of sturdy young Americans, bare as to head and feet, clad not in velvets, but comfortable withal and full of life and animal spirits—the future great of this mighty land. I saw a mare and foal at play in a pasture lot, and heard the contented grunt of a giant porker in a muddy pool by the wayside. To my nostrils came the scent of May-weed and dandyion, and the soft perfume of apple blossoms. I heard the mooing of a cow and the plaintive bleat of her imprisoned offspring. As I passed through a deep cutting in a hillside I saw the glint of the sun on the sandstone and noted the deep green of the dewberry vines and the graceful tracery made by the shadow of the palm fern against a gray old rock.

I heard the creak and rattle of an old-fashioned windmill and the purling and spatter of the water running lazily and jerkily from the spout of a rusty iron pump, and I saw the green moss hanging on the side of the water tank, and noted that where the water had overflowed there was a shallow ditch, in the bottom of which were many small gravel stones washed white and clear. I remember an old rhyme that was running in my head, and which kept time to the swish of the tire: "And the knight is dust, and his good sword rust, but his scull is with the saints, we trust."

Why this somewhat gruesome theme haunted me I do not know, but it did. I saw a hawk balance himself over a barn yard, and heard the long-drawn "yawk-k-k" of the fowls as they scattered for safety, and I saw a rabbit hop easily away as I approached. I heard the song and clatter of a mowing machine and the voice of the farmer speaking to his team; and with all these pleasant things I felt the physical comfort that speed always brings, and the joy of life in every fiber. And when my sprint was ended I shouted again, "Hail, steed of steel!"—and ate a good dinner.

PHEBUS.

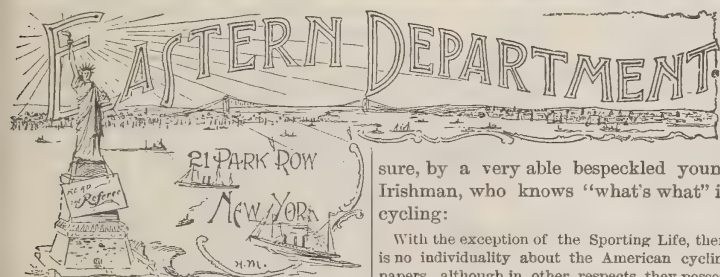
## Military Cycling in the South.

Major William W. Crane, of New Orleans has prepared and submitted a plan for the organization of a battalion of cyclists divided into two companies, to be attached to the militia of the state of Louisiana, and which, in addition to the ordinary service of cavalry as couriers and detached posts, will combine in its membership a number of telegraph operators and railroad men, which will enable it to present the additional advantages of a telegraph and signal corps.





Holding Down the 'Bulletin' Contract.



Among the callers at the REFEREE eastern office the past week were: George K. Barrett, Marble Cycle Company, Chicago; J. C. Dayton, manager *Sporting Life*, Philadelphia; E. C. Bode, Hill Cycle Company, Chicago; W. Bowden, Seddon Tire Company, England; Fenton S. Fox, Sercombe-Bolte Manufacturing Company; Stephen Golder, New Howe company, Glasgow; W. W. Kenfield, Rochester Cycle Company, Rochester; Mr. Perkins, Bloomfield, N. J.; A. B. Rich, New York; Harry Wheeler and W. F. Murphy, Brooklyn; Alex. Schwalbach and Mr. Quinlan, Gendron Wheel Company; Charles Duryea, Rouse-Duryea Cycle Company, Peoria; Colonel John Cockerill, editor *Morning Advertiser*, New York; Charles Price, Milwaukee; Harry Nevill, J. K. Starley & Company, Coventry; F. Dubois, Allsford & Co., Newark; G. E. Shaw, Shaw Cycle Company, Baltimore; S. T. Clark, Baltimore; G. T. Hall, Hall Novelty Company, Newark, N. J.

God Save the Irish!

Listen to this from R. Jay McCreedy, who has been handled rather cruelly by some American paragraphers, through his having published his picture seven times in one issue of our very readable Milesian contemporary, edited, to be

sure, by a very able bespeckled young Irishman, who knows "what's what" in cycling:

With the exception of the *Sporting Life*, there is no individuality about the American cycling papers, although in other respects they possess admirable features. There is no person or persons on their staffs who, by their writings, seem to become known personally to the readers, and to excite their friendly interest, except Frank A. Egan. Irish cyclists would not put up with them for a moment. It was the individuality of the "Scorcher" that kept the old "Blue 'un" alive so long, and it is to a great extent the individuality of the staff which leads to the present popularity of the *I. C.* All our readers know the Old File and take a kindly interest in him. Rotifer is quite an old friend of theirs, and his feats on the three-wheeler are hailed with delight. Graphis excites their liveliest interest, and they try to locate her paragraphs each week. Will Wagtail and Philander have a warm place in their affections, and R. J. McCreedy has been before them for so many years that even those who have never seen him feel that they know him well. It has always been our desire to make the individuality of our staff strongly defined, so that our readers would look upon them as old friends and not as anonymous and irresponsible writers whose very identity was uncertain. Some of the American papers can not understand this, and have seen fit to attack us in a very uncalculated manner, the subject of their immediate complaint being that we had published our portrait no less than seven times in one issue of the paper. Our readers will chuckle when we tell them that the portrait referred to was contained in the series of caricatures in the comic circular recently issued to the trade, and which included other members of the staff also. We reproduced that circular because it was really funny and calculated to please our readers, and we would not hesitate for one moment publishing portraits of the whole staff if we thought it would have the same effect—our American contemporaries notwithstanding.

Now that's particularly hard on the Charles A. Dana of American cycling journalism, and likewise on a few who

imagine themselves the particular electric lights of the down-trodden profession. To be sure there is not as much individuality about some American editors, as there is about R. Jay, for the simple reason that they are austere men and will allow their pictures to be published only once a year—on some anniversary occasion or such. Thus it is R. Jay has the inside position when the bell rings, as he can have his picture published seven times in one issue, which gives him a great advantage over his competitors for popularity and the individuality business, and it is no wonder he has stamped his individuality on his readers. They can't help themselves—they must bear it! If the cartoon, or seven ages of McCreedy which he published included "other members of the staff," the "staff" is so much alike that it would be hard to separate them. Possibly the salt water had an effect in impressing the particular individuality of the editor on his staff, and the composite nature of the cartoon was therefore misleading to thousands who "know" McCreedy, the rider. Again, "thirdly," as the preacher would say, the many personal "pars" in the *Irish Cyclist* about its editor may have also arrested the attention of his readers, which would tend to further stamp on him that individuality the editor admires. Possibly the Irish people like that sort of thing; Americans don't. Altogether the subject is one for serious meditation—for McCreedy.

#### An Imitation Busst.

There is a "fake" Busst strolling around these United States to a certainty, and all the cycling journals, including the REFEREE, have been favored with a call. Frank Egan was the last, and judging from the "personal" he gave the wanderer, it would seem that

the imitation Busst wanted to borrow. Says "Vintos" in the *Melbourne Standard*:

What does this mean? The Chicago REFEREE just to hand says: "Tom Busst, the Australian racing man, called in a down-town store the other day, and in his very English way remarked, 'I hear you are going for the cash in America shortly. The amateur pots are little use in any country, don't yer know.' 'Yes, there is a great stir over the question,' said the cycle salesman, 'and if you will call at the REFEREE office you will hear all about it, and can possibly give some information as to the workings of cash prizes in Australia.' 'It is a great success with us,' went on Busst, 'and it has stopped roping. There is little of that now on Australian paths, and the straight-out cash is responsible for the favorable change. The men ride better and harder for the rocks, and it is only a short time before the giving of medals will be entirely out of date!' On being asked how the giving of cash had stopped roping (or selling races), Busst said, 'Why, don't you see, if we went to a country meeting and were short of cash for expenses, we would stand in with a book maker and drop a race, and secure money that way. Now we go in and win, knowing the cash will pay our expenses, besides having the honor of securing wins.' Busst is a finely-developed young man who don't think much of Chicago. He says the principal features of the windy city are big buildings and lard factories." This proves very interesting reading, more especially as Tom Busst has not been out of the colony since he paid a visit to New Zealand twelve months ago. Evidently an Australian wanderer is trading on the great rider's name.

If the alleged Busst will now call at either of the REFEREE offices he will be presented with a club.

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#### An Unreliable Guide.

Said the little pink-covered Quaker sheet last week:

"Dead Broke" Wylie was in town last week and came face to face with Merrihew and McDani of Wilmington, and neither recognized the other, showing the recent items in the REFEREE to be a fake pure and simple. Mr. Bouggy was the first person who saw the resemblance in Wylie of the Wilmington trickster, and while in Chicago accosted him familiarly. Wylie did not return the greeting, and Bouggy is getting his revenge.

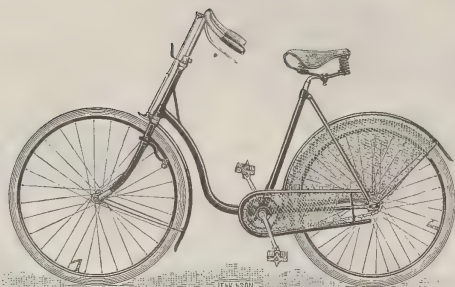
Mr. Merrihew must have been color-



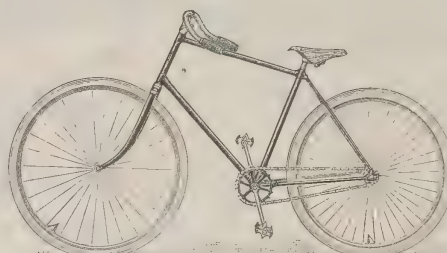
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COVENTRY, ENGLAND.

blind or absent-minded if he did not recognize in the now Chicago resident his former townsman, Henry Wolff, erstwhile cycle agent of Wilmington, Del. The writer has nothing but the best of good wishes for a man of extraordinary nerve, but is willing to wager a little with "Cy Bicle" that the item in the REFEREE was correct in every particular.

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#### 'Tis a Family Squabble.

A bitter fight is raging between the stockholders and management of Madison Square Garden, New York. James A. Bailey, of circus fame, who is a stockholder, charges the firm with bad faith and extravagance, and running the concern for their own special benefit while the poor stockholder only gets a season's pass as dividend. Last year showed a deficit of \$17,000. Mr. Bailey may get control of the property.

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#### A Woman Costume Reformer.

Mrs. Lena Sitting, a leader in social and literary circles in Brooklyn, has invented a "duck's back bicycle skirt." The costume is of soft waterproof cloth, light weight, and there is no fear of a "windup." The skirt reaches only to the ankle. Mrs. Sitting has devised a legging with a rubber sole to match the suit.

#### The Ravenswood's First Death.

The Ravenswood Cycling Club lost last week one of its most valuable members, H. W. Carr. Mr. Carr had nearly reached the allotted three score years and ten. He was sixty-eight years of age, yet was an active rider, as was his wife and daughter and her husband, all members of the club. Mr. Carr's was the first death in the club since its formation, two years ago, and is particularly

sad, owing to his hale and hearty old age. He was enjoying perfect health and was at the club house only a few days previous to his death.

#### A Blessing to Tourists.

The Canadian customs department has just granted the petition of the wheelmen to admit free the wheels of visiting American cyclists when known to be bona fide tourists. If the visitors are unknown they will have to pay the duty, but it will be refunded on proper presentation being made at Ottawa.

#### Will Change the Constitution.

Next Thursday evening, Feb. 9, the annual meeting of the Associated Cycling Clubs of Chicago will be held at the Grand Pacific Hotel. The election of officers for the ensuing year will take place at this meeting, Messrs. Garden, Randall and Tuttle being mentioned for the presidency. The following amendments to the constitution will be presented:

Beginning with the year of 1893 any club joining the Associated Cycling Clubs after the first day of October shall be exempt from dues for the current year.

Each club of the association shall, before January 31 of each year, file with the secretary a certificate stating the names and addresses of the club officers and the total membership to date. Such report of membership to constitute the basis of determining the annual dues of said club.

Any club failing to be represented by a delegate at three regular meetings of the association, in succession, may, by a two-thirds vote of the delegates present at any regular meeting, attended by a delegate from such club, be expelled from membership.



#### In and About Chicago.

The Columbia Wheelmen hold the first masquerade of their third series at Central Turner Hall this Friday evening.

A progressive euchre party was given by the Ravenswood club Wednesday evening. Monday evening, Feb. 13, a full-dress reception will be held at the Royal League Hall.

On Wednesday evening of last week the Cook County Wheelmen gave a progressive euchre party. Eight tables were in play. The gentlemen's prize was won by Ed Backus and the ladies' by Miss Josie Strideron. Supper was served and dancing followed.

Last Monday evening the Illinois Cycling Club gave a New England party at the club house. The gentlemen appeared as New England farmers, the ladies as the farmers' wives and daughters. Refreshments were served in keeping with the occasion. Dancing was carried on in the hall.

At the Englewood Cycling Club house, pool, billiard and bowling tournaments are in progress, in all of which great interest is being taken. In the hand ball tournament lately closed, A. E. Gere, T. E. Rees, A. Reed and W. S. Farrant captured the prizes. The members who will take part in the annual minstrel show are now rehearsing. A German

was given in the club's splendid dancing hall last Friday evening.

Tuesday evening last the Lincoln Cycling Club Cornet Band gave a dance at Bowmansville. About thirty of the Lincoln club men went out in a sleigh. New instruments for the band will be purchased with the proceeds. William Herrick is now manager of the band, and A. V. Jackson musical director.

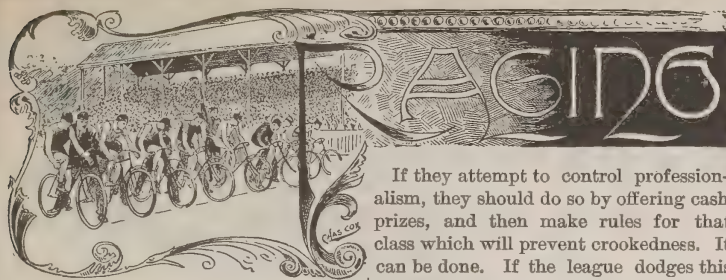
#### At Last! At Last!

"In accordance with instructions given the nominating committee at the meeting in Chicago, Nov. 3, 1892, we submit to you the enclosed ballot." Thus read the notice sent to the members of the Century Road Club this week. Inasmuch as the committee has had three full months in which to select a list of candidates, its work should be well done. The candidates are as follows: President, W. A. Skinkle; vice-presidents, F. W. Gerould, Thomas F. Sheridan, L. J. Berger, True L. Sloan, W. W. Watts; secretary, Burton F. White, Joe D. Guinea; treasurer, W. M. Brewster, A. Kennedy-Child, W. C. Thorne; chief centurion, William Herrick; official organ, *The Bearings*.

#### Road Legislation in Wisconsin.

Senator Apple of Wisconsin is coming to the rescue of wheelmen. A road bill has been drawn up and will be introduced by him at the present session of the legislature. It provides for the making of certain main country highways, about ten miles apart, state roads; put them in shape, and that they shall be maintained by a state commission. This would give a series of roads, and all farmers would be within five miles of good roads. This bill, in connection with others of a similar nature, will undoubtedly enable the committee to reach some kind of legislation in the matter of good roads.





## "ROVER" TALKS ON RACING.

He Wants the '94 Meet at Denver, and is for Pure Amateurs.

HOT SPRINGS, Ark., Jan. 20.—Editor REFEREE:—I notice my friend Louis Block, of Denver, takes exception to my remarks relative to their rarified atmosphere, and the probability of our eastern cranks being unable to do their best in that light air. He evidently misunderstands me. It is not my intention to discourage any of our racing men or say one word against Denver as the place for the '94 meet. On the contrary, I wish to endorse, and am personally in favor of it. Denver has many interesting features, and to attend a meet in that most beautiful of mountain cities, inhabited by a lot of the whitest wheelmen who ever drew breath, will be a pleasure to all. Denver people, particularly Denver wheelmen, never do anything by halves. If any one doubts my assertion, let him visit the city, stop at the Palace Hotel, view the magnificent buildings (which, by the way, are the finest the writer ever saw in a city of its size) and meet such men as Candy, Block, Gerwing, Boles, Carpenter, Hannan, "Hod" Kennedy, Miles, and a dozen others. If he don't leave Denver with a soft spot in his heart for the city and its people, he may draw on me for a new hat.

Our eastern racing men may be faster, and probably are, but, as I said before, they will respect 2:30 in Denver more than they do twenty seconds faster at Springfield. I do not think our men will be afraid to meet Denver's fastest men—they are sportsmen, and not afraid of defeat. When they meet the flyers of Colorado on their own tracks, they will, as I said before, have more respect for Block's best mile, notwithstanding his characteristic modesty in asserting that twenty-five or thirty seconds separate them.

## REGARDING THE GREAT QUESTION.

I believe the time has come when the league should do one of two things, viz.: Drop professionalism (namely "shamateurism") or anything bordering on it, and control pure amateurism only, or else make two, or even three classes, inaugurate cash prizes, paid pace-makers, class races and a black list for crookedness. This half-way business will more than likely fail, as it did before. The maker will support it until it ceases to be an advertisement, which it will soon do, then he will kill it. The trouble is to define an amateur, and say just when amateurism leaves off and professionalism begins. Strictly speaking, an amateur in any line of business or sport ceases to be such the moment he ceases to do anything else, and turns his time and attention to it, no matter who pays his expenses. By devoting his whole time to it, he soon becomes a professional, and is considered by the public as such.

Therefore I contend that our racing board should disqualify, or professionalize any man who does nothing but race, and cut him out of the amateur ranks. Limit the value of prizes to \$50, and have no class races, but have handicaps.

If they attempt to control professionalism, they should do so by offering cash prizes, and then make rules for that class which will prevent crookedness. It can be done. If the league dodges this question, which faces it now fairly and squarely, by "straddling," every honest member will want to see the newly-organized N. C. A. succeed and govern the sport as the National Base Ball League did that game.

Personally I want to see the league a purely amateur organization, no promateurism, athletic club paid amateurs, or professionals. Let that class be handled by men who know how to govern pro-

B, in these words—in the articles of alliance between the L. A. W. and A. A. U.

"Article 2 says: 'Every cyclist shall be subject to test as to his amateur standing exclusively by the provisions of the constitution of the L. A. W. defining an amateur.' That's why the A. A. U. must acknowledge and accept any brand of amateurism the L. A. W. chooses to stamp with its official seal, and if the A. A. U. don't like it, why it must lump it, or abrogate section 2 of the alliance. And they will still recognize class B as amateurs!"

Turning from the unpleasant aspect of amateurism these days, the reporter spoke of the days when Curtis rowed double with Frank Yates of Chicago, and competed in all-around competition for the honors with Elliott Burris, now manager of the New York Belting and Packing Company's tire department.



"LAYING 'EM OUT."

From an oil painting in the Chicago store of the Pope Manufacturing Company.

professionals, and if they can make a pure sport of it and make money, I can see no objection to their doing so.

ROVER.

## What President Curtis Thinks.

Trotting down newspaper alley, opposite city hall square, New York, the other day, a REFEREE reporter dropped into the office of the *Spirit of the Times* and found the ever youthful "Father Bill." "Come to ask my opinion about the status of class B, eh?" piped "Father Bill." "Well, to my mind, class B is only a designation for those men who have been such as the class B designates them for several years."

"Will the A. A. U. recognize them?" "Oh, yes; we can't well do anything else, and turning to the official handbook of the A. A. U., I find the reason why the A. A. U. must recognize class

"Yes, those were days of pure amateurism," sighed William, "and you can bet we paid our entrance fees and traveling expenses, too." Referring to Elliott Burris, whom the boys of that period, '75-'76, called Pete Burris, Curtis said that Pete was one of the gamest men he ever met in competition.

"Speaking of Burris," said Mr. Curtis, "he was one of the first amateur velocipede champions of America, and bought his wheel from Actor Hanlon, who brought it over from France, and Burris rode a race against Walter Brown, the professional champion at the velocipede game at that time."

Mr. Curtis then switched off to skating and showed a telegram from Thomas Watson Eck of Minneapolis, which stated that proof of Johnson's mile in 2:45 at the Flour City was on the road. "Yes, Tom knows it won't do to try and

fool me," said Mr. Curtis, as he gave that habitual wink, "besides, I can believe the time was done; the boy is undoubtedly a wonder, but let's have the proofs."

\* \* \*

## Milwaukee Race Matters.

Chairman Schroeder, of the racing board, has decided that no more indoor tournaments will be given during the winter. The track will be left in place, as there will be no exposition this year. In the spring the club may decide to give a series of races.

John Schmidtbauer, of the Milwaukee Wheelmen, has been presented with a gold watch by that organization. Schmidtbauer appeared in almost every race in the recent tournament, and rode when he knew he had no possible chance to win.

The Milwaukee Wheelmen's racing board has had a special medal designed for John Reitzner of the Mercury Cycling Club. Reitzner competed for the diamond Milwaukee championship medal, but was defeated.

\* \* \*

## Don't Think Well of It.

BALTIMORE, Jan. 29.—Baltimoreans do not, as a rule, think the cash prize league will amount to much, but Baltimoreans do not, as a rule, think much of anything. It is the opinion of the writer that it will be a success. I had a talk with Mr. McDonald, of the Raleigh Cycle company, last week and he said that the company would put a team in the "cash" circuit. When asked who they were to be he said Still G. Whit and ——. Well, he winked his other eye and said they were now pure amateurs and he didn't want to give them away, as "there is many a slip 'twixt cup and lip."

BALMORAL.

\* \* \*

## Sanger Will Compete.

On Feb. 7 and 9 the North Side Cycling Club, of Milwaukee, will give an amateur skating tourney at the Schlitz Park rink. This is the first tournament of the kind ever given under the auspices of a cycling club in that city, and the result is awaited with considerable interest. Milwaukee has a large number of "pure ones" in the skating line, who are more or less prominent on the race path, among them Sanger, Meiswinkle, Mitchell, Miller and Pierron. Meiswinkle is considered the fastest amateur skater in the city and Sanger is not far behind.

\* \* \*

## A Milwaukee Skating Tournament.

The two-day amateur skating tournament, to be held at Schlitz Park Tuesday evening, Feb. 7, and Thursday evening, Feb. 9, under the auspices of the North Side Cycling Club—not, as was reported, to be held by the Milwaukee Wheelmen—promises to be a great event, especially as this is the first attempt at an amateur skating race and the introduction of handicapping.

\* \* \*

## Buffalo's Latest Track Scheme.

There is another new scheme afloat for the purpose of establishing a large park, bicycle track and pleasure ground about two and one-half miles from Buffalo. The idea seems very promising, and as there is plenty of room for a park of this kind, it seems as though it would be a very paying investment.

\* \* \*

## Will Have a Racing Team.

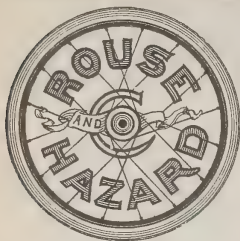
The Michigan Athletic Club expects to be represented at Chicago and around the circuit by a team of three next year. It has the best riders in Detroit on its membership roll.

\* \* \*

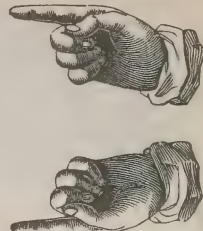
## What Chicago Men Will Do.

Said a prominent Chicago real amateur Saturday night: "The cash prize





THE RUDGE IN 11 PATTERNS.  
THE SYLPH IN 3 PATTERNS.  
THE OVERLAND IN 4 PATTERNS.  
WESTEN WHEEL WORKS' LINE IN 19 PATTERNS.



Representing Highest Grades, Medium Grades, and Low-priced Safeties in all Styles and Prices. Offers a COMPLETE ASSORTMENT to both the Jobber and the Dealer. We are headquarters for the Western Wheel Works' goods in the west and have already contracted to furnish many of the largest jobbers in our territory during the season of 1893.

No jobber can name Lower Prices, or supply these goods more promptly than ourselves. Ours is a satisfactory line, and if you give us your orders we will do our best to please you. Agents wanted. Correspondence solicited. *Catalogue Free.*

ROUSE, HAZARD & CO., 89 G Street, PEORIA, ILL., MANUFACTURERS, IMPORTERS AND JOBBERS.



— HERE IS A NEW ONE —

THE SCORCHER SYLPH, MODEL D.

To meet the demand of scorchers—fast riders—who prefer speed rather than pleasure and comfort, we offer for the first time in 1893, **THE SCORCHER SYLPH.**

Like the Spring Frame Sylphs, which are pronounced by those competent to judge to be the Easiest Riding and Running Safeties on the market, *IT HAS FEATURES DISTINCTLY ITS OWN.*

Our '93 catalogue tells all about it, as well as our Spring Frame machines. These machines being novelties, it will pay you to investigate. Catalogues free. Good agents wanted.

ROUSE-DURYEA CYCLE CO.,

89 G Street, PEORIA, ILL.



league, to all appearances, has not a single convert in Chicago to-day. Chicago's races in the N. C. A. would therefore be only between strangers to the local path and, plainly speaking, would be a fizzle. The Chicago man thinks too much of his club, and racing in the N. C. A. would mean expulsion. It's class B that the Chicago men want."

Keator says if justice is done him he will be reinstated; if injustice, he will be expelled. Keator is probably right when he says he is no more guilty than dozens of others, including the eastern men who attended the Washington Park meet. Providing he is reinstated he will attend strictly to racing, riding under the red, white and black of the Lincoln club.

Tom Heywood, of the Lincoln club, will race this season. Heywood, with no training at all, rode a mile on the Parkside track last season in 2:38. Later he rode a mile at Washington Park in 2:31 and made an excellent showing in the races.

E. C. Bode now weighs 170 pounds. After his present six weeks' trip he will go in on training for the coming season. Two seasons back Bode surprised the west when he sprang into prominence on the path.

O. C. and A. Green, the young Blue Island lads, members of the Chicago club, who made such an excellent showing at Jacksonville and at home last season, will again be on the path.

Fred H. Brown will ride under the colors of the Cook County Wheelmen next season.

Leeming will train a team of flyers at Indianapolis and take them on the circuit.

Julian P. Bliss says he will not race next season.

F. Howard Tuttle will race for cash, so he says.

Miscellaneous Racing Notes.

George W. Dornsee, secretary of the Malden Bicycle Club, writes that E. A. McDuffee, the well-known Boston racer, recently fell from a scaffolding, breaking an arm and leg. Mr. Dornsee says that, notwithstanding sundry broken bones, etc., E. A. will this year wear the Malden club's red-circled star in many races. The Malden club also wants to match a road team of five men against any club team in America.

William Bowden, the astute Seddon tire man, has given Colonel Charles Burdette, as a prize for the person getting the largest number of league members, a high grade bicycle. To Mr. Raymond he gave a gold medal for the pure ones who will race for the same.

"It doesn't matter how you fix your rules—we'll get around 'em." Such were the words of a maker who is known as one of the most enterprising in America during the late show.

Bliss says he will make no effort to get his Baltimore prizes, because he is afraid of incurring the displeasure of men in authority.

William B. Young has allied himself with the Press Cycling Club of Buffalo, and will ride on its racing team this season.

Arrangements are already being made for the Missouri division meet, to be held at Sedalia. July 4 will be one of the dates.

Paris has become convinced that a cement track is not altogether successful, and a board track has been laid.

A petition has been circulated asking the management of the world's fair races to construct its track of boards.

N. H. Van Sicklen says there will not be a race run under N. C. A. rules.

Dr. Turner on Smoking.

In reply to our correspondent who wrote last week "On Smoking," Dr. E. B. Turner has found time to send us a few brief lines: "Your correspondent," he said, "might be James I. with his 'count-rblast,' he is so rabid against it; but speaking as a non-smoker, I can only say—(1) That smoking in moderation does no harm. (2) That a pipe is better than a cigar, and a cigar than a cigarette. (3) That people with weak hearts should not smoke. (4) That occasionally smoking in great excess causes disease of the optic nerve, and consequently blindness; though the strongest man of his age that I now know used, in his 'hot youth,' to smoke twenty-four strong cigars every day. (5) That smoking is actually beneficial to some people. (6) That it is, after all, the old question of use and abuse." These are Dr. Turner's opinions re the hygienic effect of tobacco. As regards the aesthetic, he suggests, with some humor, that it is a matter for the gentleman himself and the ladies whose lips are in his way.—*Bicycling News.*

"The Push" is Scattered.

"How they are scattered," said one of the "push" this week. "There is Tom Roe in New York, Bode in the west, Tuttle in Syracuse, Young in Buffalo, Lumsden in Indianapolis, Nicolet in Grand Rapids, and now Ballard is going to Portland, Ore. Barrett is on the road most of the time, Wagner is in the east, and a half-dozen more are scattered broadcast."

When Jimmy's Luck Changed.

They were playing cards at the Bingham House, Philadelphia, after the show had closed one night. Jimmy was in poor luck, and his hair, usually so erect on the forehead, reclined listlessly.

Harry Wheeler turned to the Jersey man and said suddenly, "Comb up your hair, old man," when up went Jimmy's hand to push the hair into place. His luck changed at once.

For Ireland's Championship.

While on a tour about four years ago, W. W. Kenfield, president of the Rochester Cycle Manufacturing Company, met Stillman G. Whittaker, and they played a game of billiards for the championship of Ireland. Ever since that time a fierce rivalry has existed between the pair, and several set-tos took place at the Philadelphia show. Now they propose to play a match for keeps some night, in Rochester or Buffalo, and have requested a REFEREE man to act as umpire. But as he expects to act as critic of the famous players, he can not well fill the important office. Besides, the danger of getting hurt would be large.

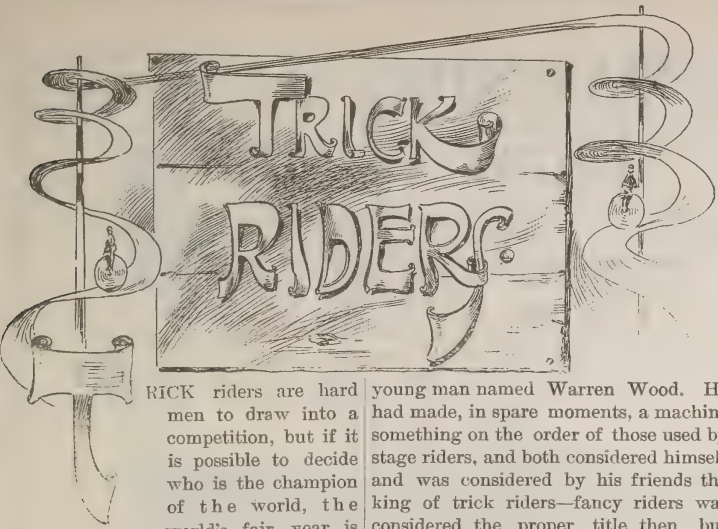
Of Course He Was.

The fact that a professional has crept into league ranks proves nothing in favor of printing the addresses of applicants in the *Bulletin*. Leeming is sufficiently well known in Chicago for his name alone appearing in the list of applicants to have aroused suspicion had any one considered the list worth reading at all. We think Editor Fourdrinier was pretty near right when he claimed that the people who cry the loudest for the publication of addresses are those who want to use them for business purposes.—*Cycling.*

A Case of Squeezed Lemon.

The bicycle dealers say no man has yet been held up who was riding a bicycle. Under the present patents, after a man has bought a bicycle there's no use in holding him up.—*Houston Post.*





TRICK riders are hard men to draw into a competition, but if it is possible to decide who is the champion of the world, the world's fair year is

surely the proper time to do it. It is now ten years since the occurrence of the only contest for the championship of which we have record. It is a strange state of affairs—Canary, Maltby, Kaufmann and half a dozen other, all claiming the title, and yet only one of them has ever engaged in a match! That one is Canary.

Trick riding commenced long before the days of the men who now figure before the public, but Canary was unquestionably the pioneer of the present style. He was, furthermore, the originator of a majority of the tricks now performed. Before his time there were numerous riders, the Stirks and the Martelles and many others, but they were not of the same style. They used small, specially-designed wheels, with heads which turned completely round, and possessing other features which rendered the feats they performed mere child's play in comparison with the tricks of to-day.

Dan Canary commenced life as a telegraph messenger boy in Meriden, Conn., and while waiting his turn in the office became addicted to balancing his chair on two legs, as a means of occupying his mind. When he became older he took to tricks on a bicycle readily, and about the year 1880 had become fairly proficient. The writer remembers a chat with him on the way to Boston, after the Springfield meet of '83. Dan was then under contract with Winslow, the skating-rink man, who, while paying him a small salary, was making considerable money out of the speculation. But Daniel wasn't the boy to remain long in harness, and decided to strike out for himself.

In a little machine shop on Canal

street, Chicago, almost opposite the primitive factory then used and considered a model institution by Gormully & Jeffery (Gormully's name flourished alone for awhile, though Mr. Jeffery was the active man) there worked a young man named Warren Wood. He had made, in spare moments, a machine something on the order of those used by stage riders, and both considered himself and was considered by his friends the king of trick riders—fancy riders was considered the proper title then, but that seems to have passed into oblivion. In the fall of '83 Wood issued a challenge to all comers, through a paper then boasting extremely limited circulation. The challenge, of course, was seen by no one interested. Wood insisted on his right to style himself the champion, and wrote a letter to the *New York Clipper*—the authority at that time—asking its opinion. The opinion was not favorable.

Soon after this a couple of friends of Canary's, then in Chicago, proposed a match. The negotiations were long and tedious, though not to be compared with those of the present day; but at last a match was made. On his arrival Canary made his headquarters at the John Wilkinson Company's store, then on Wabash avenue, and passers-by gazed in wonder as he rode up and down the sidewalk on



W. S. MALTBY.

one wheel, or sat across the handles at a stand-still just inside the store door.

The match came off at the Casino Rink, Twenty-fourth and State streets. The stakes, if we recollect rightly, were \$500 a side. J. O. Blake was the referee. From first to last there was but one in the contest. Canary won with the greatest ease, and so established his claim to the title of champion. He has never been deprived of it in competition. He once rode against Harry Tufts, at Springfield, but it was not a regular match for the championship. Canary won. Wood has never been heard of since as a trick rider, and is now, we believe, a resident of Newark, N. J.

Other riders began to flourish about this time and soon after. There was, for instance, Professor Wilmot, of Boston, a man with a bald head and abundant agility. The professor was a far more staid individual than most men in his line. He traveled this country over and then went to Paris, where, when we last heard of him, he was doing well.

Next comes Fred Sewell, a precocious

little chap, who did particularly well as a "top man." He was in partnership at one time and another with Wilmot, Hobbs, Speedwell and others. Where he is now no one seems to know.

Speedwell, one of Sewell's partners, was, like Wilmot, a clever "under man." He never made any claim to championship honors. It was not, and is not generally known that his real name was Mason, that he was a brother, in fact, of Elliott Mason. While with Sewell the pair were known as the Speedwell brothers. The two Masons once conducted a school on Thirty-third street, New York, and we believe Elliott has held the Columbia agency or been manager of the New York branch ever since. That was eleven years ago. His brother is not at present connected with cycling. He met with a severe accident, breaking his leg, and has not ridden since.

The next that comes to our recollection



NICK KAUFMANN.

tion is Fred Rollinson, "the Professor," a son of a well-to-do Devonshire man. No man in the bicycle business ever got into and out of more scrapes than he. His specialty was the dude act, in which he has been imitated by many but excelled by none. He was a "promoter" as well as a rider. He promoted a 26-hour race at the American Institute rink, in New York, in which John Young won, riding until he was absolutely blind, and getting a gold-plated brass medal for his pains. After a while Rollinson went west with a "combination," was taken ill, got into a lunatic asylum, was reported dead and buried, turned up in Australia three years later, and having made some money during the skating craze there, went to Europe, where he now is. Rollinson



DETACHED WHILE IN MOTION.

linson did considerable racing at one time, and was a competitor in the first six-day race ever held in America. It occurred at the Exposition Building,

Milwaukee, under the management of L. M. Richardson, now well known to the trade.

John Wilson—the same John who is



A COMMON SAFETY TRICK.

now down at Cottage City in the jewelry business—was a trick performer on the Star, but confined his attention to the neighborhood of Boston. Harry Higham, the 190-pound dealer in bicycles in Washington, was quite a trick rider as well as racer; indeed, before he left the old country he was rated A 1 among the few trick riders there.

A man who scoured the country over was Prince Wells. Prince is an assumed name, adopted because of the popularity in those days of John S. Prince. Wells is a native of Louisville. He was very proficient and probably one of the most daring men who ever rode. In due course he fell in with Ralph Temple, who was then performing under his own name—Friedberg—and the team of Friedberg and Wells became quite famous. After they separated Temple went to England, and there figured as one of the claimants to championship honors.

Temple was the first to introduce the female impersonator act into the bicycle business, and he did it so successfully that for a time even his friends were deceived. Maltby took up this feature and carries his blonde wig and spangled skirts with him to this day.

Among the amateurs, also, there were a few very good men, among whom Rex Smith, of Washington, was by all means the leader. He was the originator of the "upside down mount" now performed by nearly all trick riders. So clever was Smith that many believed him superior to Canary.

In turn there came upon the scene such men as Westbrook and Hurst, the Canadians; Kaufmann, Maltby, Nash, Barber, Ley, Minting and others. Nor was the game confined entirely to the male sex, for Annie Sylvester became so expert as to excel a majority of the men who then considered themselves in the front rank.

Meanwhile Canary had gone to England, where his success was phenomenal. His riding was a revelation—it seemed incredible that such feats could be performed. Dan became a hero. He was banquetted by clubs, and on one occasion performed a number of stand-still tricks upon the table. He visited all the leading and many of the smaller cities of Europe, drew salaries ranging from two to three hundred dollars a week, lived like a prince, and after a few years returned to America about as poor as he left it! Kaufmann and Maltby followed him to Europe, as did Temple, and the newspapers were filled to overflowing with challenges and counter-challenges, all of which, however, ended in smoke. One of the principal causes of the failures to agree was



D. J. CANARY.

street, Chicago, almost opposite the primitive factory then used and considered a model institution by Gormully & Jeffery (Gormully's name flourished alone for awhile, though Mr. Jeffery was the active man) there worked a



THE REFEREE.



## MAJESTIC LIGHT ROADSTER

OF ALL HIGH GRADE WHEELS

THIS IS THE HIGHEST.

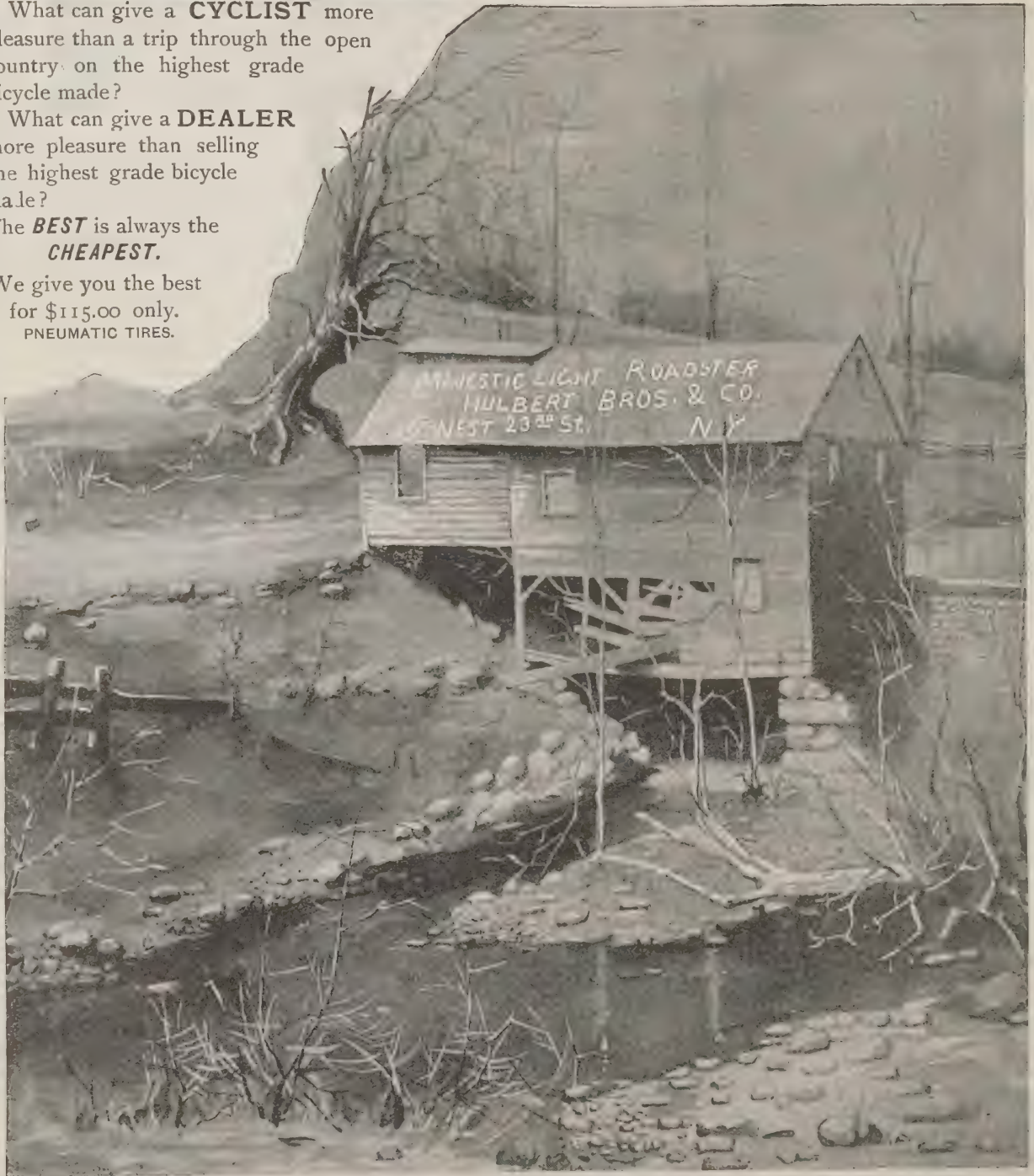
Of all wheels this is the easiest to sell, because everyone wants it.

What can give a **CYCLIST** more pleasure than a trip through the open country on the highest grade bicycle made?

What can give a **DEALER** more pleasure than selling the highest grade bicycle made?

The **BEST** is always the **CHEAPEST**.

We give you the best for \$115.00 only.  
PNEUMATIC TIRES.



**HULBERT BROS. & COMPANY,**  
26 WEST TWENTY-THIRD STREET,  
NEW YORK.



that Kaufmann rode both the Star and ordinary, while the others rode the latter only. Kaufmann fell into the hands of Harry Etherington, one of the many



MADAM MALTBY.

men who have "risen from the ranks" with the assistance of cycling. Etherington is the man who brought the first team of English professionals to America. He was, at the time of Kaufmann's visit, the owner of *Wheeling*. He became the trick rider's manager. In due course he formulated a set of rules to govern trick riding, had them approved by representatives of the cycling press, and procured a medal, we believe, by subscription. No one being willing to compete under these rules, the medal was given to Kaufmann, who has ever since claimed the championship.

Maltby has made frequent and apparently earnest endeavors to secure a match. He once deposited \$100 with the *REFEREE*, which was covered by Canary. They met and talked—that's all. It was hard to tell who wanted a match and who didn't. This may be gleaned from the fact that the editor of one cycling paper who previously believed Canary willing to ride, changed his mind, while the editor of another paper, previously a believer in Maltby, changed his mind also!

Canary is in Springfield, Mass., Kauf-



WARREN WOOD.

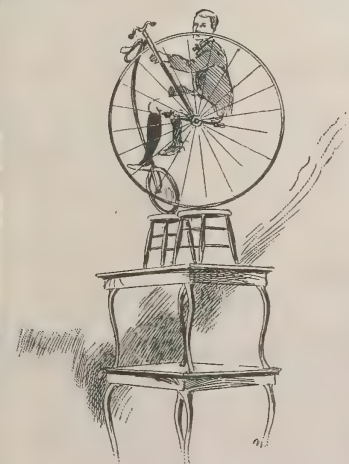
mann in England, Maltby in Honolulu. All of them have traveled largely, Maltby, probably, most of all. He is a native of Birmingham, Connecticut, and

is now in his twenty-sixth year. He first rode in the fall of 1883, and about four months after learning gave his first exhibition. He traveled the states in 1884 and 1885 and in the spring of 1886 sailed for Australia, calling, en route, at the Sandwich Islands and New Zealand. He spent nine months touring the colonies, and during his stay appeared before each of the governors of the different colonies. His next movements were toward India, exhibiting a few weeks on his way both in Java and India. In the latter country he was the recipient of many handsome presents from the



ONE OF THE OLDEST TRICKS.

native princess. He reached England in August, 1887, where he joined the American team, and made a five-months' tour of Great Britain. During this tour he made a daring ride on one wheel on the pier wall at Aberdeen, Scotland, which was only twenty inches wide, twenty-five feet above the sea, and twelve feet above the pier. It was one of the most daring feats ever attempted. January 1, 1888, he started for a four weeks' tour on the continent. He returned to New York Feb. 6, 1888, completing a tour of about 60,000 miles. During '88 he made another tour of the states, and early in '89 again started for the antipodes and



A TEST OF NERVE.

spent about two years traveling throughout Australia, New Zealand and the Sardinia Islands. Maltby believes that in Australia he received the largest salary ever paid a trick rider, amounting to one hundred guineas for a performance. He has wisely treasured the golden egg, and in every-day life is a quiet, gentlemanly fellow. During the summer he conducts a riding school in New York and disposes of some wheels.

Some wonderfully daring feats have been performed by trick riders. It is reported that Temple duplicated Maltby's feat of riding along the coping of the pier at Aberdeen, but we can not vouch for the authenticity of the report. The most daring feat ever performed in public was Canary's ride down a narrow flight of steps from the gallery to the floor of the Mechanics' Pavilion in San Francisco.

Who is the champion? It is a difficult question to answer. Given the Star and the bone-shaker Kaufmann probably excels, because the other riders do not use them. Kaufmann and Barber are the more active of the present day riders. The former has not been in America for six or seven years, but Barber is considered by many to be the best man in America. If a match between these four men—Canary, Kaufmann, Barber and Maltby—could be arranged to occur in Chicago during the coming summer, it would not only be a most interesting event, but the first exposition of the real merits of the world's best man in competition.

#### Lost Coat and Confidence.

William Bowden, manager of the Seddon Tire Company, is a young man of a trusting disposition. So when several people in England, who had traveled in America, wished William good-bye at Liverpool, they said: "They will have that coat, Billy, before you travel far in America," referring to an elegant fur-lined, seal collar and cuff overcoat, in which William looked quite regal. "Oh, no, they won't! I'll watch 'em," replied Bowden, as he kissed his hand good by. As is the custom of all the foreign trade arrivals at the port of New York, William dropped into the *REFEREE* office to get his bearings, and his coat was duly admired and felt. Two days later—Sunday evening—the Seddon tire man was writing to his loved ones in England—one a ten pound boy, who made his appearance about the time the fond papa landed in New York. So with joyful heart, he wrote page after page, giving his impressions on big waves, icebergs, etc., his imported fur-lined coat resting easily on the back of his chair. The letter finished, he arose, crossed over to the Everett House lobby letter box to send it on its way, and lo! on his return to his chair the prediction of his friends came forcibly to mind—his loved coat was a goner! Bowden's grief was deep; a detective gave him little hope—and a cold snap which set in about that night considerably less. A thin summer coat did not battle successfully with Manhattan borean blasts. Now the Seddon tire man thinks the Yankees are "impudent thieves," and the Dublin man swears the American people will have to pay for that coat in some way. Just watch Bowden!

#### An Organization Perfected.

The postponed meeting of the Buffalo Associated Cycling Clubs transpired on Friday evening, and resulted in the election of the following officers: President, W. J. Packwood, W. B. C.; first vice-president, D. H. Lewis, R. B. C.; second vice-president, L. B. Clark, P. C. C.; secretary and treasurer, J. R. O'Brien, P. C. C. The association decided to distribute stock-subscription lists among the different clubs and dealers, with shares at \$5 each. There are to be 2,000 shares. It has been decided that the grounds or park shall be fitted up to accommodate all forms of outdoor sports as well as cycling.

#### Three Clubs to Consolidate.

A scheme is now on foot to amalgamate three of Milwaukee's prominent

clubs. The Calumet has for several years enjoyed the reputation of being the foremost social club in the city. It occupies an elegant club house on Tenth street, and has a membership of over 400. The project, as outlined, is for the Calumet to join forces with the Milwaukee Athletic Society and the Milwaukee Wheelmen. It is understood that the officers of the three clubs are very enthusiastic over the consolidation, and that the directors of the Calumet club are figuring on the estimated cost of the improvements. It is thought \$20,000, in addition to the \$30,000 already expended, will build an addition large enough to accommodate all the requirements of the three clubs.

#### Books and Pamphlets Received.

The *REFEREE* acknowledges the receipt of the following publications:

- Monarch Cycle Company, Chicago, catalogue.—Shows portraits of the officers of the concern, and four styles of Monarchs—road racer, 32 pounds, of very handsome design; roadster, model A, 37 pounds; roadster, model B, all on, 39 pounds; ladies' Monarch, 35 pounds; also complete line of sundries.
- Chautauqua Cycle Company, Jamestown, N. Y., catalogue.—Shows light roadster, 36 pounds, all on; road racer, 39 pounds, and a pneumatic sulkey.
- Quadrant Cycle Company, Birmingham, Eng., catalogue.—Shows six styles of tricycles, single and tandem; nine styles of safeties, in diamond and quadrant frames, and a ladies' safety.
- George R. Bidwell Cycle Company, catalogue.—Shows a Tourist roadster, 40 pounds; light roadster, 33 1-2 pounds; ladies' Tourist, 39 pounds; Bidwell pneumatic tire, Bidwell cyclo-meter and sundries; also catalogue of St. Nicholas Manufacturing Company's line.
- Horton, Gilmore, McWilliams & Co., catalogue.—Shows Coventry Cross racer, 22 pounds; roadster, 38 pounds; ladies' wheel, 38 pounds, and a line of cheaper grades.
- J. K. Stanley & Co., Coventry, Eng., catalogue.—Shows a new Rover racer, 22 pounds, with two 28 or 28 and 30-inch wheels; light roadster, 33 pounds; roadster, 38 pounds; ladies' roadster, 34 pounds; new Popular Rover, 40 pounds.

#### The 1893 James.

Probably no wheel that has been put on the Chicago market this year has attracted more attention than the James, the first lot of which was received Saturday last by the James Cycle Importing Company, 324 Dearborn street. The wheels received were road racers only and the one placed on the scales weighed only twenty-four and three-quarter pounds, being fitted with scorching saddle and M. & W. racing tires. The catalogue weight is twenty-eight pounds. There are several noticeable improvements in this year's wheels—more rake to the head, dust-proof bearings, an improved saddle post clip, head clip and lamp bracket combined, improved adjustment for the crank axle bearings, strengthened fork crown, and a lighter and neater chain. The wheel is handsome and substantial, and if it gains in popularity this year at the rate it jumped into favor last year, Messrs Bridger and Holmes will find trouble in keeping the supply up to the demand.

#### A Suggestion for English Makers.

The *Cyclist*, Coventry, winds up an account of some American failures with these words: "These continued disasters to American business will lead our makers soon to place no faith in the American tradesman." It is true some of the English firms have been hit rather hard at times, but it must be remarked that the English trade has been very considerable in this country for the past few years. To have an American representative on the ground at all times would be a good thing, as matters could be watched more closely. Some English firms are now appointing financial agents this side to look after the collections and general business.



# SHEOL

Is reached by a road paved with good intentions. Dealer, don't let your business go there because your wheels are made by men of "good intentions," but get our SMALLEYS, every one of which has a written guarantee with it.

COL. GEO. K. BARRETT will fix you up.

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## MARBLE CYCLE MFG. COMPANY,

FACTORY:  
Plymouth, Ind.

WHOLESALE AND RETAIL DEPOT:  
271 Wabash Ave., Chicago.

*N. B.—Jimmy's Raleighs in Illinois.*

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# THE ROVER IS

WITHOUT DOUBT THE MOST POPULAR MACHINE IN AMERICA.

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The New York custom house officials think so, too, as they do not wish to release the new models.

Agents are clamoring to see the 93 Patterns.

Shall be along with them in a few days, and be prepared to close up contracts.

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ADDRESS:

**HARRY NEVILL, Visiting Representative,**  
CARE "REFEREE," CHICAGO.

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J. K. STARLEY & CO., Ltd., Makers, Coventry, England.

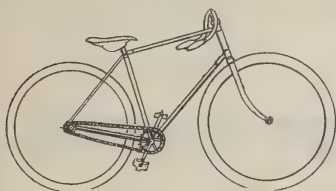


## NATIONAL CYCLE SHOW.

A GRAND EXHIBIT OF GEARS, TIRES,  
NEW MACHINES AND NOVELTIES.

Many Extremely Light Wheels Shown—  
Front Drivers Seem to Attract the  
Makers' Attention—Elliptical  
Sprockets on View.

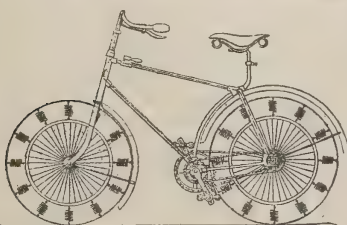
LONDON, Jan 21.—For the fifth time since January, 1889, when the Stanley show was first held here, the Crystal Palace is filled with cycles and everything appertaining thereto. It is impossible to dislike the palace once you have



THE PEREGRINE RACER.

reached it, although the eight miles' railway journey thereto, over the notoriously disreputable snail track known as the London, Chatham & Dover Railway, occupies from thirty-five to nearly sixty minutes, and is calculated to exasperate a saint. The palace is an enormous glass conservatory, the central transept extending for a quarter-mile in length. This vast promenade is occupied by the four lines of stands and stalls; the concert room and three large courts, named, respectively, the Roman, Greek and Egyptian, on account of their architecture, are also filled with exhibits, whilst in the galleries there is a show of domestic machinery consisting largely of sewing machines, and hidden away in the western corner is an extensive collection of machinery for cycle making, steel tubing etc. Flooded with natural light through its lofty glass roof by day, the show presents an equally effective appearance at night, when numerous powerful arc lamps shed a splendid illumination upon the flashing nickel and sumptuous stand decorations. A visit to every stand in the national show involves a walk of nearly one and one-half miles.

Yesterday many of the exhibits were late in arriving, in spite of the regulations insisting on their being in position by Thursday night. However, by the afternoon the show presented a finished appearance, much to the relief of



THE SPARRE.

the anxious-looking pre-smen encountered at every turn. There was by no means a large attendance of the public, but to-day greater animation prevails. The palace is warmed by means of hot water pipes placed below gratings in the floor, and although speaking generally the temperature is pleasant enough, there are places where icy draughts sweep round the unhappy exhibitors.

## ELEGANT DECORATIONS.

The stands of the large firms are conspicuous for their costly and elegant

decorations, whilst the smaller makers make tame displays with their limited exhibits staged on plain scarlet cloth. It is an enormous show, containing as it does some 1,400 machines shown by over 130 makers, whilst the other tenants of space bring up the total to 295. Although no side shows of any kind have been promoted by the National show committee, there is the palace pantomime every afternoon, and, when the brazen notes of the orchestra are not floating through the building, there are organ recitals and band performances, so that silence or dullness seldom prevails.

## FRONT DRIVERS AND GEARS.

It is impossible to walk through the show without being struck by the remarkable number and variety of the front driver safeties exhibited and the increasing diversity of gears employed. All the small imitative firms adhere to the Crypto gear, and the original frame design of the Crypto pattern f. d. safety. Several of the more progressive firms have adopted gears of the Perry type, consisting of four toothed wheels neatly cased in, as for example, the Abingdon and Eadie gears, whilst others have novelties of their own, notably the Leicester Cycle Company. Nearly all makers are agreed in curving and dropping the handle-bar outwardly (i. e. away from the rider) and attaching the handles at an abrupt angle in the direction of the

beyond small detail improvements, such as dust-proof and oil-containing bottom brackets, exquisitely perfect stems of chain adjustment, the introduction of larger and stiffer bottom tubes between the bracket and the back wheel, and neat, strong fork crowns—double hollow crowns having dropped out of fashion. Ladies' safeties, admirably geared, are numerous, and there is an all-round reduction in their weight. Tandem safeties are very scarce and military machines seem to be forgotten by the trade. The new system of web joints will not affect this year's trade in the least, as it is felt that unless the brazing up of the frames is performed with the utmost skill and success very serious consequences might follow. The elliptical gear wheel I have only discovered on one stand (up to the time of writing), that of the Raleigh Cycle Company, which is prepared to fit it to order to racers or roadsters as part of its well known interchangeable gear arrangement.

## THE LIGHT WHEEL CRAZE.

A strange craze seems to have taken possession of many firms of high repute. At the Stanley one or two well known makers displayed very light sample racers ranging from 15 to 17 pounds in weight. In the present show the lightest racer exhibited is a 12-pound Sunbeam on John Marston's stand. The Centaur Cycle Company has one scaling



MODEL D. ORMONDE.

rider's reach. Geared ordinaries from 40 inches to 48 inches in size are comparatively scarce. The front drivers range in size from 30 inch to 38 inch, and there is a notable increase in the smaller sizes compared with the proportion shown at the Stanley.

## THREE CLASSES OF SAFETIES.

The new type of safety may be readily divided into three classes, differing as regards the pattern of frame adopted. First, there is the familiar style, practically a reduced or dwarf version of the geared ordinary or rational, with which every one is familiar. Then we have a class with double backbones, stayed backbones, or ugly distortions of a diamond frame—the tubes starting from the top and bottom steering centres, being connected by a vertical tube near the seat pillar, and uniting at the back fork crown. These are invariably ugly and, I venture to think, rather unnecessary innovations. Finally, the very small wheeled variety is fitted with a perfectly straight single tube backbone, and back forks curving the reverse way, giving a castor-like appearance to the back carriage. The last named machines are very light, and admirably suited to riders below five feet seven inches in height, but if used by taller men the necessary elongation of the steering and saddle pillars would spoil the machine's appearance.

## NO CHANGE IN REAR DRIVERS.

There is nothing new in rear drivers

metal mud guards protect both wheels, the tread is narrow and the whole machine by no means heavy. Some beautiful rear drivers with Carter cases, and several tricycles were also shown.

The New Buckingham & Adams Cycle Company had an unique novelty in a tandem f. d. safety, with Eadie gear to both wheels, geared to 64, weighing 39 1-2 pounds, and although suitable for two riders, was only the same length as a single safety. This machine looks like a very fast racing instrument.

## SWIFTS AND ORMONDES.

The Coventry Machinists' Company displayed forty-six machines in all, in-



R. &amp; P. FRONT DRIVER.

cluding a multitude of Swift safeties and some dainty Marlboro Club tricycles and tandems, four Swift geared ordinaries with Crypto gear, and several safeties and tricycles for ladies. All the types presented are notable for elegance of design and superb finish. The Marlboro Club new model tandem is certain to obtain a large share of the limited trade now done in tandems.

The Ormonde Cycle Company had a compact exhibit comprising a Crypto geared f. d. on the familiar lines, a model C semi-racer r. d. safety, with tubular hubs, weighing 32 pounds complete with a gear case. The centres have been made slightly shorter for '93. The Ormonde racer weighs 22 1-2 pounds.

A patent adjustable steel sulky, capable of being taken to pieces and packed in a case and adaptable for use with various horses, was staged by S. Rowe & Co. It is certainly a very fine instrument and being, I believe, the only sulky in the show, will attract wide attention.

## R. &amp; P., SURREY MACHINISTS' COMPANY AND PEREGRINES.

Robinson & Price make a fine show of no less than eight front drivers and geared ordinaries in three different sizes; the 30-22-inch type weighing only 27 pounds.

Four racing safeties for Protier, Lambeyack and two other continental riders are shown by the Surrey Machinists' Company, with the new ladies' safety



ORMONDE G. O.

and a r. d. safety for Dr. Turner. This firm has not yet touched the f. d.

Next came the Peregrines by the Leicester Cycle Company, including many chain safeties and a f. d. safety fitted with Chapman's patent gear, a simple arrangement consisting of four bevel wheels central in position, cased in the hub, simple and light, of which a good

## SUNBEAMS AND THE B. &amp; A.

John Marston's stand, richly carpeted and railed, contained amongst its twenty-one mounts, a 30-22-inch f. d. safety (design S) fitted with the Sunbeam geared hub, which externally resembles the Crypto pattern. This machine, which is geared to 60 inches, has a double diamond frame which is very rigid. Starting from the opposite extremes of the steering centres the lower pair of tubes take a direct line to the back wheel pin, whilst the upper pair, after reaching the seat pillar and its tube stay, descend and converge at the same point, thus obviating the use of a back fork. Light



# When the Robins Nest Again We Shall Have Demonstrated That **MONARCH BICYCLES**

ARE AMONG THE BEST IN THE WORLD.

## OUR PRICE LIST:

|                   |     |          |
|-------------------|-----|----------|
| Monarch, Model A, | -   | \$140.00 |
| Monarch, Model B, | -   | \$145.00 |
| Monarch, Ladies', | -   | \$150.00 |
| Monarch, R. R.,   | - - | \$150.00 |

Popular Weights, Popular Designs, Elegant Finish.

Our output of 6,000 machines is rapidly being placed. Get into line for terms and territory.

We carry a Full Line of Cycle Accessories.

CAT. NOW READY.

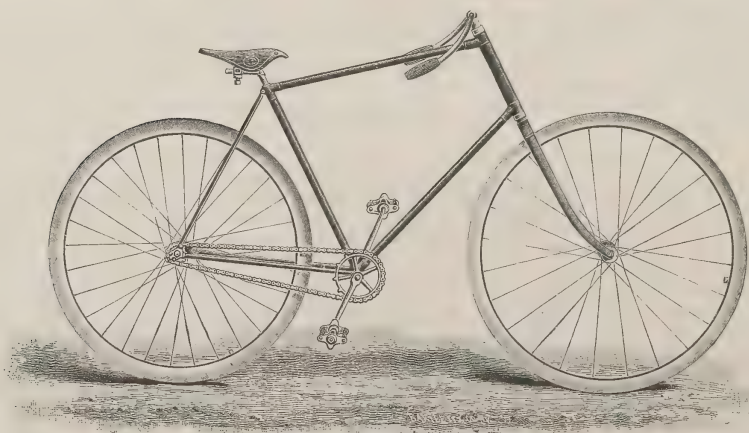


## THE MONARCH CYCLE CO.,

42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

## *INNOCUOUS DESUETUDE.*

There is not a semblance of the above in  
**THE STEARNS '93.**



MODEL A.

Every line is one of grace, denoting desirable position, comfort, strength and speed.

All riders take to it at sight.

The favorable comments at Philadelphia speak volumes.

The agency can be secured by responsible agents in unoccupied territory at a living discount.

## E. C. STEARNS & CO., :::: Syracuse. N. Y.



deal will be heard in the future. The frame is of the diamond variety.

#### RALEIGHS, IVELS AND QUADRANTS.

The Raleigh f. d. weighs 31 pounds all on, and was shown in three patterns having 36-20-inch, 36-26-inch and 44-26-inch wheels, respectively. A Raleigh r. d. racer geared to 64, built for J. D. Sideley, of Belfast, weighed 21 1-2 pounds.



PREMIER ROAD RACER.  
(Helical Tube.)

An elegant ladies' safety turns the scale at 38 pounds. Besides the three dozen machines, this firm showed its new pneumatic tire, which is secured like a '92 Dunlop on one side of the rim and to the other by an adjustable wire and sharp hooks fastened to the rim, *a la* Preston-Davies. I saw this tire unfastened all round, the tube withdrawn, returned and all made secure again in a very short space of time.

The Ivel f. d. has Perry's gear to its 30-inch wheel. The Quadrant Cycle Company showed twenty-seven machines, including all the numerous tri-cycle models and the No. 22 racer, weighing 24 pounds. A new direct steerer has been added to the list of three-wheelers. Starley Bros. made a brave display with over a score of machines, several having the new pattern web joints.

#### M. & C., STARLEY AND SPARRE.

Marriott & Cooper staged four specimens of the M. & C. geared ordinary, which now has a double backbone. Several Olympia tandems were found here with ladies' safeties, racers and other mounts.

The Sparre cycles, by P. A. Sparre, of Paris, possessed indestructible spring wheels, similar to the Persil flexible wheel, only that coil springs were substituted instead of S-shaped ones. A metal tire is used and the machines are recommended for military use as strong and durable.

J. K. Starley & Co. staged an interesting exhibit of twenty machines. The dust-proof bracket of the firm is now fitted to all machines and is an important improvement. Besides a path racer for A. DuCros, weighing 21 pounds, I noticed some of the Popular Rovers, very excellent machines at a medium price, and ladies' Rovers, now constructed with straight frame tubes.

Hobart, Bird & Co. showed a novelty in a home trainer for a lady's use—a stand upon which indoor exercise may be taken on an ordinary safety—invented by Miss White, a riding instructress.

#### EXCELSIORS, HUMBERS AND PREMIERS.

Bayliss, Thomas & Co. presented a rear driver inlaid with mother of pearl ornamentation, two 38-inch Crypto f. d. safeties provided with very complete mud-guards reaching quite close to the ground, and a variety of their other patterns.

The stand of Humber & Co. was conspicuous on account of a magnificent array of silver trophies, won on Humbers, being on view. The '93 r. d. safety differs in nothing from that of last year. The great firm showed no f. d. model. An invalid chair cycle fitted with powerful brake, a tandem on Olympia lines with corrugated Dunlop tires for Major

Knox Holmes, the veteran rider, and a tandem safety were noticeable features of a splendid exhibit of forty-six machines.

The Premier Cycle Company had a fine show of thirty wheels, including, of course, some safeties made of the new helical tube, manufactured from a strip of steel rolled in two separate layers into scroll form and brazed. A 34-24-inch f. d. safety was shown. Some of the roadsters are still made of weldless steel, but the new helical tube is used for all the racers. Recent severe tests have proved the superior strength and lightness of the new tube.

#### TRIUMPHS, CENTAURS AND OTHERS.

The Triumph Cycle Company made a grand display with the Chicago Triumph, as the '93 safety is styled. The firm showed more patterns than there are letters in the alphabet.

The Centaur Cycle Company had fifteen very light safeties. The King of Scorchers special racer weighs 12 1-2 pounds; the Fairy Queen of Scorchers, ladies' safety, a very well finished and properly guarded machine, scales 28 pounds; another ladies' pattern comes out at 33 pounds, and a complete King of Scorchers roadster, with brake, guards, etc., only scales 30 pounds.



SUNBEAM F. D. SAFETY.

Taylor, Cooper & Bednell displayed an effective collection of thirty Raglans, most finished in light grey, and all desirable mounts.

Singer's exhibit was limited to twenty-five machines, for the most part of the Modele de Luxe brand, but including a tandem, a carrier, one 36-inch geared f. d. with Dunlop detachable tires and a Singer Velociman.

#### NEW HOWES AND BOWN'S EXHIBIT.

The New Howe company was compelled to confine its exhibit to parts, as its appearance at the Stanley debarred it from showing complete wheels. The bottom bracket I was shown reduced the tread to 5 1-2 inches. The New Howe ladies' safety has a singularly rigid frame, and all on does not exceed 36 pounds. The firm also uses 3-4-inch tube for its back stays, a plan which is being widely followed.

W. Bown shows a new pattern of the Æolus pedals weighing only 13 ounces per pair, the rat trap plates converging outwardly instead of being parallel.

Brown Bros. show a very good novelty in stands suitable alike for a r. d. or f. d. machine.

The Abingdon Works Company exhibits the various sets of parts for which it is famed, notably the Abingdon f. d.

set, including the gear, which is beautifully made and finished.

#### A HOST OF SUNDRIES.

Time does not permit to deal even hurriedly with the novelties in lamps, saddles and other sundries. Amongst the lamp makers also a mania for extreme lightness prevails just now, and Lucas & Sons, with their "Alumophote" at 103-4 ounces, holds the record up to the time writing. Constructed largely of aluminium the Alumophote is a gem of a lamp, but must nevertheless be regarded more as a toy than a serviceable adjunct to a machine.

Several new tires have been placed in the already crowded field of competition since the Stanley show, and most of these, together with all the familiar varieties, find places at the Crystal Palace. But for the reason already stated I must defer mention of them to a subsequent letter.

STANLEY.

#### Affairs of A. W. Gump & Co.

A report of the recent A. W. Gump & Co. fire states that they carried insurance to the amount of \$54,600. Their policies were in the safe, which went into the cellar and was filled with water. While all the books and papers were soaked for a couple of days, they were still legible.

ney" to his club-mates. By the way, Whympy will soon call at Buffalo, Cleveland, Chicago and other points west in the interests of his firm, Schoverling, Daly & Gales. As the lecturer at the museum says: "You will find him an interesting conversationalist and ready to answer any question" that will interest the questioner about the effete east, especially New York and Brooklyn. You will also find Mr. Whympy one of the smartest young business men on the road, and he sells Humbers, Gales and sundries.

#### As to the Sercombe-Bolte Tire.

It is said that the Sercombe-Bolte pneumatic is not original, but is of the same pattern or similar to the Holdtite tire of England, a number of which were brought to this country last season on Swift machines. The patent has not run a year yet in England, and would thus annul any American patents if applied for within the year in America. The Holdtite tire clinches into the rim differently, a sort of dovetail process, but the patent also covers the square insertion, as in the Sercombe-Bolte, but does not conflict with the Lozier principle. A gentleman from the west hunted up a section of the Holdtite at the show and attempted to convince Mr. Sercombe that his views were correct, with what success was never known.

#### Many Dunlop Orders.

The energetic Harvey Du Cros, of the American Dunlop Tire Company, has been for the past ten days in the west, and from the orders received at the New York office, it looks as if he had been more than successful on his trip. The '93 detachable Dunlop is meeting with great favor, and in the hands of the hard-working Du Cros brothers it must find its way on thousands of wheels this year. New York welcomes the Du Cros boys—four in number—to the national metropolis as permanent residents.

#### Thorsen & Cassidy's Line.

This young Chicago firm now has a splendid line of wheels and sundries. It has the exclusive Chicago agency for Western Wheel Works goods, is western distributor for Warwicks, and Illinois and Wisconsin agent for Remingtons. The house jobs Garford saddles in the west and does a big general sundry business.

#### For the Rental of Wheels.

The Columbian Bicycle Livery has been incorporated to do business in Chicago. Stores are to be opened in four parts of the city, the object of the concern being to rent wheels during the World's Fair. The capital stock of the company is \$10,000, of which \$2,500 is still on the market. Charley Sieg is interested.

#### The 1893 Warwick.

The new Warwick, model A, a cut of which is shown herewith, certainly is of splendid design, and as the Warwick company has always enjoyed a reputa-



tion for building good wheels, the new model should prove a success. It has 28-inch wheels, the rear being fitted with 2-inch Warwick tires, and the front with 1 3-4 inch. The wheel base is 10 1-2 inches and the weight 39 pounds. The wheel may be fitted with guards, brake, etc.

#### Whympy on the Road.

The committee in charge of the Kings County Wheelmen's Club says the *Announcer* is to be congratulated on its efforts to provide fellow-members and friends with a healthy and chatty club monthly. The little paper was the pet club idea of that distinguished literateur, L. B. Whympy, better known as "Bar-



# CLEVELAND BICYCLES.

NOWADAYS almost any manufacturer can MAKE A FRAME, BUT not every manufacturer can FRAME A MAKE of BICYCLES equal to THE CLEVELANDS NOS. 4 AND 5. NOW, the Tire, Rim, Valve and Bearings are the principal points in a bicycle, and we have the most DESIRABLE in the

CLEVELAND PNEUMATIC TIRE,  
CLEVELAND RIM,  
"I. C." VALVE,

THREAD CONSTRUCTION.  
STRONG, LIGHT AND EX-  
CEEDINGLY RESILIENT.

Burwell Bearings, Absolutely Dust Proof.

The CLEVELAND No. 4 IS Our MEN'S Wheel.  
The CLEVELAND No. 5 IS Our LADIES' Wheel.

CATALOGUE ON APPLICATION.

H. A. LOZIER & CO.,  
CLEVELAND, OHIO.



## OVERSTONE, '93.

GENTLEMEN:—

We have still some territory to let, and require good responsible agents to work it thoroughly. WHEELS ARE RIGHT, PRICES ARE RIGHT. What's the matter with writing for prices and terms? If not, why not?

Yours respectfully,

For LOYD, READ & CO., (Coventry.)

ARTHUR E. FLAVELL.

P. O. Box 2225,  
NEW YORK CITY.

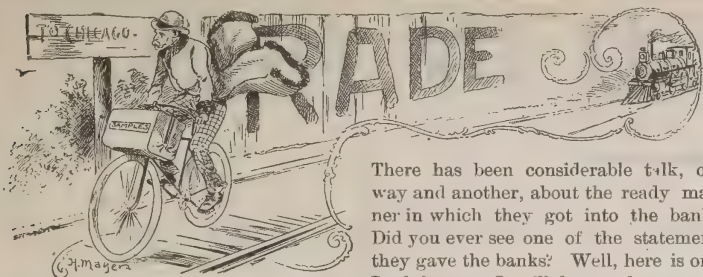
## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                           |                                         |                                 |                                   |                                                  |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|--------------------------------------------------|
| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|--------------------------------------------------|

And Jobbers Generally Throughout the United States.





## KIRKWOOD-MILLER FAILURE.

## Serious Charges Made—Goods Alleged to Have been Shipped to a Fictitious Firm.

According to the statements of the Peoria Transcript of Monday last, the creditors of Kirkwood, Miller & Co. stand but little chance of realizing any great amount on their claims. After quoting a statement of a member of the investigating committee the paper says:

When the assignment was made on Dec. 31, the schedules showed that the liabilities did not exceed the assets by a very great amount, and it was thought that if the firm was allowed to continue in business, the deficit might be made up. Some later developments would hardly warrant this conclusion. One of the investigating committee said yesterday that the liabilities were over \$200,000 now, and would probably reach a total of \$250,000. Meanwhile, the assets have been growing smaller and beautifully less, until the creditors will do well if they realize 15 per cent.

A prominent merchant, and one of the creditors, talked freely about the matter. He said: "We have found that the firm shipped goods all over the west during the months of November and December and consigned them to employees.

"HENNING & CO."

"In Iowa, Kansas and Nebraska, large consignments of goods were made to a firm named 'Henning & Co.'"

"Who is Henning & Co?"

"O, that is a fictitious firm created for the purpose. Henning is a man employed in the bicycle department of the house and lived here. I do not know but he is still living here. He was their bicycle expert, and I am of the opinion that his name was used without his knowledge or consent. The title of this fictitious firm was 'The Henning Buggy Company.' We have a record of a carload of buggies shipped to this firm, and they are charged to J. R. Miller on the books. J. R. Miller is a brother of the Miller in the firm. He gave a note to balance the account and that note was turned into the bank here for cash, discounted, of course. Then they would send a man out to the point where the goods had been shipped and he would either sell them at auction or induce some local dealer to take the lot. In each case the transaction was a cash one. They got money at both ends of the line, do you see?"

"We have letters from reputable dealers in which they send copies of threatening letters sent them by Miller, in which he urges them to send the balance of their accounts or take chances of being black-listed by him in the trade. Do you think he is in a position to do a very thorough job of black-listing?"

"We have also ascertained that Mr. Miller bought diamonds to the value of over \$200 for his wife about the time of the failure. She reciprocated by buying Harry a fine diamond stud."

AN ATTORNEY TALKS.

One of the attorneys in the case, who represents a firm caught in the failure, is also willing to be heard on the subject. He said: "It begins to look to me like one of the most rotten concerns on earth.

There has been considerable talk, one way and another, about the ready manner in which they got into the banks. Did you ever see one of the statements they gave the banks? Well, here is one. Look it over. It will do your hear. good. Shows them to be in good condition, don't it? Their statement to Bradstreet showed that they had something like \$65,000 over all liabilities. Now, outside of this their statement showed that Kirkwood owned property in excess of all liabilities amounting to \$71,000. That Allen C. Rush was worth \$74,000, with no liabilities. They were certainly entitled to a credit in the local banks of all they were getting—something like \$40,000. So it is not a matter of much surprise that they got the banks in the crash.

"About this time—December, 1892—the books of the firm showed their net assets to be something like \$88,000. It seems that they had asked the D. M. Sechler Buggy Company for an extension of their paper, and the firm sent De Golyer, one of the best experts in the country, out here to look at the books. He went over the books and stock, completing the work December 15, 1892, and reported the statement correct. This was fifteen days before the assignment.

"During the month of December they shipped many carloads of goods to various points in Iowa and all over the southwest. In most cases these consignments were made to the firm of 'Henning & Co.' Some of the goods went to traveling men. We have some interesting letters concerning the disposition of these goods that will be forthcoming at the proper time.

LEFT THEM PENNILESS.

"Allen C. Bush, the new member of of the firm, transferred his Pike County property on Dec. 29, two days before the failure, to Judge Orr and wife, both of whom have been garnished. On Dec. 26 he transferred his ranch in Missouri to a man named Ware, who is living in Chicago. In the statements made to the banks and commercial agencies, Rush was represented to have no liabilities at all. It now transpires that he is indebted to the amount of \$40,000 or possibly \$50,000 down in his district. I have interviewed one man from there. He was in the city a few days ago, and he had bills aggregating \$40,000 alone against Bush."

"Where is Bush now?"

"Well, suppose you tell me? The last account we had of him he was in Kansas, out of reach of our court officials, and we are inclined to think he will remain there.

"In the original schedule of assets filed at the time of the assignment, considerable stress was laid on the personal and real estate property of Mr. Kirkwood in Minneapolis. It now develops that this property is encumbered to nearly if not its entire value.

"As for Miller, citations were issued for him last Saturday night, and on Sunday he departed for Colorado. So you see not one of the three partners are in the jurisdiction of this court.

"The firm commenced business on a capital of \$13,000, and continued on the strength of wind and false pretenses. I regret that there are no adequate means in the present law to reach such cases as this. Our plan will be to show that a conspiracy existed, and to place the entire matter before the grand jury. It is not going to be an easy matter.

"I forgot to mention that out of an inventory of \$50,000 worth of goods, no less than \$20,000 are claimed as commission goods. That is to say, these goods are not the property of the firm. They were simply placed with them to be sold. The title to them was never relinquished by the consignors, but they are turned in as part of the assets. There are several petitions now before the county court asking possession of these commission goods, and the result of the hearing is only a matter of conjecture."

"I think the only course left open to the creditors is to try a forcible application of the conspiracy act. The law on the matter says: 'If two or more persons shall conspire together to obtain money under false pretenses, or to do an illegal act, injurious to the public trade, etc., they shall, on conviction of the charge, be liable to imprisonment not to exceed five years, and a fine not to exceed \$2,000, or both.'

A QUEER TRANSACTION.

"You will remember that a few days after the first schedule had been filed, an additional claim for something like \$5,000 came in for a carload of binding twine. Well, this car of twine was originally bought for March shipment, but at the urgent personal request of the firm it was shipped in December. We have found where they sold the greater portion of the carload of twine to Steve Bunn at about three-quarters of its value. That is to say, they stored the twine in a warehouse here, and sold the warehouse receipt to him. It is the same thing. This sale was made but a few days before the failure. Bunn gave them his check for the amount, but they did not pass the check into the bank. In that case, do you see, the amount of the check would have been passed to their credit. In order to get the cash, they sold Bunn's check to Tom Webb for the cash, and he turned the check into the bank and received his money all right.

"Now, to sum the entire business up in a few words, we have developed the fact that between Dec. 1, 1891, and Dec., 1892, assets to the tune of about \$117,000 have dropped into a hole somewhere. At least we are unable to find them."

"Do you suppose any one got them?"

"No, no," and he winked the other eye; "I think they went out for a walk and became lost."

The REFEREE has learned from another source that the liabilities are steadily increasing and the assets decreasing. The latter, says our informant, can not possibly exceed \$100,000, while at least double that amount is owing.

NO SWIFT FACTORY.

The Richmond, Ind., Enterprise Has Been Given Up.

For the present, at least, the Coventry Machinists' Company will not attempt to build Swifts in this country, the scheme to build a factory at Richmond, Ind., having fallen through. So far as can be learned it seems to have been a case of sour grapes on the part of one of the Richmond stockholders, M. C. Henley. The company had several offers of sites, among them one by Henley on the east side of the town and one on the west side. Henley's syndicate was to buy about 400 acres of land, give what the company needed free, and run in switches. The west side people offered land close to the railroad, within the city limits, and within a few moments' ride of the business portion. The latter offer Messrs. Marrett and Hill, "the English directors," thought to be much the better. They wanted to get what was best

for the bicycle company and not the land syndicate. The question as to the company's bad year had not been thought of except, possibly, as an excuse to kick over the traces. Anyway, when Henley found out that Marrett and Hill would not vote to go to the east side Henley said that he was through with the whole affair. Messrs. Marrett and Hill, not desiring to go on with dissatisfied directors or stockholders, voted to dissolve the company.

The west side people are now endeavoring to make arrangements to form a new company and locate the factory on the west side. But as the cost of building is so great now nothing definite will be done before fall, and in the meantime the several other propositions, some from other cities, will be considered.

The Bay City Bicycle.

In the building of the Bay City factory, says the Times, Henry B. Smith, S. M. Goodwin, M. F. Wilcox & Sons, and the few others who are interested, have moved cautiously and perseveringly, and it requires no experienced eye to see that they have builded well, and what they will do will redound greatly to the business advantage of Bay City in the future. The main building is 109x50 feet, two stories in height with solid brick walls and double trussed floor. In the northwest corner is a square-shaped room in which is placed a number of costly machines, especially designed for use in the manufacture of tools.

There are now in the factory, ready to be set in position, nearly thirty different machines.

In a building 30x30 feet north of the main building, is to be the blacksmith shop. A second story is to be erected and in this room the enameling will be done.

It will be fully six weeks before the National Cycle Works will be ready to begin operations. Before that time, however, the company expects to begin the work of bicycle repairing. It is the intention to remodel old machines and to make repairs of any kind desired.

The company has adopted the Morgan & Wright pneumatic tire and will this year produce a diamond frame machine.

A Northwestern Trade Association.

Representatives of W. R. Burkhard, M. F. Kennedy & Bro., St. Paul Hardware Company, F. M. Smith & Bro., C. W. Hackett Hardware Company, Northwestern Hardware Company, St. Paul; Snow Bicycle House, Smith & Zimmer, Kennedy Brothers, Pierson Hardware Company, Minneapolis and S. F. Heath Cycle Company, St. Paul and Minneapolis, met at the office of the latter last week and formed an association for the advancement of the interests of the trade. The officers elected were: Mr. Washburne of the Heath Cycle Company, president; F. M. Smith, vice-president; L. W. Zimmer, treasurer, and M. L. Merrill, secretary.

Many Using the Elliptical Wheel.

Mr. De Vore, patentee of the elliptical sprocket wheel and president of the Freeport Bicycle Manufacturing Company, while in Chicago this week, stated that twelve large manufacturing concerns had taken out licenses to make and use elliptical sprocket wheels, while four others had applied. The Freeport company will turn out 1,000 machines this season.

Will Handle the Crypto.

The McIntosh-Huntington Company has placed agencies for the Crypto geared ordinary as follows: Union Cycle Company, Springfield, Mass.;



# ESTABLISHED IN 1840.

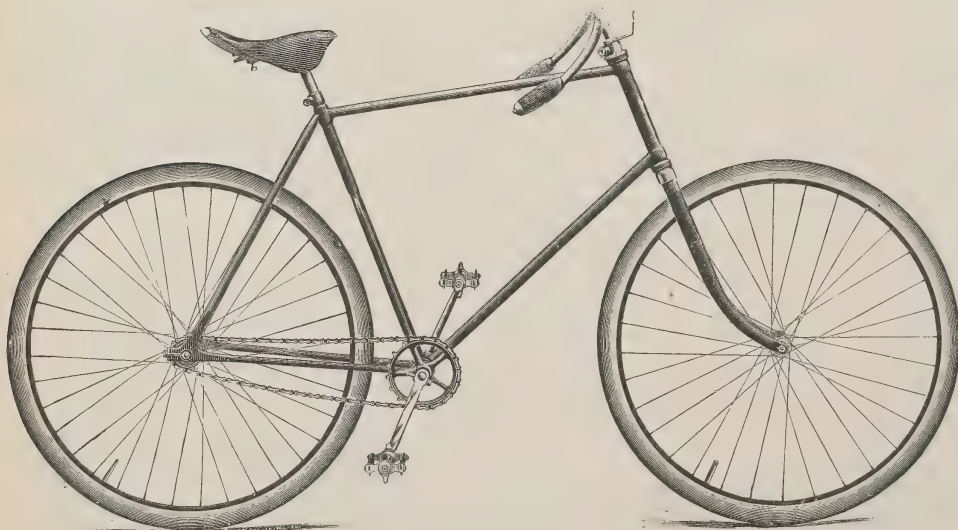
To that vast army of cyclists reaching throughout America we cordially extend our greetings for the year; and with confidence and pride in our latest achievements we present to them, as models of speed, strength and lightness, the Lovell Diamond Cycles for 1893.

## OUR LINE:

|                                                           |                                                                         |          |
|-----------------------------------------------------------|-------------------------------------------------------------------------|----------|
| Model 10.                                                 | Light Roadster or Road Racer, Pneumatic Tires, weight 31 pounds; price, | \$115 00 |
| Model 11.                                                 | Full Roadster, weight, all on, 37 pounds, stripped, 33 pounds; price,   | \$115 00 |
| <i>(This wheel is on the same lines as our Model 10.)</i> |                                                                         |          |
| Model 11.                                                 | In 19-16-inch Cushion Tires,                                            | \$105 00 |
| Model 13.                                                 | Lady's, Pneumatic Tires, weight, 35 pounds,                             | \$115 00 |
| Model 14.                                                 | Same as Model 13, with 19-16-inch Cushion Tires,                        | \$105 00 |
| Model 15.                                                 | Convertible, Pneumatic Tires, weight 35 1-2 pounds,                     | \$115 00 |
| Model 16.                                                 | Same as Model 15, with 19-16-inch Cushion Tires,                        | \$105 00 |
| Model 3.                                                  | The same as 1892 model, with Pneumatic Tires,                           | \$100 00 |
| " "                                                       | With Cushion Tires,                                                     | \$ 90 00 |
| Model 1.                                                  | The same as 1891, with Pneumatic Tires,                                 | \$ 85 00 |
| " "                                                       | With Cushion Tires.                                                     | \$ 75 00 |

**JOHN P. LOVELL ARMS CO.,** MANUFACTURERS, *Boston, Mass.*

Agents wanted in all unoccupied territory. Catalogue Free.



MODEL B, SCALE WEIGHT (as you see it), 32 POUNDS.  
MODEL A, ALL ON (Scale weight), 36 POUNDS.

Next week's "ad." will tell you how some one is going to get

**A Fowler**  
WHEEL  
FOR NOTHING.

Tell your friends and have them look with you.

**THE FOWLER TRUSS FRAME.** Patent Applied For.

**HILL CYCLE MFG. CO.,**

142, 144, 146 and 148 West Washington Street, CHICAGO.

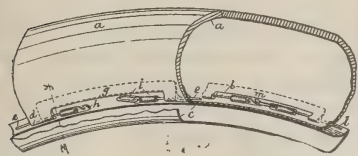




Reuben Woods' Sons, Syracuse, N. Y.; H. T. Hearsey & Co., Indianapolis; W. E. Sanborn, Boston; C. J. Connolly, Rochester; W. F. Murphy, Brooklyn; Schoverling, Daly & Gales, New York; E. J. Alsdorf & Co., Newark, N. J.; Pittsburg Cycle Company, Pittsburg; Shaw Cycle Company, Baltimore.

#### American Seddon's Tire Company.

When William Bowden had been in America less than ten days he closed an agreement of great importance, and which will result in the formation of the American Seddon's Tire Company. The deal was the result of an introduction to Sylvester G. L'Homedieu, of the Columbia Rubber Company, by a representative of the REFEREE. The amount said to have been agreed upon for the transfer of the American rights to the



new company is just double that reported in connection with the Airtite transfer, or \$2 0,000.

The American Seddon's Tire Company will be launched in a few days, the capital stock being, according to report, \$300,000. The Seddon tire is of the clincher type and is popular abroad. Two wires in the edge of the outer cover serve to hold the tire to the ordinary rim, each being fitted with a link and hook at the ends for the purpose of fastening the ends together, a bridge-piece (g) of metal being vulcanized to the edge of the tire at the point where the ends meet so as to allow a place of lodgement for the fasteners or hooks.

#### Joined the Liberty Force.

The all-round artist, Alexander Schwalbach, variously known as "Alec" and "Doc," has severed his connection with the Gendron Iron Wheel Company, which he served with a faithfulness which can not but meet with the good wishes for his future by his late employers. The Liberty people, through the alert Jake Bretz, secured a good man in Schwalbach, who is a walking cyclopedia of things cycular. He will talk Liberties with the same vim that he talked Gendrons for over two years, and will take charge of the Liberty up-town store at Central Park, New York. The genial "Doc" will take his family, consisting of wife, two daughters and a son, all cyclists, over to New York, after a residence in the city of churches of thirty-eight years.

#### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Anglinbaugh, patent attorney, Washington, D. C.:

- 490,495, tire for velocipede wheels; George D. Chamberlain, Springfield, Mass., assignor to the Warwick Cycle Manufacturing Company, same place; filed Aug. 10, 1892.
- 490,498, vehicle wheel; Joel H. Hendrick, Springfield, Mass., assignor to the Warwick Cycle Manufacturing Company, same place; filed Oct. 19, 1891.
- 490,450, cycle handle; Alexander Straus, New York; filed July 23, 1892.
- 490,587, velocipede; Francis P. McHardy, Chicago; filed March 11, 1892.
- 390,620, inflator for pneumatic tires; Seele H. Ellis, Waverly, New York, assignor to G. S. Scofield and F. M. Scofield, Greenwich, Conn.; filed May 29, 1891.

#### Big Demand for Dunlops.

The talk among cyclists and in the trade abroad is still of tires. The Dunlop people have, it is said, experienced an almost insatiable demand for their

new detachable tire, and all their factories are now working many hours overtime in the attempt to fulfill the orders they have received. The company is now engaged in building a factory in Germany, in order to meet the demand for its tires in that country. One firm of rim makers in Birmingham has received *carte blanche* to deliver as many rims as it is able to turn out between now and Easter, and orders for the wires and other materials have been given in much the same way.

#### Baltimore Dealers Organize.

At last the dealers of Baltimore have formed their association with a constitution and by-laws. Permanent officers have not been elected, however. The object of this combine is to protect one another from the sharp competition of past years. Dealers now offer a uniform price on second-hand wheels, and do not take them as part payment at all. Every dealer in town, with the exception of one, is in the combination.

#### Working Twenty-four Hours a Day.

At the tire factory of Morgan & Wright the molds are not allowed to cool, as night and day the work goes on with a full force at the benches. This popular tire of the season of '92 bids fair to surpass the past success in '93. The output for the present month will be very large. A complete set of tires is turned out, ready for delivery, every two minutes throughout the day.

#### Bornstein's Popular Wrench.

Henry Bornstein, inventor of Bornstein's improved pipe and vise wrench, manufactured by the J. A. W. Seaberg Machine Company, of Malden, Mass., is in Chicago this week. He received a number of orders early in the week for his wrench. This wrench is noted for its strength and is patented in America, Great Britain and Canada. The above company will exhibit at the World's Fair.

#### Chicago Trade in Brief.

O. Eggen, 681 Milwaukee avenue, has under way 500 machines of a Humber pattern.

The March-Davis Cycle Company has opened a temporary office at 96 North Clinton street.

Warman & Hazelwood have a large consignment of Lady Bird safeties in the custom house.

Two hundred and twenty-five complete rims and tires come from the G. & J. factory every day.

Four lines will be handled by the Taylor Cycle Company this season, Psychos, Tourists, Liberties and Rex.

The Charles H. Sieg Manufacturing Company, Chicago, has a couple of samples of the Falcon on hand.

The Charles H. Sieg company has secured the local agency for the Yost company's line of medium grade safeties.

The C. D. Hill Cycle Company closed with the Midland Cycle Company, Kansas City, for the state of Kansas, with an order for 100 Fowlers.

The Charles H. Sieg Manufacturing Company has started a factory in a small way for the manufacture of the Perfection repair kits.

L. B. Cox, manufacturer's agent for Stewart bicycle and athletic clothing, has removed from 152 Monroe street to larger quarters at 147 Fifth avenue.

A. J. Marrett, of the Coventry Machinists' Company, returned to Chicago on Thursday of last week. He brought back a collection of choice lantern slides of English cycling scenes and subjects,

with which he intends to entertain the members of the Lincoln club.

Gormully & Jeffery have recently shipped wheels to Japan, and received an order, accompanied by cash, from Russia, as a result of an ad. in a paper there.

The Quadrant Cycle Company will have its new store at 309 Wabash avenue completed in a very few days, when it will move from its present cramped quarters.

Harry Park, a track rider of considerable ability, at one time with the Siege of Pompeii, has entered the employ of the Henry Sears Company, whose bicycle department he will manage. Mr. Park is from Washington, D. C.

Business has picked up this week along cycle row. In a number of the stores sales of from one to five wheels were reported, and the dealers looked happy. All think the prospects for a large business this spring are most encouraging.

L. M. Wainwright of the Central Cycle Manufacturing Company, Indianapolis, was in Chicago Tuesday, when he disposed of 100 Ben Hur safeties to the Sieg company. This machine lists at \$90 with pneumatics. The Central company will turn out 2,000 Ben Hurs and 1,500 Centrals this season.

W. C. Anderson is not to enter the employ of the Indiana Bicycle Company, as was stated in a contemporary last week. An offer was made him, but A. G. Spalding & Bros. were loth to let him go, and held him to a verbal contract. Anderson has been with Spalding about three months. He returned last week from a trip in Indiana and Ohio with Credendas, and leaves this week to visit the jobbers in Illinois with the Victor line.

#### Miscellaneous Trade Matters.

A big exhibit of cycles is to be held at Paris in May.

The engagement is announced of Miss Rosie Stern to Joseph Goodman of Hartford.

Amos Shirley, New York, has given up carrying Humber, confining himself to New Howes.

Two new stores are being prepared for business on Broadway, near Eighth avenue, New York.

Harry Hanford has entered the employ of the McIntosh Huntington Company, for whom he will travel.

The Monarch agency for New York and Brooklyn has been placed with the H. H. Keffe Company of Broadway, New York.

The Surbridge Bicycle Works, at Cumberland, Md., have been temporarily closed on account of the bursting of water pipes.

J. C. Armstrong of Peoria had his King of Scorchers wheel, No. 22,267, stolen last week, and is offering a reward for its recovery.

The sacred precincts of Beantown will know Kirk Brown no more; he has gone to New York to push the Dunlop. The Du Cros boys have got him.

William West, late with the Kenyon Cycle Company, of Des Moines, has entered the employ of the Marble Cycle Company, at Plymouth, Ind.

L. C. Jandorf & Co., of New York, will handle eleven agencies this season, representing among others, the Raleigh, Smalley, Victor, Scorchers and Rudge.

In his century ride over the Elgin-Aurora course on New Year's day, A. H. Radell rode a 26-pound *Aeolus* racer fitted with Morgan & Wright racing tires. Radell weighs 180 pounds. The

road was in the worst condition the rider ever saw it.

The latest addition to the Monarch staff is F. W. Coulson, lately with Garford and the McIntosh-Huntington Company. He takes the road at once.

W. A. Shockley, the announcer, resigned his position last week with the Pope Manufacturing Company to accept Fred Patee's position with Rouse, Hazard & Co.

The Puritan Cycle Works of Portland, Me., writes that the name Puritan has been used by that concern for two seasons, and trusts that their right to the title will be respected.

A. A. Strauss, formerly with the New York Belting & Packing Company, will soon announce himself as an exclusive dealer in tires, and expects to place something good on the market.

C. E. Van Vleck, 310 Broadway, New York, has been appointed agent for the Sercombe-Bolte Telegram wheels for New York and Brooklyn. Other agents in New York city can get goods through him.

The REFEREE and all latest cycling papers, periodicals and hand books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—*Adv.*

The name of the Imperial Cycle Company of Portland, Ore., has been changed to the Pacific Cycle Company. It will handle among other wheels the Yost company's Falcon for Oregon and Washington.

Julius Andrae has the working model complete for a new ladies' wheel, which will be placed on the market this season. The frame is somewhat different from the ordinary. The weight will be limited to 32 pounds.

A report from Texas says: "The outlook for the trade the coming season is most encouraging. The wheels sold here are almost exclusively of highest grade. 'There's nothing too good for Texas,' is almost an aphorism."

M. G. Peoli, representing the Raleigh, is on the way to San Francisco, stopping en route at Omaha, St. Paul, Denver and Salt Lake City. He will return in time for the World's Fair exhibit, of which he will have charge.

A. M. Scheffey & Co., 92 Reade street, New York, are meeting with wonderful success in the sale of their Wynnewood bicycles, which, although ranking as medium grade, are finished up equally with many higher priced wheels.

The exports from England to the United States in cycles and cycle materials, for the three months ending Dec. 31 for the Birmingham and Coventry district, amounted to \$114,000, and about \$2,500 from the Wolverhampton district.

The Shaw Cycle Company, of Baltimore, has purchased the plant of the Clark Cycle Company and has had the stock removed to its store. With the addition of some special machinery and power it is enabled to do the best repairing and remodeling.

Charlie Price of Milwaukee, has allied himself with Van Vleck of 310 Broadway, New York, who will handle Raglans, as in the past, and Telegrams as a new line. Price will join one of the leading clubs in New York and will race under the club's colors.

W. M. Perrett has just closed a deal for the Bretz & Curtis Manufacturing Company whereby Quinton Scorchers will be handled in New England by Sidwell & Sabin, while the Buckeye Cycle Company of Cincinnati will look after the southern states. William "the an-





THE WARWICK, 1893.

# THE '93 WARWICK

—O—  
WE ARE  
**HEADQUARTERS**  
FOR THIS  
**POPULAR WHEEL.**  
—O—

Model A, Diamond Frame, - 29 lbs.  
Model B, Diamond Frame, 30 and 33 lbs.  
Warwick Ghost, High Diamond  
Double Lower Frame, - 27 lbs.  
Warwick Racer, about - - 20 lbs.  
Lady Pricilla, - - - 34 lbs.

LIST, \$150.00.

Send for Full Description.

## OBSERVE THIS:

YOU SHOULD HAVE A COPY OF  
**THORSEN & CASSADY COMPANY'S**  
**BICYCLE CATALOGUE.**

*It Contains a FULL Description*

OF THE

**FINEST LINE of CYCLE SUNDRIES**  
ON SALE IN THE WEST.

WE ARE SOLE DISTRIBUTING AGENTS  
FOR THE

**1893 WESTERN WHEEL WORKS.**

19 PATTERNS MEDIUM PRICE WHEELS.

*Our Catalogue Tells the Story.*

**THORSEN & CASSADY**  
COMPANY,

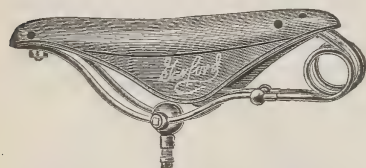
60 and 62 Wabash Ave.  
CHICAGO.

**REMINGTON AGENTS.**

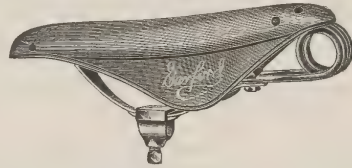
THE 1893 MODELS

**Are Beautiful, Are Strong.**

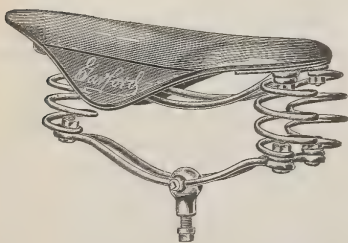
Long Wheel Base, Long Head, CRANKS  
well forward, and raised high from ground.



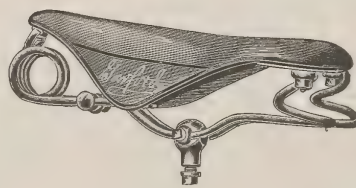
Style F—Original Garford Model,  
Wire Spring.



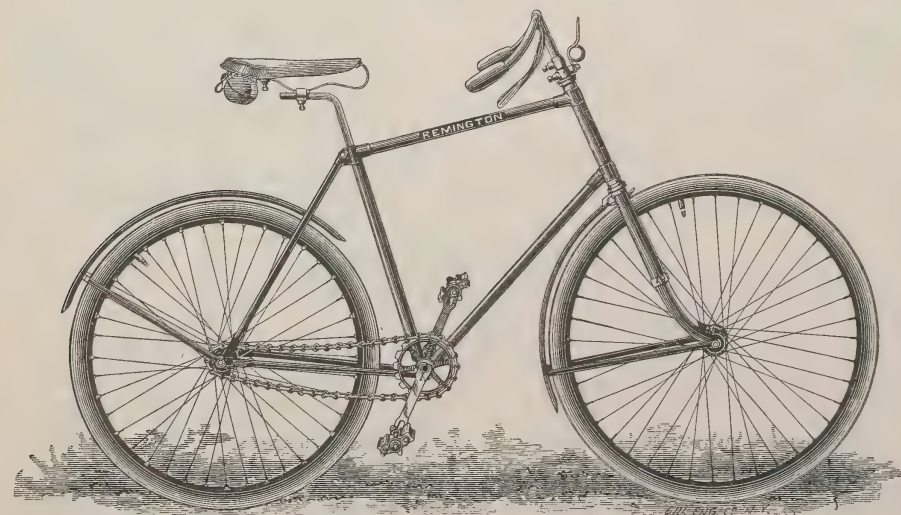
Style E—Original Garford Model,  
Flat Spring.



Style D—Three Coil Wire, English.



Style C—Half Vertical Rear Coil Wire.



REMINGTON ROADSTER. List, \$140.

👉 CATALOGUE NOW READY. SEND FOR IT. 📩



THE REFEREE.

nouncer" is now at Saratoga Springs, taking the water for his voice!

Fred Patee expects to be on the road to some extent for a couple of months and will then be "at home" in Indianapolis. It is said that Mr. Smith's primary object in securing Patee's services was to enable himself to take rest, made necessary by failing health.

The exhibition of saddles and sundries of J. A. Hunt & Co., Westboro, Mass., at the Philadelphia show was a decided success. Although this firm has been in market but a short time, it has stepped forward to take front rank as a manufacturer of cycle accessories.

Harry Nevill, representing J. K. Starley & Co., will, as soon as the tire-some New York custom house people let him, proceed westward, accompanied by J. K. Starley's beautiful Rover creation in safeties. The New York custom house has become worse and worse of late.

Elliott Mason, New York manager of the Pope Manufacturing Company, must be a mascot, for hardly a day passes in any kind of weather, and at any time of the year, that he does not record a few sales. Last week, with plenty of snow on the ground, he sold four Columbias.

Charles T. Buchanan, of the Toledo Bicycle Company, was in New York last week, and closed a deal with the Butler Hardware Company to handle the Dauntless in New York. The Dauntless should easily find its way into popular favor if the firm which has taken the agency pushes it.

Fenton Sanger-Fox, representing the Sercombe-Zolte company, Milwaukee, was cavorting around New York last week, and as is usual with F. S., he did something worth recording. He made a deal with Van Vleck, 310 Broadway, which amounted to the sale of several hundred Telegrams.

A rider who has figured often in central New York races writes to E. C. Stearns & Co. of Syracuse of his '92 Stearns: "I took it [his wheel] all apart, and I never rode a wheel a season and found the bearings in any better condition than they were; in fact the whole wheel is as good as the day it left the factory." Such unsolicited testimonials speak well for the Stearns.

Thomas O'Brien, a native of County Clare, will start on the road for Schoverling, Daly & Gales this week, his territory being New York and Pennsylvania. Mr. O'Brien has lived in New York for many years and is considered by "Barney" Whymper to be extra bright as a cycle drummer. The fact that he has had several years wholesome training with his house is an endorsement that he is "up to snuff."

The American Ormonde Co. has made extensive deals in the sundry line, and is prepared to talk large or small deals. Secretary Bridgeman is now taking a trip on the road, and President Willis says orders are pouring in from both him and the other travelers in a volume that bespeaks a successful year for his company. This concern is doing a splendid all-round business and is meeting with the cordial support of the trade in general.

President L. H. Johnson of the Premier Cycle Company is a Helical man these days—that is, he talks Helical tube from morn till night. That the Premier company will do well this year there is little doubt, and Mr. Hillman's new idea in tubing is likely to "catch on." The Premier cycle of '93, is the best thing the Coventry firm ever turned out, and it has turned out some pretty good things in the past. The Helical tubing makes a 28-pound roadster look quite 40 pounds,

| RESULT OF THE VOTE TO DATE OF FEB. 1:                                                                                                             |                  |                      |                |                    |                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------------|----------------|--------------------|--------------------|
| No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs?.....                                              | Postal vote..... | Yes.<br>198          | No.<br>509     | Middle Class.<br>2 |                    |
|                                                                                                                                                   | Blank vote.....  | 27                   | 66             |                    |                    |
|                                                                                                                                                   | Total.....       | 215                  | 575            | 2                  |                    |
| No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.?.....                                                    | Postal vote..... | Yes.<br>372          | No.<br>286     | Medals Only.<br>13 | Various<br>13      |
|                                                                                                                                                   | Blank vote.....  | 53                   | 40             |                    | 1                  |
|                                                                                                                                                   | Total.....       | 425                  | 326            | 13                 | 14                 |
| No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals?.. | Postal vote..... | Professional.<br>302 | Middle.<br>165 | Amateur.<br>22     | No Answers.<br>170 |
|                                                                                                                                                   | Blank vote.....  | 40                   | 31             | 5                  | 18                 |
|                                                                                                                                                   | Total.....       | 342                  | 196            | 27                 | 188                |
| No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?.....                                        | Postal vote..... | Yes.<br>388          | No.<br>273     | No Answer.<br>15   | Various.<br>96     |
|                                                                                                                                                   | Blank vote.....  | 95                   | 43             | 1                  | 6                  |
|                                                                                                                                                   | Total.....       | 481                  | 316            | 16                 | 42                 |
| No. 5. Shall cash prizes be awarded to any class, and if so, which?.....                                                                          | Postal vote..... | Yes.<br>15           | No.<br>259     | To Pros.<br>228    | To All.<br>129     |
|                                                                                                                                                   | Blank vote.....  | 2                    | 29             | 44                 | 11                 |
|                                                                                                                                                   | Total.....       | 17                   | 288            | 272                | 140                |
| No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin?.....                                       | Postal vote..... | Yes.<br>623          | No.<br>48      | Various<br>22      |                    |
|                                                                                                                                                   | Blank vote.....  | 87                   | 4              | 1                  |                    |
|                                                                                                                                                   | Total.....       | 710                  | 52             | 23                 |                    |
| No. 7. Shall the constitution be so changed as to permit of a change by a mail vote?.....                                                         | Postal vote..... | Yes.<br>496          | No.<br>148     | No Answer.<br>55   |                    |
|                                                                                                                                                   | Blank vote.....  | 69                   | 18             | 9                  |                    |
|                                                                                                                                                   | Total.....       | 565                  | 166            | 63                 |                    |

but lightness with strength and graceful lines are the distinguishing features of this year's Premier.

Porter & Gilman will be the new agents to take up quarters in Cycle Row at the upper end of Broadway, New York, and will handle the well known Stover Bicycle Manufacturing Company's wheels for New Jersey, and act as joint agents with the Stover company in New York City. They will handle high grade wheels and sundries, and being young men of push will no doubt do credit to the Phoenix in and around New York.

THE VOTE ROLLING UP.

*Result of the Voting on League Matters Up to Date—Pros. Still Ahead.*

No startling changes have occurred in the voting on the questions submitted to the vote of the league members by the REFEREE. The postal cards are still steadily pouring in. We desire to remind those who have not already voted that the vote closes on February 13, and that supplies of voting blanks may be obtained at this office. A few opinions recently received are here given:

AGAINST PAYING EXPENSES.

MILWAUKEE, Jan. 16.—Editor REFEREE:—I see your efforts have been crowned with success. If race meet promoters have to pay racing men's expenses to get them to come, it is time the august racing board took a hand in the affair. Yours, WALTER G. NICHOLSON.

AN OLD TIMER'S OPINION.

BROOMSEDGE, Jan. 16.—Editor REFEREE:—I enclose a vote on the amateur professional business, though I am not a member of the L. A. W. I also enclosed one of your editorials. I certainly was surprised to see you call the old race meets of the time of Rowe, etc., and the meets of last summer "all amateur affairs." You know, and everyone knows, that the principal racing men of all those meets were no more amateur racers than Ben Butler was an amateur lawyer; and you know that without these men (or the promise of them), the meet did well that drew twenty people instead of 20,000.

Taylor boasted at Harvard last fall that he had made \$10,000 out of racing that summer—he was one of the stars at your "amateur affairs." The L. A. W. ought to drop racing altogether; it always did the league more harm than good. I suppose that you read the last few numbers in December of Harper's Weekly. What Whitney says is perfectly true, yet the ordinary man reading that account of the L. A. W. would set it down as one great fraud. W. B. GREENLEAF.

FAVORS CASH.

MANISTIQUE, Mich., Jan. 27.—Editor REFEREE:—In reply to yours of recent date, would say:

1. Anyone who races in the interest of a wheel or manufacturer should be barred from any race.

It is sport pure and simple, and we want not that with a string attached.

2. Yes; any legitimate merchandise or cash.

3. I should class as professionals all who could make a mile under 2:15, and grade them according to their speed.

4. Yes, as professionals—in union there is strength.

5. Treat all alike.

6. Their business as well as their full address.

While I do not approve of cash in every instance, yet it does seem unfair that many a worthy wheelman who cannot afford to travel over the country for real estate, etc., should be barred from many important races. Cash pays hotel and traveling expenses, then why not make "the long green" the prize? It is bosh to say that such would then be a farce. Put in honest judges and the public need not fear but that they shall get their money's worth. D. C. CURRIE.

A VOICE FROM THE COAST.

SAN FRANCISCO, Jan. 19.—Editor REFEREE:—I cannot say quite what I would like in the limits of your card, therefore write at greater length. The great difference between the two classes, amateur and professional, remains the same in all branches of sport. An amateur, as originally understood, is one who competes in various sports for the love of the sport, and who usually has some other means of existence. Men who, by reason of other occupation, cannot devote the principal part of their time to the particular sport in which they excel, cannot hope to compete with those who practically make a business of the sport, and as those who make a business of their sport are not usually satisfied with the triumph of winning, with its badge of little value, the line can be easily drawn at that point. Answering your questions:

1. No; for an amateur let a man's own bona fide club (if he has one) pay his traveling expenses only, for competition at distant points. His other expenses of living must be paid by himself anyway, wherever he may be, and the extraordinary expenses of preparation for the competition are the sacrifices the amateur sportsman always makes.

2. No; for the reason above stated.

3. There can be no middle class; a man is either amateur for the sport alone, or he is in it as a business, and it is as much his profession as law, medicine or any other branch of gain.

4. If respectable men adopt any sport as a profession, it is as respectable as any other profession, and they should be admitted to league membership in order that the league may exercise a supervision and control and keep the profession pure. The various bar associations among lawyers, and medical societies among physicians are fair comparisons.

5. For the above reasons, make the professional prizes cash. It is cash or its equivalent that is wanted; therefore give the winners the cash and let them expend it for any equivalent they wish. Not all the young gentlemen who have won so many pianos are capable of running a young ladies' seminary, and that is about the only place which will absorb an unlimited number of pianos. Many of the other prizes are equally absurd, and are competed for on account of the cash value they represent.

The above is the only proper solution of present conditions. A man may remain an amateur as long as he is satisfied with the condition, and graduate into the professional class without loss

of respect when he cannot afford to remain an amateur, or when he thinks he is fast enough or when he prefers to make it a business. A middle class cannot be entertained. They would not be recognized by any other branch of amateur sport, and any amateur competing with them would also lose his standing.

GEORGE H. STRONG,  
Chief Consul California.

Want Official Recognition.

On behalf of the L. A. W. and the National Association of Amateur Oarsmen, A. G. Spalding has appeared before the executive committee of the World's Fair and asked for the official recognition of the fair management. He requested that the fair managers award suitable medals to the successful competitors.

C. W. Davis and Miss Ballard Married.

The marriage of Cyrus W. Davis, one of the Chicago Cycling Club's prominent racing men, to Miss Estelle J. Ballard, a sister of E. W. Ballard, also a well-known racing man of the Chicago C. C., took place Wednesday evening at the home of the bride's mother, Mrs. Dr. Ballard, 99 Thirty-seventh street, Rev. Mr. Grannis of the Duncan Avenue Congregational Church officiating. Only the immediate friends and relatives of the contracting parties were present, and after the usual congratulations and a wedding supper, the bride and groom left for their new home at Windsor Park, which has been nearly furnished from the gifts of friends. Among the many presents were two—a piano lamp and a handsome chair—from the clubmat's and cycling friends of Mr. Davis.

A EUROPEAN TOUR THIS SUMMER.

A WORD TO THOSE INTERESTED.

I have laid out a tour through certain portions of France, Switzerland, Germany and Holland this summer, that, in my judgment, offers more for the money and time required than any yet planned by me. I shall start from New York early in June and shall be away about seventy-five days. The cost of the complete round trip will be but \$300. I will make arrangements for twenty people—no more. I shall be pleased to send more extended information. F. A. ELWELL,  
152 Pearl St., Portland, Me.

Pneumatics Applied For \$20.00.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in A 1 steel rims for \$20 per pair; frame spreading and general repairing done at proportionate prices; these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 50 Tremont street Boston.



Another Great Test  
HAS PROVEN  
**THE SIMONDS  
BALLS**  
TO BE  
The Best in the World.

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Read the following letter:

MILWAUKEE, Wis., Jan. 21, 1893.

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Fitchburg, Mass.

GENTLEMEN:—For the past three months we have been testing the different makes of balls, and it gives us pleasure to inform you that the balls manufactured by you **run truer to size and surface than any of the other makes.**

We have tested them with the ball testing machine made by us and exhibited at the Philadelphia cycle show, and can truly say **they beat them all.**

Enclosed please find order for balls enough for 1,500 machines, which will be about one-half of the amount we shall need the coming season.

Very truly yours,  
SERCOMBE-BOLTE MFG. CO.



AGENTS! ————— RIDERS!

HAVE YOU SEEN THE 1893

*Lyndhurst*

BICYCLE?

If not, write for catalog, now ready, giving a full description of our 23-lb. Racer with wood rims; Light Roadster, 28 lbs.; Roadster, 32 lbs., including brake, and the best and lightest American Ladies' Wheel made

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Factory:  
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173 and 175 Grand Street,  
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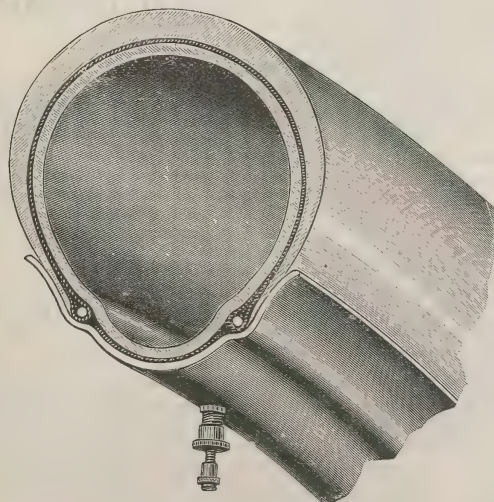
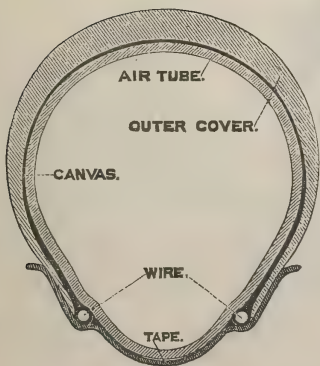
AGENTS: Simmons Hardware Co., St. Louis, Mo.  
The Buckeye Cycle Co., Cincinnati, O.  
E. I. Horseman & Co., New York City.

Henry Sears Co., Chicago, Ill.  
E. Alsdorf & Co., Newark, N. J.

# Dunlop :-: Detachable :-: Tires.

*Guaranteed to the Maker and User.*

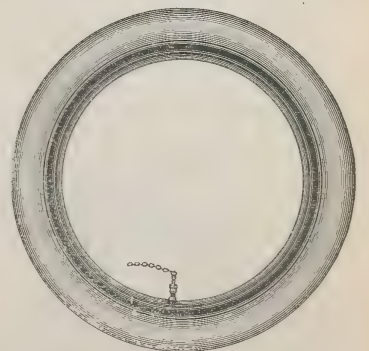
SIMPLICITY.



EASE OF REPAIR.

SPEED.

NEATNESS.



## American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.



## RECENT ENGLISH INVENTIONS.

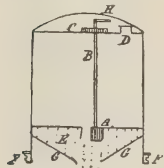
## New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Dec. 14, give notice in the prescribed form of such opposition.]

## A CHAIN CASE AND LUBRICATOR.

No. 19,933. H. French-Gillman's "Automatic lubricator and other improvements in cycle gear boxes." Nov. 5, 1892.—This invention is designed to operate in an air-tight cycle gear box as described by the applicant in his specification No. 15,338, and is intended to avoid the tediousness of oiling each link of the chain separately, by using an automatic lubricator, the same being fitted preferably



over the back chain wheel. The lubricator is constructed of a metal cylinder fitted at the top with a disc having a hole in it closed with a screw cap. A similar disc is fitted in the lower part of the cylinder having a hole in it and a tap (A) fitting the hole. The tap is turned by a wire (B) which passes through the cylinder and out at the top and is bent over to form a handle, and an indicator showing on the scale how far the tap is open. A cap (H) is hinged to the top of the cylinder. The bottom of the lubricator is provided with a hollow cone (G G) and in the cavity thus formed is placed a piece of sponge which allows the oil, with which the lubricator is filled, to drop onto the chain. The lubricator is filled with oil by removing the screw cap (D) and it is attached to the machine by the screw thread (F F). A perforated metal cap may be used instead of the sponge, and various other modifications may be made.

## THE PREMIER HELICAL TUBING.

No. 82. W. Hillman's "Improvements in the construction of velocipedes." Jan. 2, 1892.—The invention relates to the frame, seat pillar, handle-bars, cranks and other parts (excluding the wheels) which have heretofore been made of tubing or of rod metal, and consists in the employment in the construction of such parts of either parallel or tapered tubing formed of sheet steel, preferably of the character known as "crucible cast steel," it being essential that the steel employed should be of a high quality, such tubing being formed by coiling a length of such sheet metal of the desired width around a mandrel in such manner as to obtain an overlapping of the metal all along the joints of the tube, and soldering or brazing the joints at the ends and, if desired, at intervals, or all along the length of the tube.

A convenient method of making such tubing is to take a length of sheet steel of the required width, cut off one corner thereof at the angle required for the pitch of overlap to be used, and then to place such inclined corner in a groove formed in a mandrel, which is caused to revolve between a pair of adjustable jaws.

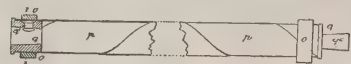
The mandrel lies between the jaws and the latter are adjusted to be a short distance clear from the sides of the mandrel, according to the substance of the metal used and the pitch required to be given to the coils. By rotating the mandrel the strip of sheet steel held at one end within the groove, is coiled around the mandrel, so as to form a tube with the edges of the steel strip overlapping each other to any required width.

This partially constructed tube is then secured by passing over it a clamp of the size required for the finished tube, which clamp, when the jaws are opened, will permit the tube to slightly expand and thereby free it from the mandrel, from which the tube can be removed. Or the ends of this partially constructed tube can be temporarily secured by means of rings passed over the same.

If desired, after removal of the tube from mandrel, it may be again twisted so as to regain the twist lost in removal from the mandrel and thereby obtain a tube as stiff as possible. In some cases a bush is secured in one or both ends of the tube, but where the end of the tube is to be placed in a socket the bush may be dispensed with.

The width of the strip of sheet steel and the relative pitch employed in coiling up the same are such as to secure an overlapping of the metal all along the joints of the tube and, in the case of cranks and handle-bars especially, the width of the strip of metal may be made so great as to make a tube of some considerable taper and consequently having a gradually increasing number of thicknesses from the smaller to the larger end thereof, or for a certain distance along the same. For cranks' solid ends, one bored and the other

slotted or bored as usual are secured to the ends of the coiled tube. For pedal-axle brackets a strip of metal is coiled up in a parallel direction



and the outer edge brazed along the tube thus formed. The frame tubes are secured to the bracket by sockets or otherwise. The illustration shows the tube (p) having collars (o) on its end prepared for brazing by the application to the interior of each end of an expander tube provided with dogs (q1) which, by means of the taper plug (q2), are forced outwards so as to firmly grip each end of the tube (p) between the dogs and collar. After both ends of the tube have been secured in the above or in any other convenient manner, the tube is loaded with a sufficient quantity of borax and splter, or other brazing or soldering materials placed within it, and it is then put into a muffle and submitted to such a heat as is sufficient to effect the brazing of the joints of the tube without injury to the character of the steel. If desired, the outside of the joints may be soldered or brazed.

## The American Rudge Factory.

The Rudge American branch factory at Peoria, which is illustrated herewith, consists of three stories and basement, with two wings, each two stories and basement. The location is on one of the bluffs overlooking the city and is reached by the electric cars, which cover the dis-



tance between the factory and the business centre of the city in fifteen minutes. The factory is already equipped with fine machinery, and additional machinery will be purchased as fast as needed. Rudge bicycles are now being turned out in the new factory from the finished bearings, forgings, etc., imported from the parent factory. Besides the Rudge, the Sylph and Overland cycles are made here.

## Cold Drawn Steel Tubes.

The manufacture of steel tubing has become an important branch of the cycle making trade in America. A number of factories are already in operation. English makers have a great reputation for this class of tube, but good tubes are already being made in our own country. The method of manufacture is simple enough if plant and tools of the best description are obtained. Most important improvements have been recently introduced into machinery of this description by a well known firm in Birmingham, Eng., Samuel Fisher & Co. Perhaps prospective tube makers will make a note of their address?

## Will Make the Lincoln.

The Radell Cycle Manufacturing Company has located at 14, 16 and 18 North Lincoln street. This company will manufacture the Lincoln safeties, do a large amount of repair work and manufacture rims. The Lincoln cycles are light weight, high-grade machines, containing no forgings or castings in the frame. Tubing only is used, being doubly brazed at the joints.

## March-Davis Burned Out.

Saturday morning last the building at 62 South Canal street burned to the ground. The March-Davis Cycle Company occupied the third floor and lost everything, the loss being reported at \$10,000. Preparations to begin operations at another location were commenced at once. The loss was fully covered by insurance.

The  
**Crypto**  
Front  
Driving  
Safety,  
and the  
**Crypto**  
Geared  
Ordinary



combine all the good points of both the "Old Ordinary" and the "Rear Driving Safety," without possessing the disadvantages of either. Send for catalogue.

THE McINTOSH-HUNTINGTON CO.,

Sole Agents for  
United States.

Cleveland,  
Ohio.

## THE BEST OILER

In the world is the "Perfect" Pocket Oiler. Why? Because it does not leak, and is the handsomest and handiest oiler made. With this oiler it is an easy matter to oil your bicycle properly without covering yourself and the machine with grease. Price 25 cents.



HALF  
SIZE. CUSHMAN & DENISON,  
172 Ninth Ave., N. Y.

## HOLDERS.



To carry above oiler on a bicycle—No rattling—Easily attached to any wheel. Price 25 cents each. Handsomely nickel plated. Large size holder to carry a pneumatic pump at same figure (25 cents).

Cushman & Denison, 172 9th Ave.,  
New York.

## THE RED STAR SOLID ILLUMINANT



## FOR BICYCLE LAMPS.

A solid compound that will not leak or spill but stays where it belongs—in the lamp.

If you want a clean lamp, clean clothes and a clean machine. USE IT. There is no use telling you what a nuisance your lamp HAS BEEN. Use our illuminant and forget about the past. Price 50 cents per can.

THE RED STAR CHAIN LUBRICANT will also save you trouble. It is put up in stick form, very handy and convenient. Price 25 cents.

THE RED STAR LUBRICATING OIL is made especially for ball bearings. Price 25 cents per can.

For sale by all dealers. Samples sent on receipt of price. Send us a postal for our little folder.

RED STAR MANUFACTURING CO., 58 Front St., N. Y.  
P. O. Box, 1092.

ONLY First-Class, Reliable Houses use this medium to advertise their goods. If you are contemplating the purchase of a wheel—any grade, or sundries of any kind, you will find it to your advantage to patronize one of these firms.

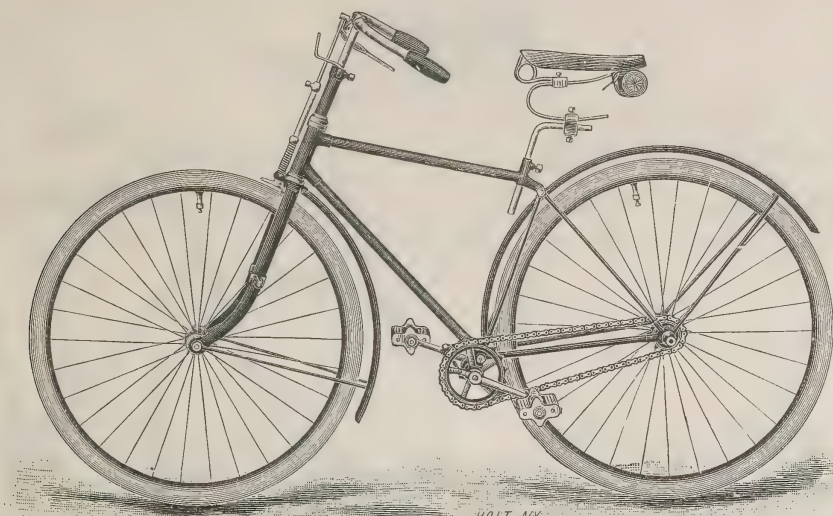


CRAWFORD NO. 1.

CRAWFORD NO. 2.

CRAWFORD NO. 3.

IF YOU WANT A MEDIUM-PRICED WHEEL THAT WILL stand hard use, see our line before making a selection. Our Crawford No. 3 has and will stand the weight of 1,000 pounds. What do you think of that for a Boys' wheel?

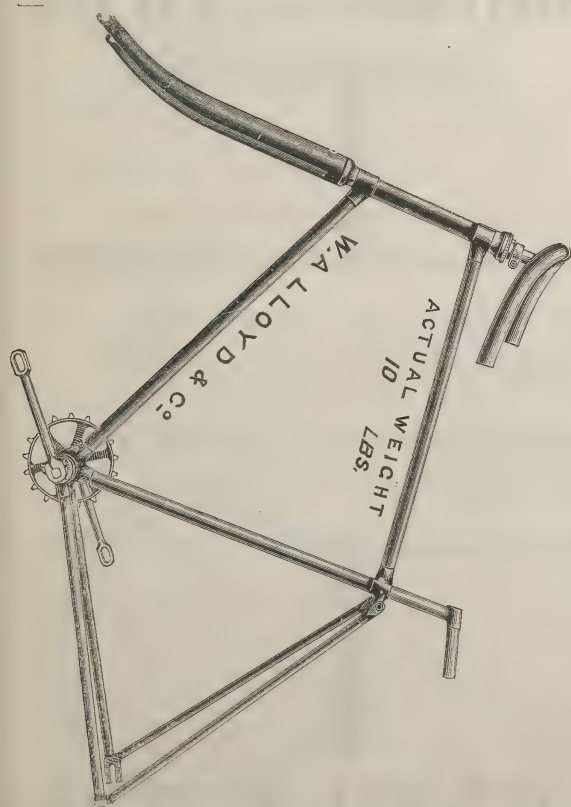


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We make the best sellers of any medium-grade wheels manufactured, BECAUSE THEY ARE DURABLE. Write for catalogue.

THE CRAWFORD MFG. CO., - HAGERSTOWN, MD.

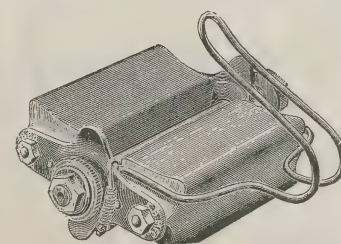
LLOYD'S FRAMES.



WHAT DO YOU THINK ABOUT THIS?  
Money Cannot Buy Better.

Correspondence Invited.

W. A. LLOYD & CO.,  
CLYDE WORKS, BIRMINGHAM, ENG.



Send For Prices  
AND TRADE DISCOUNTS OF  
RANKIN'S  
PAT. TOE CLIP.  
Sample Pair by Mail, 50c.

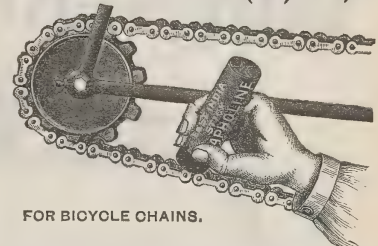
MUNROE'S  
ANTI-FRICTION  
Compound for Cycle Chains.  
Sample Tube by Mail, 25c.

We will send you cuts of the  
above for '93 catalogues.

W. G. RANKIN & CO.,  
23 Custom House St.,  
PROVIDENCE, R. I.



USE EAST INDIA  
STICK GRAPHOLINE

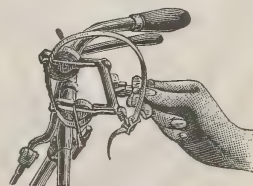


FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

PRINCE WELLS

KENTUCKY BICYCLE AGENCY,  
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PATENTED.

QUAKER CITY LUGGAGE CARRIER.

Put on or taken off in a second. Price \$2.

WALL & BOYER, Manufacturers.  
1714 N. Broad Street. PHILADELPHIA, PA.  
(Electros Furnished.)

CHICAGO EXHIBITION.—A first class German Cycle Manufactory, well known by the excellent quality of its cycles, seeks AN ABLE representative who is willing to transact business for commission during the World's Fair Exhibition where the firm is exhibiting. Applicants must be well acquainted with the customers and have first class references. Address offers to RUDOLF MOSE, BERLIN, S. W., sub Chiffre P. 15. feb 3-10



AGENTS,

# IVEL CYCLES!

HIGHEST GRADE,

\$160.00.

WE want good agents for this wheel, and we intend to make it worth while for good men to push it.

The IVEL is an English machine of the highest grade, and cannot be excelled either in material or workmanship.

Every part of it is imported with the exception of the tire.

We furnish any tire desired and give guarantee of whole machine.

We carry a stock of all Parts, and can promptly furnish a duplicate of any part of the machine.

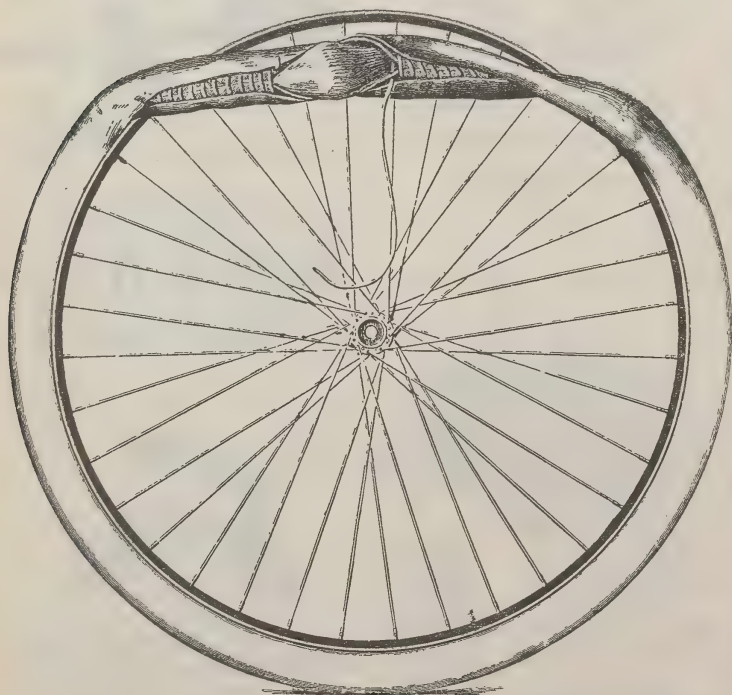
*Selling Agents for the United States:*



IVEL SCORCHER, 30 POUNDS.

FOSTER, BROWN & CO., 146 BROADWAY,  
New York, N. Y.

## Can I Repair My Pneumatic Tire?



That is what it comes to finally with the rider—he wants to know if he can repair easily and quickly.

THAT'S JUST WHAT YOU CAN DO  
WITH THE 1893 BIDWELL TIRE. . .

# GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 WEST FIFTY-NINTH ST., NEW YORK.

Pneumatic Tire Factory, 49-51 W. 66th St., N. Y. City.

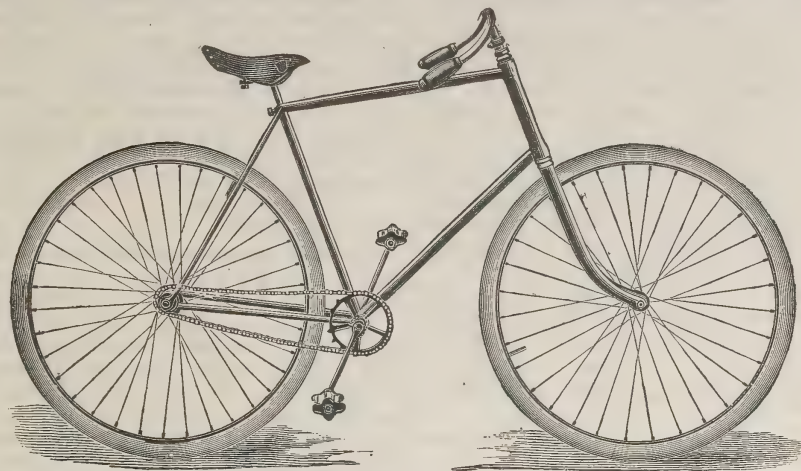


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FOURTEEN STYLES—28 TO 38 POUNDS.

FLEETWING,

A Comfortable Wheel.



A Single Diamond Frame Wheel.

ENVOY,

ALL RIDERS WHO HAVE SEEN IT SAY IT IS THE WHEEL of the DAY.

UNIQUE—A DOUBLE DIAMOND FRAME WHEEL.

SEND FOR  
CATALOGUE.

H. C. MARTIN & CO., BUFFALO, N. Y.

## THE LATEST.



A PNEUMATIC  
PUMP

with one connection to fit any valve. No further need of a separate connection for every tire.

Double-Ball Valve, 12x1 1-2 inch barrel, handsomely nicked; at retail, \$3.00; by post, prepaid, \$3.25. Liberal terms to dealers.

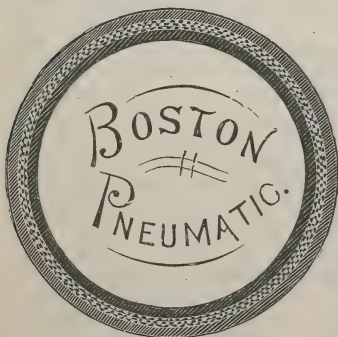
HEATH CYCLE CO.,

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Pneumatic Tires.

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Cork Handles.



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| Rims.<br>Hollow or<br>Solid. | BICYCLE<br>HORNS.<br>BALLS.<br>ENAMEL. | Pumps             |
| Tire<br>Cement               | CORK AND<br>RUBBER<br>HANDLES.         | Elastic<br>Cement |

Ball Pedals, Spokes, Adhesive Tape, Oils,

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Mould work solicited. Send for  
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ELASTIC TIP CO.,

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14 FREMONT ST.,  
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SNELL CYCLE FITTINGS CO.

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MANUFACTURERS OF

Cycle Lamps, Bells, Hubs,

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Write for Prices.

SOLE AGENTS FOR

Thos. Warwick & Sons, Ltd., Birmingham, Eng.

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## WANTS TO BE DIVIDED.

*California Seeks to Be Made into Two Divisions.*

LOS ANGELES, Cal., Jan. 22.—Editor REFEREE:—Are you going to the constitutional convention to be held in Philadelphia, Feb. 21? A California representative will, in all probability, be there with a proposed amendment to the constitution of the L. A. W. At any rate, California wants herself divided into two divisions, be it "fer th' askin'," or through a constitutional amendment. At first blush this is a little startling, coming as it does right in the midst of the "burning topic of the hour," i. e., the amateur question.

To us, of California, the separating of the state into two divisions is all-important, for league affairs in the southern portion of the division are in a state of innocuous desuetude (with apologies to Grover) and will so continue until it is practicable for a member to attend meets held in his own state.

The map of the United States does not convey much to the casual observer as to the size of California. "It looks large on the map," you say. But "large" is indefinite. Let me give you a few comparisons. California is larger than all of the New England states, New York and Pennsylvania taken together, its length being nearly 800 miles! A circle of eighty-five miles' radius from San Francisco includes all of the principal cities and the majority of the league membership in northern California, and all of the localities in which race meets can be held. A circle of the same radius from Riverside includes the principal cities and the bulk of the league membership in southern California. Between these two centres there are 150 miles of desert and mountains. The distance from Riverside to San Francisco is 550 miles, and the round trip fare \$35.

You need not be an expert mathematician to discover that a meet held in San Francisco, San Jose or any of the northern cities cannot be well patronized by members residing in the southern part of the state. 'Tis even so with a meet held in southern California. At the state meet, held in Los Angeles several years ago, there were four members from the northern part of the state who attended. What is the cause of this? Distance, time and expense.

By way of illustration, suppose that a division existed on the Atlantic coast as long as California. If you were a member of that division and resided in Boston, Mass., do you think you would attend many meets held in Richmond, Va.? (About the distance between Riverside and San Francisco.) Or, if you were a resident of New York City, would you not scratch your head at the idea of making a trip to Columbus, O., to attend a race meet? Come farther west. Even if you had a straight-away track from Chicago to Topeka, Kan., don't you think that it would be an impracticable distance to travel to division meets? That is our case exactly. We are as far separated from the northern circle centre as a member in Boston, Mass., is from a member in Richmond, Va.

This is not a sectional fight, as the movement has the endorsement of the California division board of officers, all of whom, with one exception are residents of the northern part of the state. They recognize the fact that it is in the best interests of the league, as it is only the fact that the members in the southern portion of the state hope some day to divide the division that keeps them members of the league.

The southern California division would comprise the counties of Los Angeles,

Orange, San Bernardino, San Diego, Ventura and Santa Barbara, the length being about 300 miles, with an average width of 150 miles, containing 44,901 square miles. The states of Delaware, Connecticut, Massachusetts, New Hampshire, New Jersey, Rhode Island and Vermont could all be placed within the boundaries of southern California and still leave 1,154 square miles to spare. The state of Pennsylvania would only be 314 square miles larger than the southern California division.

To briefly sum up the benefits to be derived from dividing the state into two divisions, I present the following:

1. It will increase the league membership.
2. It will advance interest in race meets by making it practicable for all members of each section to attend the division meetings, which is now almost impossible by reason of the distance, time and expense.
3. It will assist the cause of good roads by making it possible for members to tour to the meets. SHEW.

## "THE PUSH" AND THE CLUB.

*"The Colonel" Thinks the Former Will Surely Kill the Latter.*

After a careful pursuance of a recent article in the REFEREE, which might be called the rise of the cycling clubs, I could scarcely refrain from giving a thought as to what the fall will be, for fall they surely will, and it won't be many years before the fact that a man owns a bicycle will be no more a reason for his entering club life than the possession of a horse is to day. The days of big meets and big clubs are rapidly on the wane, and I think the chief cause of this is the rowdy actions of the so-called "push."

Last year, when we returned from Washington, the cycling papers gave considerable space to the badge fiend, and he, poor fool, was derided and decried as a menace to cycling. A far greater evil, however, was merely winked at by the scribes and allowed to pass without comment. To illustrate. When we arrived in Chicago and assembled at the club house one of "de push" opened his grip and produced a silver cream pitcher, three or four silver salt and pepper boxes, spoons great and small to the extent of a dozen or more, a few forks, a pair of pickle tongs, some napkins and a bronze statue from the top of a mantel clock. A number of others stood around and laughed and told about what they had secured, until a stranger might have imagined it to be the home-coming of a band of plunderers instead of a few members of one of the best known clubs in the cycling world.

A rug taken from the floor of a Peoria hotel is proudly pointed out by the members of a certain club. A well known possessor of a world's record and a few national records has furnished his table with a holder full of spoons bearing the marks of various hotels and restaurants all over the union. He defends himself by stating that the hotels expect it and set aside a certain amount each year under the head of "souvenir fund." I have heard them laughingly tell of how they tipped up the sleeper coming home from Washington, and how they demolished the furniture at Rockford, but I think the most flagrant case I ever heard of was that of the president of a large cycling club, and one of the best known men in cycling and trade circles, and the treasurer of the same club, who occupied a stateroom on a wheelmen's excursion and left it in the morning in such a filthy, wrecked and depleted condition

## AMERICAN SKILL BEATS the WORLD.

But we are not going to make a long story of it; it needs no argument for the most of us. Look at the cycles made in this country to-day, compare them to all foreign productions in every detail, if you will, and then let the American Eagle shriek while the wheels of industry hum.

But why not put American Tubing on them? Possibly you did not know it; then we will tell you. You can now get what is considered to be THE BEST COLD DRAWN SEAMLESS STEEL TUBES EVER PUT IN A CYCLE. Such Tubing! To say they are unparalleled don't half tell it all. Why, thick walls on a tube don't make it strong. It's the stuff that's put in 'em, and the process of making that weaves the strength in them. Thick walls on a tube make weight—just what you want to avoid. Strength and lightness is what you have been reaching for. Can we do it—well, try us. Yes, any size, from two inches in diameter down as small as a human hair. Hollow wire if you need it.

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that they were afraid to return the next evening by the same boat.

It must strike the average mortal as strange that a person who, under ordinary circumstances is a royal good fellow and accepted by polite society as a gentleman, should, when he dons the cyclist garb, so far forget himself as to commit deeds that if some people should commit would lead to their arrest. But under the garb of respectability they are suffered to continue unmolested.

Gentlemen, it can't help but be apparent to you that a continuation of such conduct will very soon bring a retribution for the sins of a few on the heads of the many, and the wheelmen, who have proven themselves the jolliest and most sociable combination that can be got together, must gradually disband because men with self-respect and brains will not long continue to link themselves with any organization that in any way reflects on them in any manner.

THE COLONEL.

## THE COLOR LINE.

*If the League Admits Negroes, the Southern Whites Will Step Out.*

Editor REFEREE:—I was sorry to see the fling in the REFEREE of Jan. 14 at the white wheelmen of the south who are at this time making a most strenuous effort to have embodied in the L. A. W. constitution a clause prohibiting negro membership. I did not see the REFEREE's fully-expressed opinion published previously and referred to in the above mentioned paragraph as having remained unanswered. I very much desire to say that the L. A. W. must perforce be a social or business organization. In the very nature of things it must be one or the other or both. I am a straightout Republican of the most uncompromising cast; I came of the old stock that made the United States possible and who later on made its indivisibility perpetual. I say this much to show my right to talk freely about this question. Since every possible precaution has been thrown around the league to insure its freedom from professionalism, it stands to reason that it must be a social organization. The negro never has, never will, and never can be the social equal and club companion of the genuine white man. I, who know the race in all its weaknesses and peculiarities, can hardly understand how an American citizen can fail to know the truth of the above.

Again admitting a false condition for the sake of argument, suppose he is worthy of being the companion, escort and visitor to the homes of the white people, would his accession to leaguishness add anything to the pleasure or influence of the league? Quite to the reverse; it

would detract from the dignity of the organization. All over the south, wherever mixed organizations have been tried, the negro has disgusted the white element, and the segregation has left the organization entirely in white or negro hands. No more pitiable instance can be cited than that of the Republican party of the south, whose latest feat of foolhardiness was to cause the nomination for presidency of a man to whom they could not give an electoral vote, and who was so unpopular in Republican states that there they would not accept the unwelcome thrust. Nowhere in the north that I have ever been did I find the negro the recognized equal and companion of respectable white people, and for those people who have none or at most but few negroes to deal with, to desire to force upon us a membership which they would not endure, is in exceeding poor taste. I have said this much in kindest argument. Now one more word. I know the feelings of the southern wheelmen, and if it comes to a final test and the negro is forced in, *nolens volens*, the southern whites will go out. This is not a threat, but a cool statement of a plain fact.

If the League of American Wheelmen desires to trade off the southern contingent of something like six thousand, the pick and cream of southern wheelmen, for a few negroes, and let the good name of the league become a laughing stock so far as the south is concerned, it has only to force the negro question. I was born and raised in the south, but I am not a stranger to any section of the union, and when I state the above facts I do so that the statement will be weighed, for, though a recent accession to the league, I am not a new hand in the fight it is making all along the line of wheelmen's rights, and I love the league and would most bitterly regret to see so poor a trade as the giving of our southern contingent for a few scattering uninfluential negroes. The truth to tell, the negro is not a wheelman, to begin with. We have in Dallas some five hundred wheelmen, and not a negro among them. The Dallas Wheel Club has settled the race question so far as it is concerned, both individually and collectively, and I believe the same is true of all other clubs in the state. The league has some 250 members in Texas. In all the state there are not fifty adult negroes who own or ride wheels. Every reader can see wherein further discussion is unnecessary. Very truly,

T. B. McCRAW,  
President, Dallas Wheel Club.

*Will Tour to Chicago.*

A number of people are arranging a party to tour from Dallas, Tex., to the World's Fair. The start will be made in May or June.





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CHAS. P. ROOT, - - - Associate Editor.  
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## WILL THE BOARD BE SUPPORTED.

Only ten days have yet to elapse before the constitutional convention assembles in Philadelphia and decides what shall be done with the racing men during 1893. It has been generally supposed, we believe, that the recommendations of the racing board would find favor, and that the passage of the amendments proposed were almost certain. The more we hear the matter discussed, however, the more we believe that the proposal to divide amateurism into two classes—in other words, to place semi-professionals in class B—will meet with stubborn opposition. Whether that opposition will outweigh the recommendations of the board, however, is quite another matter.

We have heretofore maintained that if we are to have any division at all, the names of the classes should be entirely distinct—that the middle class, the makers' amateurs, should be called promateurs, that there may be no misunderstanding as to the position they occupy. One of the principal charms of being a white man is the right to be called a white man, and we can see no possibility of a distinction among amateurs. A man is white, or yellow, or black. If he is yellow he can not be "white, class B." He is yellow, and any coat of whitewash which may be applied will wash off in time, the yellow streaks will show through the calomine, and the pursuit of the yellow metal will continue to be his aim in life just the same. We can not take a mongolian and class him with white men, even though we label him with a big, big B. Why? Because white men would raise too strong an objection. All this, with due apologies to members of the promateur class who will no doubt, for the sake of the argument, forgive the somewhat uncomplimentary, but, we think, forceful simile. But there are difficulties standing in the way of calling these men promateurs. An alliance has been entered into with the Amateur Athletic Union, one of the terms of which is that the union shall accept the league's definition of an amateur. Union officials, we understand, have stated that they would continue to recognize as amateurs the men placed in class B; but call them promateurs, and they at once cease to be members of A. A. U. clubs. Another and greater difficulty, however, is met with in dealing with the international championship

question. Under the rules of the recently-formed association "class B" would be eligible to compete. Promateurs would not. This is a case where "the rose by any other name" would not, etc. The meeting will therefore be called upon to adopt a strict amateur rule, a promateur class (the only honest way out of the difficulty) or class B. We regret to admit a conviction that the latter will prevail—not because the members will consider it the most desirable thing, but on the ground of expediency.

## TROUBLES OF IMPORTERS.

As we have previously noted in these columns, one of the great bugbears with which the importer of cycles has to deal, is the custom house. The necessary delays of clearance, however, are but an item among others. The greatest difficulty with which one has to contend, is to satisfy the appraisers that the goods have been properly invoiced. Serious differences of opinion between the appraiser and importer are of frequent occurrence. From the value set upon the stock by the appraisers there is absolutely no appeal. The question cannot be carried into court. Furthermore any house whose importations are listed at a smaller value than the appraiser considers correct, is liable to a heavy fine. It may interest many to know that one house—a house, too, which would not be intentionally guilty of wrong-doing—paid no less than \$35,000 in fines alone last year.

Under the conditions on which goods are admitted the importer is forced to make affidavit that he will sell his goods to everyone at the same price. In other words, he is required to swear to a formal lie. Only recently a custom-house official said to an importer: "Will you sell to everyone at this price?" Of course the importer replied that he would not. "Then why do you swear that you will?" "Simply because you force me to." The fact is that the custom house officer knows as well as anyone when the importer makes the affidavit that the clause in question is a matter of form which it is not intended, on either side, shall be carried out.

## BE EXPLICIT.

The cycling press indulges too often in generalities. It praises or condemns a person or contemporary in such general terms as to leave the reader in doubt as to what particular person or contemporary is referred to. This should not be. We are willing to give credit when due and to leave no wrong impression in the mind of the reader when censure becomes necessary. A man who had accomplished some great feat would find small satisfaction in the announcement that "a member of the So-and-So club had accomplished," etc., while that same club should not be condemned for the action of one member who had gone astray. It is not fair to refer in a general way to "one of the cycling papers." Let us all be more explicit, and, possibly a little more generous with our italics—that is, such of us as use them!

## THE SHOW OF 1894.

A year has elapsed since the REFEREE solicited and published the views of the cycling tradesmen of the country on the subject of a trade organization and the questions whether one or two shows should be held, and where. Many of the principal trade men, believing all the questions to be of importance, gave us their views in detail, a majority favoring one show, held east and west alternately, and being strongly in favor of a trade association. A contemporary is now going over the same ground and will

doubtless arrive at the same conclusions. Still nothing has been accomplished. Some of the leading houses feel that no benefit could accrue to them from the formation of an association. The smaller concerns fear that, should a proposition emanate from them, the large ones would hold aloof. There would be a variety of opinions as to the objects of an organization. One concern interested in maintaining prices, thinks a trade organization should aim to prevent price cutting. Another, whose policy it is to list wheels at high prices and offer large discounts, objects to this, and would probably evade any agreement on the point, anyhow. A third thinks it the duty of the trade to take care of its own interests in the matter of shows, etc., while a fourth thinks that such matters are better intrusted to others. We incline to the belief that no permanent organization will be formed at present.

But this is no reason why the promotion of a show by the trade in '94 should not be properly considered. The formation of a permanent organization for this purpose is not essential. During the coming summer the leading manufacturers will assemble in Chicago on more than one occasion. If at one of these times a dozen of them would agree to discuss plans for a show in '94 the promotion of such an event could probably be arranged. Many, possibly, can see no necessity for this, believing the Philadelphia management capable of continuing to conduct an annual show successfully. In this they are right, but it is reasonable to expect that some other section of the country should be given a chance. No other association has shown a disposition to follow the lead of the Philadelphians and offer its services and it therefore seems likely that the trade must assume the responsibility or continue to visit the Quaker City indefinitely. The World's Fair season offers opportunities for gatherings of many kinds. Why not make it a point to give to this important question the consideration, which, all will agree, it deserves?

## DIVIDE CALIFORNIA.

Californians seek to have their state divided into two divisions, and Vice-Consul Thayer is now in the east laboring among the delegates to secure their votes for the proposition. No fair minded man could vote against the division after hearing Mr. Thayer's convincing argument, the gist of which was published in Shew's letter to the REFEREE last week. The California league members want division, as will be seen by the following from the *Turf* of Jan. 28:

The vote on the proposition to form two divisions of the L. A. W. in California, which closed on the 30th inst., brought out only twenty-one votes opposed to separation. These came mostly for some unknown reason from Fresno and vicinity. Only 299 votes were cast, of which 275 favored separation, two indicated no choice and two were negative. The vote was not so large as the friends of the measure desired, but they are at least able to demonstrate that there is practically no opposition thereto. The next move will be on the constitutional convention to be held on the 30th inst., when an amendment will be urged permitting the separation of the counties of Santa Barbara, San Bernardino, Los Angeles, Ventura, Orange and San Diego and their election into a division of the league to be known as the Southern California division.

Mr. Thayer's chief argument for division is the fact that all the wheelmen in the northern portion of the state live within a circuit whose radius is eighty-five miles from San Francisco, while a circle of the same size, with Riverside in the center, contains all the wheelmen of the southern portion, and between the two circles is a desert several hundred miles long. On account of a twenty-two hour ride from one portion of the state to the other, and a \$35 fare for the

round trip, to say nothing of the wearisome journey, members in one portion do not attend meets held in another, and their interest is lost. There isn't a particle of doubt that if two divisions be made of California, the league will gain several hundred good members.

WE feel called upon to state that a number of attacks recently made on this paper by the *Bulletin* are unwarranted, and that some of its statements are not borne out by facts. We have sought no quarrel with that journal, nor have we, unless one or two of our humorous cartoons have been taken to heart by its editor, given any cause to that gentleman to apply to us some of the unseemly adjectives which have recently graced his pages. In view of the fact that the REFEREE was the first to speak its mind in favor of the paper we consider these attacks at least in questionable taste.

In a general way we agree with the tone of the *Sporting Life's* article on "the official organ of the L. A. W." But we cannot admit that "the present one is far and away the best the organization has ever had." Some highly-treasured samples of the *Bulletin* of Aaron's day forbid.

SOME of our contemporaries have just announced, with a flourish of trumpets, that Mr. Spalding denies that he is interested in the cash prize league! The fact that Mr. Spalding had so declared himself, was duly chronicled in the REFEREE five or six weeks ago.

## Relay Rides at Wholesale.

Mr. Billingsley of Springfield, vice-consul of the Illinois division, has become a promoter of relay rides on a large scale, and proposes to conduct them in such shape as will make them interesting because of their competitive complexion. His plan can, perhaps, be best described by quoting a letter just received from him. Here it is:

SPRINGFIELD, Ill., Feb. 7.—EDITOR REFEREE:—I am arranging for a series of relay rides from Springfield to the capitals of the different states bordering on Illinois, to take place as early in the spring as the state of the roads will permit, and to be ridden on the same day, starting at the same hour. The object is to stimulate recruiting for the L. A. W. It is proposed to manage the entire business by members of the L. A. W., and to make it as dramatic as possible—using local riders and having the local papers talk it up as much as possible, giving the names and other information about the men who will ride through their vicinity.

I have corresponded with the chief consuls of the other divisions, and the promises of co-operation are gratifying. It is proposed that the Illinois men will leave the message at the state line of the other states, where the men of the other divisions will receive and rush it through to its destination.

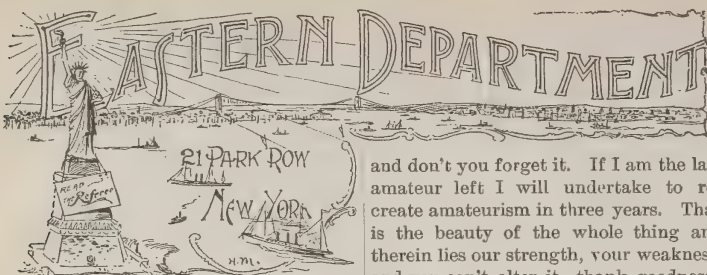
I am getting on well with the details in Illinois. If this proves to be the success I hope and expect it will, I will then arrange one from Chicago to St. Louis and from St. Louis to Chicago on the same day, and to start at the same hour—a la the Berlin-Vienna horse race.

Mr. Billingsley should and doubtless will receive the cordial support of riders and the press.

## Where Is He At?

The new manager of the Liberty uptown store in New York, no less a personage than Alex. Schwalbach, says that the amateur next season will be in about the same predicament as the pug dog that a negro threw aboard the express car of a moving express train in the south recently. The train was moving out when an almost breathless negro rushed into the depot and threw the dog aboard. "Here, where does he go to?" shouted the express agent. "Don't know; he's dun gone and eat his tag," returned Sambo. So this year, for lack of a tag, the festive amateur won't know at what station in the racing game to get off. He will have either lost or chewed up his tag.





### French Professionals.

A number of the French riders have signified their intention to come over here and take a crack at the cash prizes. Among these wheelmen are Terront and Corre, the fastest in France. If they come they will bring their own wheels, fitted with Burris-Michelin tires.—N. Y. Recorder.

The above is simply a little anticipation, which may, however, come off, as the fastest of the French riders believe in francs pure and simple when they race. The French professional is much of a gentleman, and would be a credit to the cash prize riders who will struggle for the dollars in America. The French professional is always "a tryer" and goes in to win every time, let the prize be gold eagles or a ribbon, and there the true spirit of the sportsman comes in. In all the writer's experience with French professionals (and several of them rode under his management in many races) they always behaved themselves as gentlemen. A dozen Frenchmen give less trouble than one English or American rider. The French rider who happens to visit America will find a warm friend in Elliott Burris, who introduced the Michelin tire to this country, and who is well acquainted with Frenchmen and their gentlemanly deportment. Welcome the French rider to America, be he amateur or professional.

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### A Dissertation on Amateurism.

A man prominent in the councils of the N. C. U. and one of the greatest advocates of pure amateurism in England writes our eastern representative as follows:

"As far as this country is concerned you are on the wrong horse, and while you allude to the payments you get for your brain work as cash prizes, you do not deceive this child. I know that you know better and can draw the line between being paid for mental or muscle work. Moreover, though it is apparently the business of certain outsiders in England to fling all the mud they can, we are really stronger in amateurs pure and undiluted than we have ever been. The day we draw our lines tighter we shall have a large accession to the path racing contingent. Of course these are wrong lines. When you see men in high places and in all grades of society go utterly wrong how can you expect Edenic purity anywhere? That is bosh—but not greater bosh than some people talk about amateurism. The inherent weakness of your position is this—nothing can kill amateurism. Theorize as you like, once a man crosses the line he is *outside*. Thus our Australian and French friends are very sick at not being allowed to meet English amateurs, and if you wipe out every amateur to-day a new lot will arise to-morrow and simply begin again.

"The wisest thing that has been said on the subject was said by someone your side: 'Disvisible prizes inevitably lead to crooked racing.' In Australia professional sprint running, once as popular as horse racing, is as dead as Pharaoh's mother's memory, by reason of crooked racing. Money prizes and no definition would wipe out cycle racing here and in America as effectually as professional cycle racing has been wiped out. It is dead with you and nearly dead with us,

and don't you forget it. If I am the last amateur left I will undertake to re-create amateurism in three years. That is the beauty of the whole thing and therein lies our strength, your weakness, and you can't alter it—thank goodness!

"I am glad to hear news of Zimmerman. He is a remarkably fine racer. Our riders were most distinctly below the average in '92. When you have fifteen or twenty riders, all of whom may fairly be put on scratch, it is clear you have not a *real* champion, though an average lot. Osmond at his best would have wanted a lot of beating. However, it is good for the sport to have such ups and downs, and at every athletic game every country has its 'bad time.' I have

are overdone with a big rush of visitors." If Hillier should visit America he will undoubtedly be well received.

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### Very Ancient News.

The American Cyclist evidently went into winter quarters early and is just emerging. This is one of its latest productions:

It was only a short time ago that we were able to call attention to the fact that a statement made by a rabid advocate of cash prizes that the broad gauged Colonel Pope was in favor of cash prizes, was, to say the least, a glaring blunder. Now it is stated that A. G. Spalding will have none of it so far as giving his support (money and business ability) to the plan is concerned. From an interview in the Chicago News-Record, it appears that Mr. Spalding told a reporter: "I have not a dollar to invest in it," and that the Chicago ball ground would not be used for cash prize races.

What is the writer driving at, anyway? Are the opponents to the N. C. A. resorting to deliberate misrepresentation, or manufacturing alarms for babes and sucklings? This is what the REFEREE



Chief Consul Perrigo and his braves, as they appeared at a recent smoker in Omaha.

no doubt that we will have a champion of the world some day.

"The next thing you have to tackle is the color question. For my part I love the old English maxim, 'Neither country nor color barred,' and if an African or Mongolian or any other cyclist whose amateurism is unquestioned, is good enough to win the amateur championship. I say at once, let him do so. I cannot see how he can be barred—can you? If any colored amateur comes to England—properly accredited—he will most assuredly be allowed to compete in our races. Turn this over in your mind."

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### Hillier Won't Come.

George Lacy Hillier, of England, writes that he will not visit America this year, and adds that he doubts if he will ever be able to do so. "In case I should decide to come," says Hillier, "I'd rather see you at home and in your usual grooves than come with a crowd—which I hate—and meet some Englishmen at every turn. I want to see Americans as they ordinarily are, and not when they

said about A. G. Spalding's position on the cash prize league, Dec. 9. It was part of an interview the writer had with Mr. Spalding at the Broome street store, with A. B. Barkman present:

You had a talk with my brother some time ago on the subject of the proposed cash prize league, and from what he told me somebody had been taking liberty with my name as financial backer of a proposed cash prize league. He told you exactly what I should have told you, and that is—I am not interested in any way with such a scheme, and won't be. But our ball grounds would make ideal places for the laying of tracks, and we would like to talk to a company or association, for terms of an easy character could be made. My many interests compel me to refuse to enter into many apparently profitable schemes of the kind proposed. But I believe the same would be a success from the start.

The Spalding interview occupied nearly a column, and still we are asked to receive the New England stuff as "news." Surely the quality of the Nutmeg state news is most strained. The same paper deliberately misquotes the kind remarks of the Coventry Cycle Record on the magnificent productions at Christmas of two western papers, this one included. This, of course, is the re-

sult of jealousy pure and simple. The same wonderful authority says: "The un instructed Atlanta Constitution editorially endorses the cash prize league." Clark Howell, one of the brightest writers if not the brightest writer in the south, will be pleased to learn that he is "uninstructed," and that Henry W. Grady, Jr., one of the best road racers down that way, who is also a member of the Constitution's staff, don't know anything about humbuggery in amateurism. Nothing like being a little "instructed" when you are talking or writing, and Messrs. Howell and Grady will no doubt feel deeply grateful to the learned amateur journalist of the Nutmeg state for calling their attention to their position on cash prizes, or anything else, for that matter. The same promotor of instruction says: "'Cash amateurs' are indigenous products of Australia and New Zealand only." Wrong again. The "cash amateurs" first found fruitful pickings in America and in the neighborhood of Hartford, where the soil was fertile and they grew amazingly in '84-5-6. Ask a certain editor and handicapper; they know the ropes well.

The next "instruction" is, "'Six-day grinds' is what the Scotch call professional cyclists." Which is also beautifully wrong. "Six-day grinds" are what we should call six-day tournaments in America.

If these few samples of "instruction," picked out at random, are the sort of items the editor is going to offer, the salaries of we "uninstructed" ones will remain at par. In the language of a past prime minister of Great Britain, the young man of Hartford is "intoxicated with the exuberance of his own verbosity."

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### Sunday Racing and Serfdom.

There is a distinctively bad ring about the cash prize association's proposal to allow Sunday racing. While not a religious man in any sense of the word, the writer unhesitatingly discourages and denounces the attempt to foster Sunday racing under the shield of any organization formed to encourage cycling and cycle racing. [No such motives actuate the N. C. A. The only object so far as we know, is to make money. No other professions have been made.—Ed.] Sunday is the day set apart by law as a day of worship and rest, and if we do not care to worship we can rest or work quietly indoors, as the writer generally does. Sunday is the bulwark of civil and religious liberty, a day of rest, and any attempt to make a day of sport of it will rob it of that respect it now enjoys. Any sport or amusement on the Sabbath day is not enjoyed with that zest that is present on week days, and it will lower the sport of cycling in the eyes of the world if Sunday racing is attempted. It is bad enough to see a half-clad, wild-looking person rush along the Broadway cable slot with Tam O'Shanter cap and dirty white sweater (like the writer observed last Sunday), but the possibility of laying the association open to adverse criticism by church people, and amenable to the common state laws will, I'm sure, make the N. C. A. pause before entering such a questionable cause.

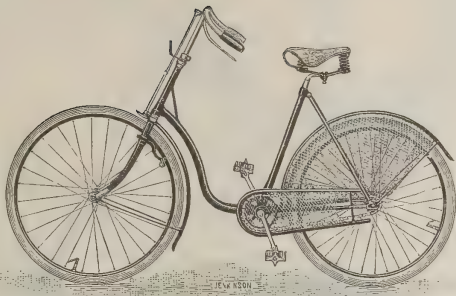
The licensing idea of the N. C. A. is not apt to meet with the approval of men who enjoy independence. It is a kind of serfdom that has been in vogue in base ball, and men have been held in a bondage second only to slavery. The N. C. A. by this provision would control the entire pedaling output of the licensee for their natural lives, and the rider dare not take part in a Fourth of July race. The writer confesses that he has not as yet found time to carefully examine the rough rules of the N. C. A., and may be wrong.



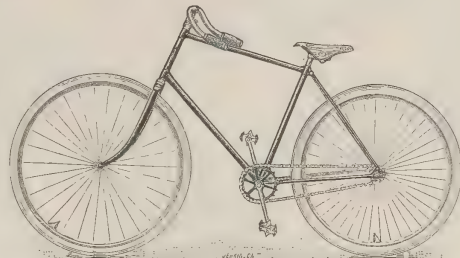
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COVENTRY, ENGLAND.

## LIFE IN A HOTEL.

I am sitting where I can look down the lobby of a great hotel, and I can hear fragments of conversation as I work. It is funny, in the broad sense of the word—amusing, if you like it better—to sit and watch the various types of the human animal which frequent hotels. Before me is a collection of faces and figures that would make the fortune of a comic opera company. Over against the wall sits an old man, evidently a well-to-do countryman. His dress is of good material, but fits him only in places; he has a slouch hat drawn down over his eyes, an overcoat across his knees and a half-smoked cigar between his fingers; his chin rests on his shirt front and he is sitting on the small of his back—he is also snoring. The door opens and four or five becoated figures, each with a grip in his hand, come rushing up to the counter. The clerk, whose head would make a splendid sign for a hairdresser, grabs a pen and reaches it toward the first.

"Hello, Jimmie." "How'd do, Mr. Gripsack." And the clerk and No. 2 shake hands.

"No. 336 occupied?"

"Naw."

"Well, gi'me it. And say, Jimmie, got any mail for me?"

"Don't know; look and see."

"Oh, Jimmie, have a fire put in 336, will ye, and gi'me an extra blanket."

All this time the rest are waiting. Clerk bangs on his bell, a diminutive boy comes forward and proceeds to grab everybody's baggage, with the intention, no doubt, of lugging it up to the check room.

"Hold on there, boy," says No. 3, "don't get gay! Say, clerk, whenever you get to it I'd like to register."

Clerk turns withering glance on No.

3, spins the register around and then shouts to a passing waiter:

"Look here, Dave, did the laundry go up to 17? Well, he wants it. Get a move on!"

"Have the baggage out of 98," says some one; "want it for No. 4 on the P. A. and W."

Bang! Bang!

"See to baggage in 98."

"Mein fr'n," remarks a gentleman with a pronounced semetic face, "I tell you Hockenheimer know vat he been doings ven he solt dem goods; he makes money. I shust bets you two tollars dat he gets better ash 20 ber cent."

"What d'ye think of the '93 Columbia?"

"Bout same old thing."

"What's the matter with the Phoenix or the Sterling?"

"Oh, nothin', only them western fellows blow so much."

"Huh! Can't see much difference myself. Eastern chap's no slouch."

"Going down to club?"

"That cigar's the best thing for the money."

"Tell you how 'twas; ye see Jim Coleman, Bob Garrity and me, we made up with Smugler's girls and Mat Horney to meet them back of the Methodist church and go skating, and the old man got on."

"Did you hear that Jones had parted from his wife?"

"What, G. S. Jones of Swampstown? No, you don't say! Well, by jimmi—always thought that woman a little fly. Jehosaphat! what eyes she has!"

"Traded hosses with Hooker; got a fine little mare; trot in boot 35 flat-floated. Ought to see the hoss I swapped for her—haw, haw!"

"Played poke last night up in No. 41. Six of us had rolling good game; won \$3.35 in jack pots."

"You see we was down to Chicago, and Jim got a jag on; got ugly as sin, wanted to cut."

"No. 19 came round the curve up at Tree siding and ran slap into No. 8. Smashed up old Tom so that he can't run her any."

"Sold Smith seven carloads at 31-4, and would have got a bigger order, but—"

"Well, brother, how is the Christian Endeavor doing in your city? I was exceedingly glad to hear that the conference had returned you to your charge."

"Thank you, thank you, Brother Smith, I am told that your last effort created quite a sensation."

"How's slayin' aout your way, Sam."

"Mighty slim; down'd Dogberry they say it's good, but aout our way they aint none t'speak of."

In the corner are two elderly men well dressed and with the air of success all over them, they are talking politics, and are on opposite sides. What they are saying can best be understood when printed, thus:

"I don't believe that Chicago can get ready for the fair."

"Don't you believe it; when Chicago starts to do anything it ain't no Grant monument arrangement. Jest don't you worry. Roll up your other collar and get ready to come, cholera or no cholera."

"Here, porter, come and shine my shoes."

"New York Herald—paper."

"Send some ice water to 37."

"Say, Cholly, goin' to the show? I hear that it's great; wat ye say, les go."

"Can't do it, got to write to the house."

"Way Corbett knocked out Sully was a caution to snakes—seen the scrap myself."

"Had to come on and do my act in a

pair of tights three sizes too small, and when I did the final the blamed things busted in the back and you ought to heard the gallery yell."

And so it goes, the same old thing, over and over, and the shuffle of feet and the banging of doors is a constant accompaniment. It is no wonder that the average landlord looks pale and haggard or that his good wife is preparing for an early grave. Every conceivable type of Aryan face is represented, and many other races have a showing. Just now I can see a Dutchman with a face like a chunk of bologne; an Irishman, who might pass for McGinty; a Frenchman, two Englishmen, a Dane, four or five Jews, a Yankee farmer, a darky, and a Chinaman, and everybody seems to be inoculated with the fearful disease that is sapping the very foundations of life in this great nation—Hurry and Worry. No man seems willing to enjoy the hours, but each is anxious to economize every minute. Care and anxiety have written their names on every face, no matter how young, and faces that should be fresh and happy look drawn and prematurely old. We are a great nation and a rich one. Rome in its palmiest days was a pauper beside America, but we are not a happy nation, and we never will be, unless some great convulsion of nature or of politics destroys our might and turns the veneer of civilization back from the surface, leaving the primitive man but one alternative between savages and destruction—namely, to start all over again.

PHREBUS.

Ten tables were in play at the progressive euchre party of the Ravenswood Cycling Club last week. W. H. Chambers captured first gentlemen's and Mrs. W. T. Willets first ladies' prize. Dancing followed.



# THE RUDGE COMPLETE LINE. . .

Would you like a Catalogue giving full particulars? If so, write us.

Agents Wanted in Unoccupied Territory.

## Rudge Scorchers, No. 1.

Weight, 30 pounds with pneumatic road tires; 28 pounds with racing tires.

## Rudge Scorchers, No. 2.

Weight—all on—35 pounds.

## Rudge Roadster, No. 3.

Weight, stripped, cushion tires, 35 pounds; pneumatic tires, 36 pounds.

## Rudge Roadster, No. 4.

Same weight as No. 3.

## Rudge Roadster, No. 5.

Weight, cushion tires, 46 pounds; pneumatic tires, 48 pounds

## Ladies's Rudge Light Roadster, No. 6.

Weight, all on, 35 pounds; weight, stripped, 27 pounds.

## Rudge Racer.

Weight, 20 pounds.

## Rudge Triplet Racing Safety.

The Fastest Machine in the World.

## Rudge Tandem Safety.

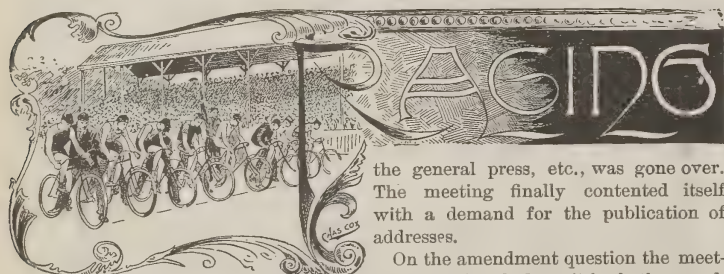


RUDGE SCORCHER, NO. 1.

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EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.



## NEGROES FIRST, CLASS B NOWHERE

*The Sentiment of Illinois Members on Various Interesting Topics.*

Illinois prefers the negro to class B, if the twenty-five good men and true, who assembled at the Leland Tuesday evening represented the sentiment of the average league member. It also wants the addresses of applicants published in the *Bulletin*, and would like every man to have a chance to cast a vote on any proposed amendment to the constitution. Furthermore, it is unalterably opposed to the proposal of the president to give a larger share of the dues to the national treasury and a smaller share to the divisions.

The chief consul was prevented by sickness from attending. Mr. Sheridan presided for awhile and the chair was then occupied by Mr. White.

The color line was first discussed, but opponents of the colored brother were in the minority and stood no chance. On motion of Mr. Erwin the meeting decided that it was in favor of allowing the matter to stand as it is at present and was not in favor of Mr. Watts' amendment.

The *Bulletin* was then hauled over the coals and the feasibility of a monthly organ, division organs, the publication of all league news through the medium of

the general press, etc., was gone over. The meeting finally contented itself with a demand for the publication of addresses.

On the amendment question the meeting seemed to find merit in both amendments, and finally recommended that proposed amendments should first be submitted to the national assembly for an expression of opinion and then referred to the membership at large by means of a mail vote.

Then class B was called up and disposed of with a promptitude which indicated that it had few friends.

"Move we are opposed to class B."

"Those who are in favor of—"

"I."

"Carri d"

"Adjourn."

"Those —"

"I."

And so it ended. The opinions expressed at the meeting may or may not carry weight, but there can be no doubt about Illinois' sentiments.

Six members of the national assembly were present.

\* \* \*

*A. H. Overman on Class B.*

"What do I think of the attempt to spring class B on the trade and sport?" said A. H. Overman to the REFEREE last week. "Well, this is what I think. As sure as you commence to mystify the public with your class A, B and C, of amateurs, just as sure will the public lose interest in cycle racing. They will be puzzled, and won't know one class from another: besides there is no found-

ation or room for such a hybrid amateur as class B. He is neither amateur nor professional, though more of the latter than the former, however. Tradersmen will rue the day if they attempt to support class B. My company knows a little about the class B boys. They come pretty high, as our books show. The L. A. W. racing board is attempting to fasten a barnacle on the trade, and the outcome will bear watching.

"You remember," went on Mr. Overman, "that as long as there was only one ball league, base ball flourished, but when they formed two leagues and commenced to quarrel, the public lost interest in the game. The same thing will happen if the L. A. W. attempts to mystify the public with alphabetical amateurs of different grades and price and tensile strength. Class B should not be allowed to attain life. If it does, smother it in its infancy. Down with class B!"

\* \* \*

*Sanger Sure to Go.*

On Saturday last it was positively decided that the trip to England contemplated by P. H. Sercombe and Walter Sanger was a go, and that they would sail about the first of June. It is intended to have Sanger enter for all of the English championships. So much has been said in the cycling press regarding the trip that now that it is an assured fact considerable interest will be manifested as to the outcome of the Milwaukee boy.

\* \* \*

*Probably California's Champion.*

David L. Burke, whose picture is here given, is a somewhat famous California racing man. His friends, and, indeed, the wheelmen generally, believe him superior to either Edwards or Foster. He is particularly dangerous if allowed to be up with the field at the last quarter.

Mr. Burke's progress should be watched just now, for it is his intention to visit the eastern tournaments this year. He has relatives in Chicago. Burke is not a



D. L. BURKE.  
A famous California rider.

popular man, being, we are told, somewhat inclined to err on the side of verbosity and vanity, a statement one may easily believe after a glance at the array of prizes which bedeck his manly bosom.

\* \* \*

*W. C. Thorne's Racing Ideas.*

W. C. Thorne is not at all certain that he wishes to be retained on the L. A. W. racing board another year. The office is no sinecure, as during six months of last year no less than 315 sanctions for race meets were granted, an average of two a day. "No man appreciates as I do," said Mr. Thorne, "the great number of county fairs held in the west. Each hold some cycle races and applies for a sanction. I have had applications come in something like this, 'Please sanction our bicycle races,' and others, 'Please send a sanction by return mail.' Of course these require personal correspondence to ascertain the facts, and some re-





quire more than one letter before ascertaining what we want to know.

"If all that were required were two or three meetings a year for the formation of rules, with perhaps a little more, I should not object. I think the chairman of the racing board should receive a salary and be allowed a clerk, so that the sanctioning business may be taken out of the board members' hands.

"What do I think of class B? What would I naturally think when I helped to form the amendment? No, I shall not ride any to speak of this season, although I believe I now have the fever. I am fat and must reduce some, a thing which, strangely enough, totting that new baby o' nights don't do. With him and all my work here at the store, I shall have little chance to think of cycling this season at all, this being World's Fair year and visiting time naturally of thousands of our country customers. George [Thorne] will have no time to race, Charlie will not, and Jimmie has just left Chicago for a two years' course in electrical engineering at Lynn, Mass., in the Thomson-Houston plant. The Thorne family will, therefore, do absolutely nothing to sustain its reputation this coming season."

In conclusion Mr. Thorne said he did not believe in amateurs traveling from one end of this big country to the other in the search for fame and the neglect of their business. "The country is too big and there are races enough near at home to work out a man's enthusiasm," said he.

#### Another Annual Event.

Chicago is to have another annual road race similar in nature to the Pullman. The Illinois Cycling Club is to be the promoter and manager of the event. The course will be over Washington boulevard to Oak Park, thence across to Riverside and return, probably via Ogden avenue to the Illinois Cycling Club. Owing to the difficulty encountered in passing the old Garfield Park track on Madison street, the start will necessarily be made at Fortieth street and Washington boulevard. The distance is about sixteen miles and the event will be open to all amateurs. The course is very similar in its nature to that of the Pullman. It was the original intention to run this race on Decoration day. This was at the time when it seemed highly improbable that the great annual Pullman race would be run. Now that the great race is undoubtedly to be run the time will be decided upon for a later date. Plans are still incomplete and were being kept secret, but a few facts leaked out the past week, substantially as given. Frank J. Fanning, captain of the Illinois Cycling Club, has the matter in charge.

#### Milwaukee in the Circuit.

The cycling fraternity of Milwaukee is jubilant over the assurance that the Cream City has been selected a member of the international racing circuit. Chairman Schroeder of the Milwaukee Wheelmen has been in correspondence with Chairman Raymond of the racing

board ever since it was decided to hold an international tourney at Chicago during the World's Fair, and the efforts have been successful. It is understood that the dates assigned will come on Friday and Saturday during the early part of August, immediately after the Chicago tournament. Arrangements have already been made for National Park, which contains a fine half-mile track which will be put into the finest possible shape.

\* \* \*

#### A Southern Pullman.

H. O. Fox, formerly of the Lake View Cycling Club, is now located at Birmingham, Ala. In a letter to F. E. Spooner, he says that the enthusiasm in cycling is on the increase. Mr. Fox is organizing a spring road race similar to the Pullman, for which the dealers of the town have already subscribed fifty prizes. Birmingham has but 150 riders.

\* \* \*

#### Will Have Teams This Year.

The Æolus club will have a score of representatives on the track next season, among them Frank and Will Bodach, Paul Teutsch, Walter Bray and Greggs. Ehler will not race.

The Minnette Cycling Corps will support a team on the track this season, and has secured Heumann and Stringer, the rival Elgin riders, and J. B. Woollas.

Captain Greenburg of the Columbia Wheelmen says he hopes to put a team on the circuit this season. The team selected last season, the five fastest men in the annual road race, were Fred Nes-

sel, Emil Ullbricht, L. Tagholm, John A. Erickson and Gunder Olsen. Mr. Greenburg will inaugurate competitions this spring for places on the team.

The Chicago C. C. has made no definite arrangements regarding the season's work, chiefly because the amateur question has not been settled. If two classes exist next year, many of the Chicago club's men will undoubtedly be in class B, so that until this question is settled the club's racing business can not be determined. A class A team will certainly be put out. The captain is now engaged in collecting complete records of the racing men for future reference.

\* \* \*

#### What Davie Post Thinks.

David J. Post is a loyal league man if ever there was one. He thinks Leeming, the pro, should be promptly fired, and with him Munger and Barrett, who recommended him. He was glad to learn that the dog story was a canard, pure and simple. Mr. Post says the very foundation stone of the league is pure amateurism, and that the running of cash racing by the L. A. W. would surely undermine it. The creation of class B, or makers' amateurs, would result in no good, says Mr. Post. There would be the same trouble as in 1886, when public interest was enhanced by the dealers who played their men to win the races, placing one man in a certain race to defeat such and such a man "belonging" to a rival, and thus keeping the cracks, Rowe and Hendee, in those days, apart. These were the very men



6,000—BICYCLES—6,000

Will be required to supply six thousand people that will want six thousand



## MONARCHS

IN 1893, AT THE FOLLOWING PRICES:

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| Monarch, Model A, | -   | \$140.00 |
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Popular Weights, Popular Designs, Elegant Finish.

Our output is rapidly being placed. Get into line for terms and territory.

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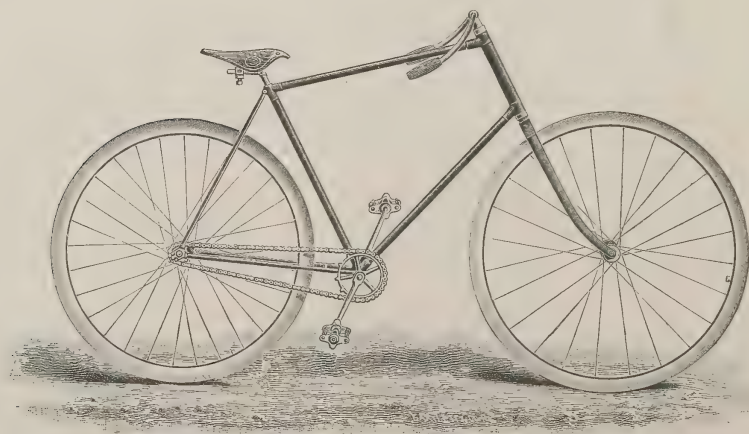
CAT. NOW READY.

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### *INNOCUOUS DESUETUDE.*

There is not a semblance of the above in

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MODEL A.

Every line is one of grace, denoting desirable position, comfort, strength and speed.

All riders take to it at sight.

The favorable comments at Philadelphia speak volumes.

The agency can be secured by responsible agents in unoccupied territory at a living discount.

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thousands came to see race against each other. He is for amateurism pure and simple, and professionalism as far as it can be carried successfully without degrading the sport. Thus he will express himself at the national assembly meeting.

#### A Chance for the "Pros."

Anticipating the adoption of the two-class amendment, one provision of which takes from the racing board the power of reinstatement and places it in the hands of the national assembly, and with a view of being perfectly fair to those "now under the ban of professionalism, who may believe they are wrongfully so," Mr. Raymond has given notice that the chairman of the board will receive and place before the assembly at the proper time, any application for reinstatement sent him previous to Feb. 20, provided, of course, all the facts in the case are presented. Then the board will decide the case. This probably includes all professionals except Leeming, who, at the same time, was declared a professional and was expelled from the league.

#### Even Liberty Saw It.

The following dispatch in the New York Sun aroused considerable mirth among eastern racing men, who know the amateur status of W. C. Thorne's Chicago pets. The joke was so loud that Liberty ducked her head on Bedloe's Island, and invited Jack Frost to cover her face with a snowy veil of purity:

CHICAGO, Jan. 16.—The proposed division of riders into classes, one of which may accept expense money, does not find favor with L. A. W. officers here. W. C. Thorne of the racing board is unalterably opposed to cash prizes.

#### For the Championship of the South.

The challenge of L. B. Anner, Mobile, has been accepted by Frank Mehlig, of New Orleans, for three races—half-mile, one-mile and five-mile—for \$150 a side and the "championship of the south." The winner is to take 65 per cent and loser 35 per cent of the gate receipts. The races will be run early in March, on the grounds of the Mobile Athletic Association.

#### Races Every Month.

The racing board of the Milwaukee Wheelmen has arranged to give monthly races at National Park during the coming season, which will be held on Saturdays that do not conflict with other events, such as the Waukesha road race and the state meet.

#### General Race Notes.

Feb. 9 was the date set for a meet at Orlando, Fla.

The New Haven B. C.'s Decoration day meet will be the opening of the racing season.

The Alpha Wheel Club of South Norwalk, Conn., has announced a ten-mile road race for June 17.

An inter-state road race between two teams of ten riders each from Philadelphia and Wilmington clubs, to take place on Lancaster pike about the middle of May, is among the possibilities.

The Buffalo dealers are agitating the propriety of the A. C. C. taking the management of the Martin road race. This would seem a desirable plan, but not unless Mr. Martin should give his consent.

There is considerable discussion going on as to who shall conduct the Irvington-Milburn road race this year. First A. B. Barkman (the originator) ran it, then the "Metropolitan Association of Quiet Ones" took a hand at it, but Barkman engineered it all the same. There

will be lively talking over the matter this year. It would seem that the club should be the people to conduct it.

Next Monday on the track of the Mobile (Ala.) Athletic Association, a large meet will be held in connection with the carnival. Anner, Gordon, Dunlop, Fearn, Mendenhall, Robinson, Sanders, Wilcox and Touart are among the entrants.

A report reached us that W. W. Windle has written Stephen Golder, of the New Howe company, asking if Mr. Golder would like him to ride a New Howe next season. The "amateurs" are looking around early this year, and wish to make their calling and election sure.

John S. Johnson lowered the five-mile amateur skating record at Minneapolis Sunday, making it in 15:20 4-5. Donaghue's time for the same distance is 15:36 2-5, and Hagen's (professional), 15:11. The first mile was made in 2:52, two miles in 5:54, three miles in 9:02 and four miles in 12:14.

J. B. McFadden, of Lewiston, Me., will give a meet as soon as the ground becomes dry. Bangor and Portland, same state, will also hold big meets, while the South Paris Wheel Club is talking of holding another meet at the Norway fair grounds in the early summer, perhaps not till the fourth of July.

#### YE GODS. WHAT NEXT?



From the "Wheeler."

#### A Talk with Maltby.

W. S. Maltby, the trick rider, was in Chicago on Saturday, stopping over on his way home from Hawaii. Mr. Maltby says that owing to the depression in money matters in these islands, because of the McKinley bill, he did not make as much this trip as formerly. He has traveled, all told, about 125,000 miles in these trips, alone the greater part of the time. When asked if he enjoyed it, he said: "Yes, I enjoy seeing the sights but get awfully lonely." He does not smoke at all, fearing it would make him nervous, and in his difficult balancing acts this might mean death. He considers Barber as clever a trick rider as Canary; says he is quicker but not so graceful. Maltby thinks Holt, the safety rider, who gave such clever exhibitions at the cycle show as an amateur and turned professional since, has a bright future before him. Maltby regrets having left Hawaii ten days before the revolution, as he would have liked to have been there. He says that the revolution was not expected for some time. Maltby learned in Chicago that he would have to give up Adelphi Hall, in New York, where his cycling academy was located last year. He has decided to locate in Chicago this season if the dealers will receive him kindly and give him their

patronage when they can. He will handle a couple of lines of wheels for his own trade only and agree not to talk wheel to a competitor's customers. He called on several dealers with this object in view Saturday.

Maltby has the exclusive right to sell, rent and teach at Chautauqua, N. Y. He says this is a snap, as he oftentimes has five instructors at work from early morning till dark. The sales are not numerous but a number are made for all that. He will retain this privilege for the coming summer. Maltby gives an exhibition in Warrington, Conn., this Wednesday and will be in Chicago again very shortly.

#### Associated C. C. Delegates.

The following are the delegates to the Associated Cycling Clubs of Chicago from the various city and suburban clubs:

Lincoln Cycling Club—J. D. Guinea, W. F. Tuttle, W. Herrick.  
Ravenswood C. C.—K. F. Peterson, C. E. Slater, F. E. Spooner.  
Chicago C. C.—R. D. Garden, C. P. Root, C. E. Randall.  
Cook County Wheelmen—O. R. Barnett, F. B. Hart, William Blair.  
Englewood C. C.—H. E. Pyle, E. L. Emerson, G. W. Denison.  
Æolus C. C.—A. W. Roth, W. E. Bond, W. F. Wick.  
Oak Park C. C.—C. E. Sturtevant, J. M. Stimpson, C. E. Fox.  
Minnette Cycling Corps—E. P. Eastman, C. E. Griffiths, W. E. Brooks.  
Lake View C. C.—C. S. Thomas, H. R. Parsons, C. A. Fox.  
Washington C. C. and Windsor C. C. disbanded.

#### Columbia Wheelmen Not Insolvent.

A rumor had gained ground last week that the Columbia Wheelmen of Chicago would soon go under. As the club has but lately entered a \$15,000 club house built for it, this was thought strange. George Greenburg, the popular captain of the club, made a vigorous denial of this, however. He stated that the club had available assets of \$2,800 over and above all liabilities; doesn't owe \$200, all told, and has \$600 due from members, 90 per cent of it being good. Several notes on the club furniture were taken up six months ahead. Greenburg will attempt to bring his club into the L. A. W. this season. He has gotten out individual club cards for all the members and the club will be a prominent factor in entertaining visitors this season.

#### Will Dabble in Politics.

From now on the Oak Park Cycling Club will take an active interest in Oak Park politics, casting its vote of 150 and more against any member of any church who was directly or indirectly interested in the recent "persecution." The club's vote will swing any election in Oak Park, and by so doing will place men in office whose ideas of christianity are more modern. These men have always been hostile to the cyclists, and the club has had to stand a good deal, such as the crusade against riding on the streets Sunday. "But now the club will make itself known," said one of the prominent members last week. The Oak Park club occupies an \$18,000 club house built for it and first occupied Thanksgiving eve of 1891. During October and December last, sixty members were admitted and a score of applicants will be voted on this month.

#### Will Not Build This Year.

The Cook County Wheelmen have a building offer of a very liberal nature from the present landlord. This may not be accepted this year. At present the club has decided to plunge and rent a magnificent three story and basement house at 294 Ashland boulevard. This will cost them \$140 per month until

May 1, and \$190 after that. The entire top floor is a dancing hall and off the first floor is a large conservatory well stocked, while a splendid lawn adds value to this magnificent house.



"A LADY OF PAR S."—Cycle Record.

#### Another Detroit Club.

The Cadillac Wheel Club, of Detroit, which has just been formed, is the outcome of the rupture in the Detroit Wheelmen. Some twenty members who had resigned met and formed the new club. The club emblem will be an elliptical sprocket wheel with twenty spokes for the following twenty charter members: Joseph M. Bresler, Eugene S. Bresler, Will E. Metzger, Leon Coquard, Joseph R. Martin, Stanley B. Huber, E. R. McConnell, W. T. Watson, F. S. Case, Gus M. Jones, C. A. Lightner, F. H. McGinnis, W. S. Hibbard, Robert J. Thompson, H. A. Griffith, Edwin B. Nall, Frank H. Shepard, John H. Johnson, August G. Nuppenau, William C. Futvoye.

#### Lady Bicyclist, or Wheelwoman.

The note of alarm which is sounded regarding the advent of the crinoline and its effects on the girls who are enthusiastic on the subject of physical culture, is touched upon in a Chicago paper. The crinoline is surely to be dreaded, but in the name of common sense and of pure English let a protest be entered against a descriptive phrase so lacking in euphony as "a lady bicyclist." Bicyclist is ugly and harsh in itself and not to be compared for a moment with the stronger word, wheelman, which is now so generally used. Wheelwoman as a natural feminine formation apparently needs nothing more to be desired in that it—the word—has a roundness and dignity of its own. But a lady bicyclist seems—still the word, of course—as awkward and far-fetched as scrub lady or the lady cook.—Pekin (Ill.) Republican Post.

#### The O. P. C. C. Programme.

The Oak Park C. C. has arranged a very complete schedule of entertainments for February and March. Feb. 2 the ladies auxiliary served supper at 6:30, an informal dance following. Last Saturday evening a stag party and entertainment was given. Thursday and Friday evenings of this week a Mother Goose entertainment, closing with a dance Friday evening is announced. Feb. 17, card party and musicale; Feb. 18, stag party; Feb. 21, formal party; March 2, entertainment, supper served by ladies auxiliary at 6:30; March 4, stag party; March 10, midwinter athletic entertainment; March 17, musicale; March 18, stag party; March 24, informal party; March 31, german.



# CLEVELAND BICYCLES.

NOWADAYS almost any manufacturer can MAKE A FRAME, BUT no every manufacturer can FRAME A MAKE of BICYCLES equal to THE CLEVELANDS NOS. 4 AND 5. NOW, the Tire, Rim, Valve and Bearings are the principal points in a bicycle, and we have the most DESIRABLE in the

CLEVELAND PNEUMATIC TIRE,  
CLEVELAND RIM,  
"I. C." VALVE,

THREAD CONSTRUCTION.  
STRONG, LIGHT AND EX-  
CEEDINGLY RESILIENT.

Burwell Bearings, Absolutely Dust Proof.

The CLEVELAND No. 4 IS Our MEN'S Wheel.  
The CLEVELAND No. 5 IS Our LADIES' Wheel.

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## OVERSTONES==='93

GENTLEMEN:—

We have still some territory to let, and require good responsible agents to work it thoroughly. WHEELS ARE RIGHT, PRICES ARE RIGHT. What's the matter with writing for prices and terms? If not, why not?

Yours respectfully,

For LOYD, READ & CO., (Coventry.)

ARTHUR E. FLAVELL.

P. O. Box 2225,  
NEW YORK CITY.

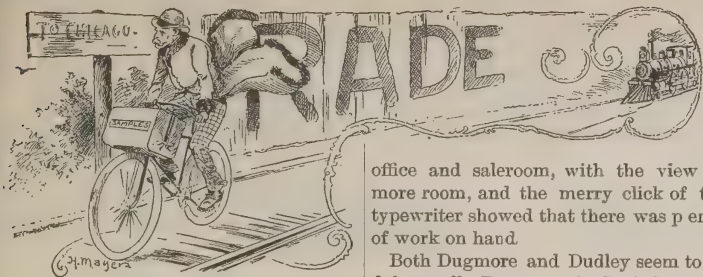
## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                           |                                         |                                 |                                   |                                              |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|----------------------------------------------|
| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, P |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|----------------------------------------------|

And Jobbers Generally Throughout the United States.





ALL TELL THE SAME STORY.

New England Makers and Dealers Full of Business.

New England is always beautiful—winter and summer alike, and she looked well last week in her mantle of white. The REFEREE's first stop was at

Boston.

At William Read & Sons, the ever-smiling Atwell was busy in the saleroom, and stated that the season is opening earlier than it has for years, and that the prospects are both alluring and inviting for this year of our Lord for Atwell and New Mails.

The John P. Lovell Arms Company's manager, David R. Harvey, was up to his eyes in work getting off catalogues and electros of this year's Lovell Diamond, which is undoubtedly the best wheel this old New England firm has yet turned out.

Next to his firm's business the Somerville Bicycle Club finds place in Harvey's mind, and he is particularly eloquent over the forthcoming hard-times "ladies" smoker of his club. The "ladies" will be personated by the members of the rollicking lot of boys that swear allegiance to the prosperous Somerville club.

Surrounded by a bevy of male and female employes, Mr. Holmes, the outfitter, said he has had a busy time of it of late, as orders have poured in thick and fast for his different specialties used by cyclists. The air of activity which pervaded the place was sufficient evidence that Holmes was not talking through his cap.

In a dry sort of way Manager Ross of Singer's stated that he had not been tendered any nominations by either of the political parties, but was sure that '93 would be a good year for Singers and orators. He showed the REFEREE three of the famous Singer '93 models, which are in keeping with the solid work always put on the Singer cycle. The little spring steering locking device on this year's Singers will commend itself to cyclists. It ornaments rather than detracts from the appearance of the wheel. The '93 ladies' Singer is a graceful 33-pounder of elegant finish.

W. W. Stall, the old inhabitant of Odd Fellows Hall, maintains that prosperous and calm exterior that was a characteristic of the old racing man when a resident of Waltham. Stall will make quite a number of special wheels this year, of light weight and superior finish generally, and will ask \$175 for them. He is also making a specialty of converting solids and cushions at \$20 per convert.

The Union Cycle Company's traveler, Temple, was pushing a P. D. Q. through the snow on Boston Common, bound for New Hampshire, while McDowell and the other employes were engaged at the company's store on the avenue, attending to the volume of business their early announcements have brought them. The ever-courteous Walter Measure was at the factory hurrying up shipments, and altogether it looks as if the Union company will be "in it" this year, as usual.

W. C. Overman as well as others in the row, has made some changes in the

office and saleroom, with the view to more room, and the merry click of the typewriter showed that there was plenty of work on hand.

Both Dugmore and Dudley seem to be doing well, Dugmore & Co. being particularly pleased with the business their announcement in the Christmas REFEREE brought them. Dugmore is building a nice looking wheel called the Perfecto. Dudley is handling Premiers and several other good wheels.

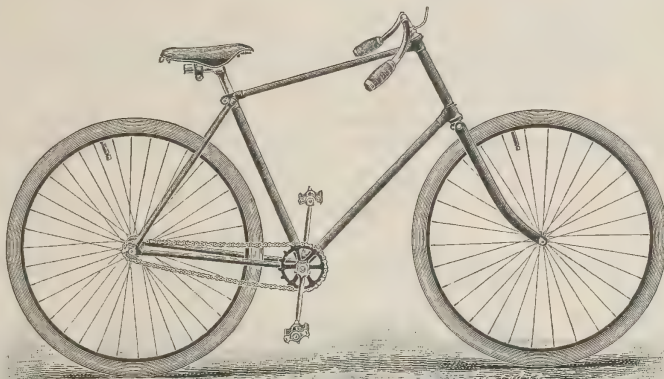
Manager Aleck Hill of the Coventry Machinists' Company had just returned from England, and was pleased to find that in his absence George Seymore had made the basement of the entire store into one of the most complete and commodious repair shops in the city. A full line of '93 wheels is on exhibition, the Crypto by this firm commanding much attention. This year's Seymour saddle is much improved, and several offers from saddle firms to buy the patent outright have been received.

Elsewhere will be found a list of

Boston, and is gratified at the large sale of the cyclometer.

Newton.

The Hickory Wheel Company's shop at this place, a twenty-minutes ride from Boston, is where the Hickory cycle is made, and which since the reorganization of the company is presided over by A. W. Pope [a brother of the colonel] C. E. Walker and Sterling Elliott. The place presented a scene of much activity, and wheels piled in an express wagon showed that '93 delivery had commenced. The Hickory of '93 is a "thing of beauty and a joy forever." The man who gets one will not be ashamed of it in any way. The Hickory Cycle Company proposes to launch boldly out for the trade, and being backed with plenty of capital, energy and a good and taking thing in wheels, will no doubt do well. A. W. Pope is the counterpart of his distinguished brother, the same energy of speech, voice much alike, same expansive forehead, and is an extraordinary talker, having traveled much. As a sportsman Mr. Pope has on his vacation, which occurs every fourth year, shot and hunted much in foreign lands, and has killed a specimen of almost everything that runs, flies or swims. His treasurer, Mr. Walker, is well known in the trade,



THE 1893 JAMES.

the prominent makes the Very Cycle Company will handle.

Sidwell and Sabin will, as of yore, handle the Stover Bicycle Manufacturing Company's wheels, which need no introduction, and which have been well received in New England.

Manager James Underwood, as usual, lays claim to the prettiest store and best wheels in cycle row, and thinks '93 Quadrants will, as usual, bear inspection and riding.

Albert L. Pope, Jr., and Lon Peck did the honors, assisted by Kirk Corey. Albert L. stated that orders for '93 Columbias were coming in fast. By the way, Albert, Jr., may be seen on the path this season, but whether as racer or inducer deponent saith not.

The McCune Cycle Company is in possession of the Boston offices at 47 Franklin street, where all can be assured of a cordial welcome. This firm for a "young un" promises to develop into a young giant. Its strides are astounding many in the trade. J. B. McCune needs no introduction; he is one of the sturdy and clever pioneers in the cycle construction field, and is wonderfully informed in all its departments. W. E. McCune is developing a business sagacity and energy that must be pleasing to his father and friends alike. On the premises at 47 Franklin street is a school and improvised track, bath, etc.

M. H. Downes, inventor of the Novelty cyclometer, turned the same over to the Recording Instrument Company, whose place of business is 22 Chapen place,

and Sterling Elliott—well, everybody knows Elliott.

Providence.

The Tillinghast Tire Company is doing well with its '93 tire, which President George Vose says is the tire of tires. The orders on file he thinks proves this statement. Pardon W. Tillinghast is floating around the east with his samples, and reports the outlook as good.

Whitten, Godding & Co., the well and favorably known Providence firm, are doing very well in parts, saddles, oilers and their usual line of wheels. Their new cyclometer is catching on. The firm has no doubt that the '93 trade will be a heavy one.

Rankin & Bruce, with their various specialties, are doing nicely. Their toe clip and Monroe anti-friction are having a good sale. Belcher & Loomis and the other local firms, including Campbell, report the outlook as good for this season.

Hunt & Co., the Westboro saddle makers, are busy these days shipping orders, and the room for selection of various patterns has given Mr. Hunt a good grip on the eastern trade.

Worcester.

Mr. Curtis, the Worcester manufacturer of fine pedals, is not complaining of trade dullness—in fact he is having quite a time to meet orders, he says, and the busy aspect of his factory looks like it. Mr. Curtis recently met with the loss of an infant daughter, and for a time the life of his estimable wife was despaired of.

The J. J. Warren Company, maker of saddle leathers, saddles, tool-bags, etc., is busy filling orders, and has taken a prominent position in fine leather cycle sundry goods.

Springfield and Holyoke.

The Overman Wheel Company, through A. H. Overman, received the REFEREE representative kindly and paid the paper a high compliment. The firm is very busy with '93 wheels, and Superintendent of Agencies C. C. Morgan says things look A No. 1—in fact agents are clamorous for goods already. George H. Powell, the terror of advertising canvassers, looks sleek and happy and thinks some cycling journals awfully independent, but he says he must get the best even if it does come high. Mr. Overman is emphatic in his denouncement of class B, and all other paid amateur business, and remarked that it showed a weakness when wheels had to hold records before they could be sold.

At the Warwick Cycle Company President Rood, a keen business man, talked a few minutes and handled a huge stack of mail matter. He said: "I have been more used to the works in watches, than those in bicycles, but am learning fast, and the extent and possibilities of the business interest me very much." Kennedy Child was away—not in the capacity of speechmaker, but opening a New York depot.

The REFEREE man and Harry Palmer, of the *Sporting Goods Dealer*, dined with Mr. Keating and talked with President Bosworth, who is a busy man with other large interests besides the Keating Wheel Company. James Murphy of the firm is now down south appointing agents.

Hartford.

The H. J. Curtis business has been absorbed by the Columbia agency and the new Chainless Safety Company will shortly place its production on the market. The Pope Manufacturing Company is busy; so is the Hartford Cycle Company, over whose destinies Colonel George Pope and David Post preside. Frank Belden, the old Pope employee is now with the Colt's Arms Company and is also interested in a cycle agency.

New Britain, Conn.

The Corbin Lock Company will place a lock on the market soon and George Corbin, Jr., will personally superintend the sales of same. This is the largest lock concern in America. The New Britian Hardware Company is doing well with its excellent parts, and the factory presents a busy appearance. Harry Arnold is pushing the construction of his Windle light roadster, and hopes to make at least a hundred this year.

Bristol, Conn.

The New Departure Bell Company, through Manager Rockhold, took the REFEREE man under his protecting care and showed him the town. The New Departure bells really need no special introduction, as they are well and favorably known.

East Hampton, Conn.

The Starr Brothers Bell Company, is pleased with its bicycle bell business, and shows a nice, durable lot of bells. The Starr brothers make everything in the way of bells. The good sleighing this winter, they say, will do them good next fall, when the agents who have sold out all their old stock this winter will want new goods, as the past four winters have not been up to much for sleighing. The American Gong Bell Company is busy and reports a good demand for bicycle bells. Messrs. Bevin Brothers have had trouble with patterns and have not been able to fill orders, but hope shortly to be in a position to do so.

Middletown, Conn.

Miss Minnie Brockway, the enterpris-



LIGHTNESS, - STRENGTH, - BEAUTY.

SMALLEY BICYCLES.

FOUR STYLES—Light Roadster, Road Racer, Track Racer (new style handle bars),  
Ladies' Wheel. Round or Elliptical sprocket. Weight, 25 to 40 lbs.

GOOD AGENTS wanted in EVERY TOWN in the United States. Write for  
terms and territory. Catalogue giving full description, mailed on application. Please  
mention this paper.

A WRITTEN GUARANTEE, tool bag, tools and Perfection Repair Outfit with  
each wheel.

MARBLE CYCLE MFG. COMPANY,

RETAIL DEPOT:

271 Wabash Ave., Chicago, Ill.

PLYMOUTH,

IND.

*Zimmerman rides the Raleigh. We are agents for Illinois.*

THE ROVER IS

WITHOUT DOUBT THE MOST POPULAR MACHINE IN AMERICA.

The New York custom house officials think so, too, as they do not wish to release the  
new models.

Agents are clamoring to see the 93 Patterns.

Shall be along with them in a few days, and be prepared to close up contracts.

ADDRESS:

HARRY NEVILL, Visiting Representative,

CARE "REFEREE," CHICAGO.

J. K. STARLEY & CO., Ltd., Makers, Coventry, England.



ing agent is packing away a display of furs and polishing up her stock of '93 wheels. Among the wheels she will sell this year are the Columbia, Hartford, and Western Wheel Works, and has just added the Rochester Cycle Company's bicycles. Miss Brockway will give several road and track races this year, as last, under her own management.

#### ALUMINIUM WHEELS.

*One That Has Been Used Steadily For Over a Year.*

We are in receipt of a communication on the subject of the use of aluminium in cycle construction from a gentleman who has given the subject considerable attention, A. W. King. He is comparatively little known in Chicago, having lived in this city only since Oct., 1891. For a very short time he was in the employ of the Chicago Bicycle Company, and since then in charge of Brown Brothers Manufacturing Company's bicycle depot, corner Jackson and Clinton streets. Mr. King was for a number of years technical superintendent of the Adler Cycle Works, Henry Kleyer, Frankfort, and of the Goldsmith Brothers Cycle Works, Newmarket.

The popular demand for light wheels has led some manufacturers to try various experiments in the way of constructing light steel frames. We have all heard much talk about aluminium wheels, but we know of no maker who has successfully accomplished the construction of an "all aluminium" machine.

In the first place, a serious obstacle in that direction was encountered in dealing with the brazing question; furthermore, there are the lugs, which if made of aluminium and designed as gracefully and light as we are accustomed to see them of steel drop forgings in some of the best modern makes, would not be anywhere near strong enough to sustain the continuous and varied strains brought upon them when put to actual test. Therefore, "all aluminium lugs" would have to be rather clumsy and bulky if calculated to do the same work as steel lugs, and would consequently be rather detrimental to the good appearance of any machine.

Mr. King writes: "Mannesmann of Remscheid, Germany, with his spiral, rolling, expanding combination process, has finally succeeded in producing aluminium tubing which, being of a sufficiently heavier gauge than steel tubing of the same diameter, is fit to be used in the construction of cycles."

"The next question of importance is now: 'How and by what means can such tubes be reliably secured to their respective lugs, be the latter steel or some other metal alloy?'"

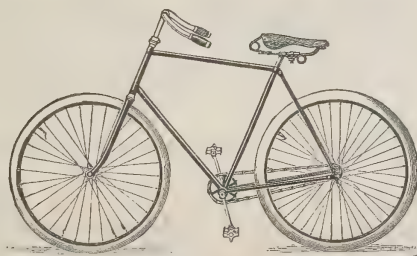
"Brazing, soldering or any kind of ordinary screw joint is in this case entirely out of question, at least that was the view taken on the subject by the inventor of a rather ingenious and novel device (patented Jan. 31, '93, 490,896) for uniting the parts of machines without brazing. This device is simple in a degree, which involuntarily causes one to wonder why no one else ever thought of it before. Still, it makes a very firm and secure joint, more than strong enough to withstand all wear and tear that a good machine is liable to be put to. I have seen and examined a safety built on this principle and in use every day since last August by a rider weighing 185 pounds.

"The following is an explicit description of said invention:

"All lugs in the frame are designed with sockets instead of pins, to take in the tube ends. The latter are placed in their respective sockets, and the device,

consisting of a cylindrical and longitudinally split bushing containing a round and slightly tapering plug, is introduced into the tubing. This expansive plug is placed where the tubing is encircled by the socket of the lug, and the taper plug is by means of a screw forced into the split bushing which expands, and in turn slightly expands the tubing, thus securing the same in its socket in a most efficient manner. Tubing of a quality as used in up-to-date wheels will, if secured in this way, twist under the strain of a pipe wrench rather than loosen from its socket. The length of the taper plug is equal to the external diameter of the tube for which the plug is made, and the plug must fit the tubing snugly. In quantities these taper plugs can be turned out at a cost of about 2 1-2 cents apiece.

Apart from the great advantage of being able to use aluminium tubing and the lightest possible gauge of steel tubing for frames, there are other salient points in the application of this device by which manufacturers, dealers and riders all are benefitted. Brazing is entirely done away with, as even front fork and handle bar are built up with the taper plug. Fork sides are formed by 5-8 inch tubing. The natural temper of the tube is no longer destroyed by heating, nor the lugs or tubes overheated and burned or still further weakened by filling up. Riders will no more complain of loose pieces of spelter solder within the tubing of their frame rattling and singing



THE OVERSTONE.

as they ride along. Any damage done to the frame can be repaired "while you wait," in fact, according to actual test, a good bicycle man can assemble an entire safety, ready to ride, from the loose parts in one hour and a half.

"Here we have a machine constructed after a truly interchangeable system, each single part being completely finished before it is secured to another part of the machine. This also allows of a thorough and detailed division of labor in the manufacture of cycles, more especially of frames and front forks, a thing hitherto impossible. The manufacturer will in future times ship the complete frames of his safeties neatly packed in boxes 6x6x24, and the two wheels crated separately. The frame is certain to arrive intact at its destination. The agents will save freight and those in foreign countries considerable custom house duties. The dealer is enabled to make any repair himself without the employment of a forge, and in a superior and much more rapid manner than could be done up to the present.

"The inventor is building a small lot of sample wheels entirely of aluminium bronze, and some entirely of aluminium silver. This particular aluminium bronze is one-third lighter than steel, has the lustre of gold and a greater tensile strength than steel. Aluminium silver merely looks like silver, but possesses the same properties as the bronze alloy. Tubing, lugs, spokes, mud-guards and rims will be made of the two above-mentioned alloys, and a japanning or nickel-plating would only spoil the beautiful natural and last-

ing finish of a machine built of such materials."

The expansive taper-plug joint was invented by Mr. Kirsch-King. Patents have been secured in the United States, England, Germany, France and Austria, and we understand that the formation of a stock company for the manufacture of cycles built with application of his device, is contemplated.

#### Morgan & Wright's Tire Contest.

Morgan & Wright's tire contest closed last week. Great interest was taken in the affair, although the prizes were offered so late in the season many could not recall data or reckon mileage accurately. A splendid list for the coming season is soon to be announced, all being prizes well worth a season's try for. In the past season's contest for long distance H. E. Brayton, of Pueblo, Colo., captured first prize, John West of Chicago, second, and William R. Anglemire, of Rockford, third. Brayton had 3,400 miles to his credit, West 3,200 and Anglemire 2,970. In the second contest, for the greatest number of centuries on one set of tires without damage or material repairs, C. Arnold Wescott, of Chicago, captured first with twelve centuries and no punctures; F. E. Klipfel, the Buffalo centurion, second with eight centuries, one of these a double one, and no trouble with his tires; John F. Parker, of the Lincoln Cycling Club, was third with eight centuries and one puncture. There was hot competition for the third

'92, when the present position was offered him and he accepted. Mr. Walker is somewhat of a crank on cycling, and has pictures of most of the



old-time noted ones and of the modern champions. He was one of the organizers of the old Chelsea club, and was three years its treasurer and one year president. On leaving Chelsea he joined the Massachusetts Bicycle Club of Boston, of which he is still a member. The growth of the Hickory Cycle Company under its present vigorous management will wean the genial Charles Walker from his club life, and cares will frown that placid brow, but time can not dampen the cycling fire that burns within.

#### A. O. Very Cycle Company.

There are not many firms in New England which have climbed to such a height of importance in the jobbing and retail cycle trade as rapidly as the A. O. Very Cycle Company, of 245 Columbus avenue, Boston. Only a year ago this company moved to its present commodious quarters, the old store on Tremont street being too small to accommodate its growing trade. This year's business promises to eclipse that of last, and orders are pouring in already. A REFEREE representative called last week, and Mr. Very, pointing to a large stock of orders, said things were lively for this time of the year. The company is handling the Warwick, Liberty, Royal, Eclipse, Central and Reindeer.

#### David R. Harvey.

Most New England cyclists have met D. R. Harvey, manager of John P. Lovell's bicycle department. As a business man the young New Englander should feel proud, as he has done nobly with Lovell Diamonds and the department



under his charge. As the captain of the Somerville Bicycle Club he is most popular, and is interested in racing to a great extent in his locality. The Somerville club is now the second largest in Massachusetts, and all the members, from the captain down, are wide-awake when their club's interests are at stake.

#### A Little Late.

The publication of the cut of the Raymond invention of a pump for pneu-

series of prizes, with Will Codman of Winona, A. G. Harding of St. Louis, and D. H. Burt of Danville, Pa., very close together. Codman won, his ride being made on an Elliptic racer, 27 3-4 pounds, fitted with Morgan & Wright racing tires, from Winona to Rochester and return, a distance of 118 miles over hilly and rough flint rock roads, in eleven hours. He stopped two and one-half hours along the road. A. G. Harding received second for his round trip over the De Soto road course in 9:29, breaking the record of 11:56. D. H. Burt's century in 10:25 over the mountains of Pennsylvania on a used-out plank road was third best. All were good rides and splendid tests on the tires. For his trip from Michigan City, Ind., to the national meet at Washington, Wallace R. Lay was awarded a special prize.

#### Charles E. Walker.

He is not known as yet as "Hickory" Walker, but he is liable to be as the years roll on. Writing to the REFEREE he said: "Modesty forbids my saying anything about myself. I have no history; have yet to make some."

Not to be balked, the REFEREE man enquired a little, and with the aid of some history gained by acquaintance, can say that Charles E. Walker, treasurer of the Hickory Cycle Company of Newton, Mass., is twenty-five years old, was born in Chelsea, Mass., and is married. As early as '84 he had graduated from college and was working for the Pope Manufacturing Company at its Washington street place, and remained a faithful servant until



1893

# - RALEIGHS -



WILL BREED  
CHAMPIONS OUT OF PURE AMATEURS.

**RALEIGH CYCLE CO., Ltd.,**

Greenwich and Bank Sts., NEW YORK.

GOOD AGENTS WANTED.

**DEALERS, ATTENTION!**

*Don't place your orders for your '93 Wheel until  
you have seen*

THE "FLIER"  THE "ISABELLE"



ROADSTER, all on, - 32 Lbs.

SCORCHER, Racing Tires, 30 Lbs

RACER, - - - - - 24 Lbs.

The Lightest Ladies' Wheel Ever Put on  
the Market. Brake, mud guards, saddle  
and pedals all on, 32 Lbs.

Choice of Handle Bars, Saddles, Pedals, and either  
Racing or Road M. & W. Pneumatic Tires.

Cut of the "Isabelle" next week.

*Correspondence Invited.*

ILLINOIS CYCLE WORKS, 665-669 Carroll Ave., CHICAGO.

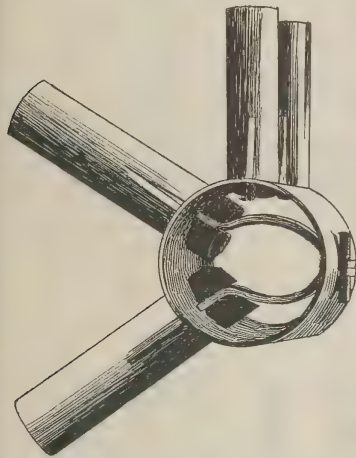
WE PROPOSE TO LET THE AGENT LIVE.



matic tires—made in the safety frame and worked by raising and lowering a long aluminium seat post—was a bomb-shell to R. M. Barwise of the Stokes company. Early last season Barwise put to practical use a simpler device on his Union and used it all season. In his device a rod similar to the regular pump is placed in the upright and fitted with a piston. This has a detachable handle, and when the handle is removed a hollow seat post fits over the rod and prevents it from rattling. The rubber attachment for the pump is attached under the crank hangers, and when not in use may be suspended in the upright. These attachments may be fitted to safeties for less than a half-dollar each. Raymond's invention shuts him out completely.

#### The New Web Joint.

According to our English correspondent's report of the National show, the makers of cycles are not disposed to adopt the new system of web joints this year, as it is felt that unless the brazing is performed with the utmost skill and success very serious consequences may follow. It is an idea, however, which having been introduced by a man recognized as one of the most practical of makers, but, at the same time, a most



ardent advocate of light weights, is certain to be followed, especially if a season's test on the Psycho proves its efficacy. The accompanying illustration shows just how the joint is made. It is here shown applied to the crank bearing case before the brazing or finishing processes have been applied. The bearing case is made from a piece of sheet steel, bent into the form of a tube with the edges left projecting as a fin to form the web in making the joint. The metal is bent with the grain running lengthwise. All the bending and shaping is done while the metal is cold. The web principle has already been used extensively in other channels, especially in the ties and lacing of bridges.

While on this subject we may mention that another form of joint, the invention of A. H. Radell, a Chicago mechanic, has, according to that gentleman, been pronounced by the heads of two large factories the strongest they have seen. An illustration and description thereof will appear next week.

#### The 1893 Overstone.

Arthur E. Flavell, representing Loyd, Read & Co., Coventry, has been showing the 1893 Overstone, a cut of which appears herewith. The sample wheel was fitted with the Dunlop detachable tire, and weighed 25 pounds. It has tangent spokes, 10 1/4-inch head, and in design is as pretty as any wheel on the market, while the makers' reputation for work is such as to insure a most excellent wheel.

Mr. Flavell, representing Loyd, Read & Co., has placed Overstone agencies

with the Buckeye Cycle Company for Ohio, Maryland, Virginia and Kentucky; with Schack for western New York, and with Cahill for Washington. As soon as Mr. Flavell finishes the business he now has in hand in Chicago he will start east and sail, shortly, for England. It is quite possible, however, that he will return to the United States later in the year, locate in New York or Chicago for several months and distribute his wheels from those points. He has come to the conclusion that better results can be attained in this way than by placing the agency for his wheels with one or two concerns for the whole country.

#### The Lovell Diamond, Model 10.

The new Lovell Diamond, model 10, or light roadster, a cut of which is shown herewith, contains all the points which now seem necessary in the make-up of a good wheel. It has a long wheel base, 28-inch rear with 2 inch tire and 30-inch front with 1 3/4-inch tire, Columbia tires, corrugated sheet steel rims, direct spokes, detachable cranks, 9 3/4-inch head, etc.



It weighs but 31 pounds and sells for \$115, being fitted with elliptical sprocket if preferred and every attachment that goes to make up a complete wheel. The past reputation of the Lovell Diamond as a reliable wheel and ready seller is sufficient cause to predict a very successful season for the John P. Lovell Arms Company.

#### The 1893 James.

The James has always been a leader in the matter of light road wheels, and this year the heaviest machine produced by the wonderful little factory over in Birmingham that is for sale in the United States, is under 27 pounds with a spring saddle and 26 pounds with a racing saddle and road tires. The details of construction show great experience and scientific skill. There is a ripeness about the work turned out by Harry James that is refreshing. Tubing from the old company is used; rims, Warwick's hollow; chains, Perry's; cranks, Southard; pedals, Bown's. Tool steel bearings and silver solder for brazing are used. The model, a cut of which is shown, speaks for itself. The first consignment of '93 wheels has already been sold, and the second arrives this week.

#### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

490,714, cushion tire; Woodburn Langmuir, Toronto, Canada; filed April 25, 1892.

490,658, pneumatic tire for velocipedes; Rudolph W. Huss, Chicago, Ill., assignor to the American Tire Company, Cleveland, Ohio; filed March 10, 1892.

490,950, clock-attaching device for cycles; Edmund Kuhn, Brooklyn, N. Y.; filed March 3, 1892.

490,751, tire-shrinker; William Lehmer, Chicago, Ill.; filed July 1, 1892.

490,837, air cushion tire; Joseph P. Lavigne, New Haven, Conn.; assignor of one-half to Reuben H. Brown, same place; filed July 6, 1892.

490,828, bicycle tire; Joseph P. Lavigne, New Haven, Conn., assignor of one-half to Reuben H. Brown, same place; filed July 6, 1892.

490,829, self-holding tire for bicycles; Joseph P. Lavigne, New Haven, Conn.; assignor of one-half to Reuben H. Brown, same place; filed July 7, 1892.

490,844, bicycle; George O. Draper, Hopedale, Mass.; filed June 9, 1892.

490,904, valve for pneumatic tires; William A. Gray, Elizabeth, N. J., assignor to himself and

Edward R. DeWolfe, New York City; filed April 18, 1892.

491,010, pneumatic tire; Harry Comstock, Fulton, New York; assignor of one-half to William J. Watson, same place; filed July 19, 1892.

491,012, bicycle bell; Lewis E. Ericson, San Francisco, Cal.; filed April 25, 1892.

491,040, bicycle attachment; Theodore Cummins, Dover, assignor of one-half to Jacob C. Van Horn, Marksborough, N. J.; filed Feb. 18, 1892.

491,057, bicycle garment; Margaret H. Lawson, Boston, Mass.; filed Sept. 1, 1892.

Trade Marks.—22,413, bicycles; Royal Cycle Works, Marshall, Mich.; filed Dec. 9, 1891; essential feature the word "Royal"

#### Abuses of Patent Rights.

Two gentlemen, who have had considerable to do with patents and patent laws, met in the REFEREE eastern office the other day and commenced discussing patent rights and their abuses. Alex Schwabach, who was an employee of McKee & Harrington when they sold the Lallement patents (worth millions) to the Pope Manufacturing Company for \$300, said a patent was chiefly valuable because it gave a man a right to go to law. "There is no doubt," said S. T. Clark, of Baltimore, "that wealth and a system of persecution are valuable as a means of sustaining alleged patents, and on the other hand, unless you have money to protect your patent, it will be of little use to you. Half the patents to-day are held by the flimsiest of excuses, and the courts are chiefly interested in the flow of coin into their treasuries." This reminded the writer what H. A. Lozier said to him in Philadelphia while talking of patents: "I was told to-day by the partner of a western concern that it would cost me \$5,000 for using a certain style of rim which they claim to own by patent right. I told him that unless the fight should be worth at least \$50,000 they'd better not tackle me, but confine their attention to repairs and small concerns whom they could easily bluff and terrorize—for they can't bluff me. This sort of thing has been overdone," continued Mr. Lozier, "and it is a burning shame that the matter has been allowed to go so far. It has been a system of bluff and intimidation all through, and concerns which lay claim to respectability have chased the little fellows like dogs do rabbits. I want them to chase me a bit for a change." And the big man from the shores of Lake Erie straightened to his full height and commanding presence, and his face betokened a fighting determination.

"Now about that lap brazing patent," said Mr. Clark. "I can show you lap brazing two years before that patent was said to have been taken out, and while a man should receive the reward for his brain production, property which has been public property for a time should not be granted as patent to anyone. Of course, if the patent laws give a man a right to patent somebody else's ideas that is a weak point in the law and should be remedied, as there is no doubt this patent business is much overdone at present."

#### Starr Bros' Bell.

The cut herewith illustrates Nos. one and three bells made by Starr Bros.,

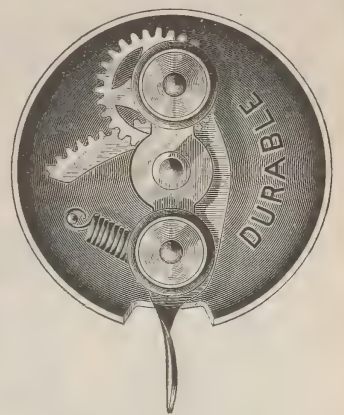


East Hampton, Conn., who are doing a splendid business with a good assortment of bells.

#### Shows the Working Parts.

The New Departure Bell Company shows this cut to illustrate the "inner

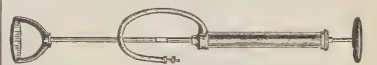
works" of its famous bell, which is so well known that introduction is unnecessary. What Manager Rockwell claims



as special features this year are the interchangeable parts of the bell and the locking to the handle-bar device.

#### The Monarch Pump.

A handy instrument is this, and one which the makers claim gives less an-



noyance and fatigue than any other. The barrel is handsomely nickled and the case japanned. At retail, \$4.

#### Chicago Trade Notes.

George D. Moffat and family are spending the winter in Florida.

Hartford safeties will be handled in Chicago this season by the Pope Manufacturing company.

Mr. Shaw, of Foster, Brown & Co., New York city, importers of Ivel safeties, was in Chicago last week.

Rouse, Hazard & Co. have placed the local agency for the Rudge and Sylph safeties with the F. L. Douglas Cycle Company.

K. Franklin Peterson, formerly of the Spooner-Petersan Company, will shortly open an agency at 113 Adams street for the Aeolus.

C. W. Dickerson, of the Sterling Cycle Works, can now be found at the Stokes Manufacturing Company's store, to which place he has removed his office.

Hal Greenwood, now on the road for Kingman & Co., of Peoria, was in Chicago last week. He will shortly start for the Pacific coast to place Road Kings and Road Queens.

M. L. Dorr, manager of Thomas Kane & Co.'s bicycle department, is in the east looking into the agency question, his house having decided upon no wheel for the season as yet.

C. M. Fairchild, for the past year cashier at the retail store of the Gormully & Jeffery Manufacturing Company, has resigned his position and on Feb. 15 will take the position of financial manager of the Quadrant Cycle Company, of this city. Mr. Fairchild has had many years experience in the bicycle business.

"Bob" Lennie was in the city Saturday from a trip through Illinois for the Stover Bicycle Manufacturing Company. He reported the loss of but one customer and many new ones gained. He will do Ohio and Michigan next. Mr. Lennie says that the Stover company will shortly open a retail store in Chicago, Thomas Kane & Co. having dropped the agency.

Siegel Crafts, treasurer of the March-Davis Cycle Company, withdrew from active interest in the company last week. Charles Murray will probably act as secretary and treasurer. Mr. Crafts refused to assign his reasons, but it is said he



## A TEST FOR THE TILLINGHAST TIRE:



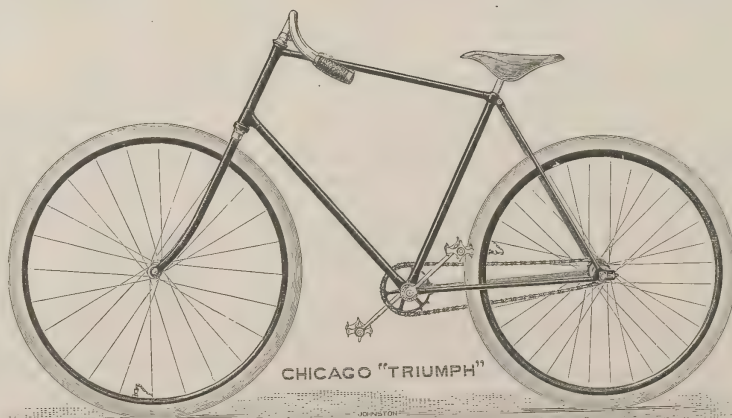
AND a test that has never been equalled by any other tire. A test that no other tire has been subjected to. At the Philadelphia Show the Crawford Mfg. Co., to show the strength of one of their Crawford machines, placed a machine upon a plank. To this machine they attached a platform and on this platform they placed four (4) barrels of flour; three (3) barrels resting directly over the saddle post and the fourth barrel resting on the head of the machine. It will be noticed by this that three-fourths of the weight rested upon the rear wheel. After this load of flour was placed upon the wheel, the end of the plank on which the rear wheel rested was raised up, and a 28x1 3-4-inch Tillinghast Tire, of the '93 pattern, inflated to sixty (60) pounds, was placed under the plank in a vertical position and directly under the rear wheel. This tire was allowed to remain in this position until the end of the show, about sixty (60) hours. After this great weight was removed from the tire it was critically examined and showed no sign of having been subjected to this severe test. In fact, this tire was soon after sold and placed upon a wheel, and is running to-day and shows no marks or signs of weakness on account of this test.

# TRIUMPH!

White Sewing Machine Co.,  
New York.

Chas. Hanauer & Bro.,  
Cincinnati, O.

Schulenberg Cycle Co.,  
Detroit, Mich.



J. B. Rich Cycle Co.,  
Philadelphia.

White Sewing Mch. Co.,  
Boston, Mass.

W. G. Schack,  
Buffalo, N. Y.

White Sewing Mch. Co.,  
Chicago, Ill.

*A Complete Stock of Parts Kept at Our New  
York Office, 22 Union Square.*

TRIUMPH CYCLE CO., Ltd., COVENTRY, ENG.



had sold the company's output and more for the season, and as his stock was ready sale, withdrew to invest his capital elsewhere. About \$2,000 was lost in the recent fire.

General Trade Mention.

Stephen Golder sailed from New York for England Wednesday of this week, to be gone but two weeks.

It is said four-fifths of the machines exhibited at the National cycle show were fitted with Dunlop tires.

W. M. Perrett starts west again this week to drum up Solid Comfort saddles for the Bretz & Curtis Manufacturing Company.

Hammond, Ind., is to have a bicycle factory. M. M. Towle has contracted for the construction of the buildings, in which a foundry will also be located.

A. Goodwin, late of Southampton, is now with the St. Andrews Cycle Company, of Romford, Essex, Eng., which makes the A. J. Buckingham and Hornchurch cycles.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co, 43 E. Van Buren St., Chicago.—Adv.

J. T. Skerrett is a new salesman now on the road for the Bretz & Curtis Manufacturing Company, and will look after the interest of the Quinton Scorchers and Warwicks in Pennsylvania, New Jersey and Delaware.

Mr. Mallinson, a representative of the Standard Cap Company, visited Chicago last week and sold a large order of caps to Gormully & Jeffery. The company does not sell at retail at present, but may arrange to do so later.

The Rochester Cycle Company has been incorporated with a capital stock of \$100,000. E. C. Stearns is president, J. C. Bowe vice-president and secretary, and H. E. Maslin treasurer. The new concern will make the Stearns.

Owing to the breaking of the piston of the main engine, the entire works of W. H. Wilhelm & Co., Reading, Pa., were forced to a temporary stop. This caused a delay of four or five days at a time when every hour is precious to the manufacturer.

J. M. Linscott, the Columbia and Hickory agent at Chelsea, Mass., says that affairs cycling are going to boom in his town this year, and orders for '98 wheels are commencing to pour in. Mr. Linscott's agency is the resort for cyclists in the neighborhood.

The Bretz & Curtis Manufacturing Company of Philadelphia, has lately added to its saddle plant, the immense sale making it necessary to put in more machinery and men. They tell us they are now turning out 1,000 saddles a week and are already preparing plans for 1894.

The Denver Cycle Manufacturing Company has been incorporated with a capital stock of \$25,000. The company is composed of G. E. Hannan, president; John Eppeneter, secretary and treasurer, and H. G. Kenney, superintendent. About 200 wheels will be turned out this season.

The Sercombe-Bolte Manufacturing Company is offering a reward of \$5 for information leading to the whereabouts of Julian F. Reid, formerly of Augusta, Ga., who, it is claimed, had a habit of having wheels sent to him C. O. D. and upon receiving same would suddenly change his place of abode.

The Eclipse Bicycle Company writes us from its factory at Beaver Falls, that it has heard it said that only one manufacturer in this country is using the

Mannesmann spiral steel tubing in his wheels, and states that whether any other manufacturer is doing so, does not concern it, but does want it known that the Eclipse wheel is built of this famous tubing.

W. S. Maltby, the trick rider, met A. J. Nicolet at the Palace Hotel, in San Francisco. Maltby was told by the dealers in 'Frisco that five eastern representatives had left the town disgusted and without placing an agency. Nicolet is representing the Grand Rapids Cycle Company. He goes from 'Frisco to Los Angeles, Salt Lake City and then via Denver home.

James T. Reber, formerly of the firm of Bard, Reber & Co., Eighth and Penn streets, Reading, Pa., has purchased the Metropolitan Cycle Works, Fourth and Cherry streets. He will engage in the manufacture of bicycles on an extensive scale and make a number of improvements to the place. Mr. Reber is a well-known young man and has been quite successful in business.

E. W. Ballard left Chicago on Sunday evening for St. Paul, where he will stop over a day en route to Portland, Ore. Ballard denies the report that his going has any connection with Rouse, Hazard & Co, or with the Rudge wheel. He will manage the Columbia Cycle Company and travel through Oregon, Washington and Idaho. Ballard may return in the spring, otherwise not until October, when he will be married.

The New York Belting & Packing Company desires us to announce that purchasers of its pneumatic tires will be protected from all infringement claims on the part of anyone, of any kind or nature. It has never been the policy of the company to manufacture goods which infringe legitimate patents; it states that during its business experience of nearly fifty years not one of its patrons have been called upon to pay any damages for infringement of patents on any goods it has made or sold.

William H. Roberts.

The cut below is a good picture of a smart sporting writer, who, strangely enough, combines with his athletic work a good roads crusade. Mr. Roberts as the sporting editor of the Brooklyn Citizen, undertook some months ago



a fight for the Brooklyn cyclists for good roads, and a special path for cyclists to Coney Island. This idea caught on, especially the good roads part, and Brooklyn to-day is demanding of her legislators better streets and roads in the suburbs. The citizens will get them, and to the Citizen's sporting editor much credit is due.

Brewster Not a Candidate.

W. M. Brewster was somewhat surprised to learn that he was being run for treasurer of the Century Road Club, and says he will not serve. Should the popular treasurer of the L. A. W. be elected he would no doubt accept the position, however, as he says the C. R. C. has a bright future, and any efforts for its good he would gladly make.

The  
Crypto  
Front  
Driving  
Safety,  
and the  
Crypto  
Geared  
Ordinary



combine all the good points of both the "Old Ordinary" and the "Rear Driving Safety," without possessing the disadvantages of either. Send for catalogue.

THE McINTOSH-HUNTINGTON CO.,

Sole Agents for  
United States.

Cleveland,  
Ohio.

HIGHEST GRADE ONLY.

The "PERFECT" Pocket Oiler is unequalled in neatness, convenience and durability. Does not leak. It also regulates the supply of oil to a nicety, thus avoiding grease and dirt. Price 25 cents each. Handsomely nickel plated.



Cushman & Denison,  
172 Ninth Ave., N. Y.

HOLDERS.



Two sizes, one for oiler and larger size to carry a pneumatic pump. Easily attached to any wheel. Makes tool bag unnecessary. Oiler or pump is always convenient. Price 25 cents each. Handsomely nickeled.

Cushman & Denison, 172 9th Ave.,  
New York.

THE RED STAR SOLID ILLUMINANT



FOR BICYCLE LAMPS.

A solid compound that will not leak or spill but stays where it belongs—in the lamp.

If you want a clean lamp, clean clothes and a clean machine, USE IT. There is no use telling you what a nuisance your lamp HAS BEEN. Use our illuminant and forget about the past. Price 50 cents per can.

THE RED STAR CHAIN LUBRICANT will also save you trouble. It is put up in stick form, very handy and convenient. Price 25 cents.

THE RED STAR LUBRICATING OIL is made especially for ball bearings. Price 25 cents per can.

For sale by all dealers. Samples sent on receipt of price. Send us a postal for our little folder.

RED STAR MANUFACTURING CO., 58 Front St., N. Y.

P. O. Box, 1092.

Roy Bicycle Oiler,

Handsomely nickel plated. For Bicycles, Typewriters, Sewing Machines, etc. It will not leak, therefore no tool bag soaked with oil, no soiled clothes or hands, always ready for use. The neatest, cleanest oiler ever placed on the market. The pressure on the steel pin releases whatever quantity of oil is required. This pin is intended to remove the dirt from all holes that require oiling, an important feature. Write for trade prices.



Price, 25 Cents, Postage Paid.

Roy Oiler Manufacturing Co., 77 Warren Street, New York.



AGENTS,———

# IVEL CYCLES!

HIGHEST GRADE,

\$160.00.

WE want good agents for this wheel, and we intend to make it worth while for good men to push it.

The IVEL is an English machine of the highest grade, and cannot be excelled either in material or workmanship.

Every part of it is imported with the exception of the tire.

We furnish any tire desired and give guarantee of whole machine.

We carry a stock of all Parts, and can promptly furnish a duplicate of any part of the machine.

*Selling Agents for the United States:*



IVEL SCORCHER, 30 POUNDS.

FOSTER, BROWN & CO., 146 BROADWAY,  
New York, N. Y.

## Answer to Correspondence.

**WE** have many communications asking us what we mean by the **CONSTRUCTIVE** principle in our 1893 Pneumatic Tire. We mean this: 



 1st. It is a principle that causes the tire to have a decided inclination to stick to the rim under ALL circumstances, and an equally decided *disinclination* to leave the rim under *any* circumstances.

 2nd. It does everything that any or all of the mechanically fashioned tires in the world can do.

 3rd. It is what all have been after, but we got it.

The 1st Is  **CONSTRUCTIVE.**  
The 2nd Is  **INSTRUCTIVE.**  
The 3rd Is  **CORRECT.**

# GEO. R. BIDWELL CYCLE CO.,

306, 308 and 310 WEST FIFTY-NINTH ST., NEW YORK.

Pneumatic Tire Factory, 49-51 W. 66th St., N. Y. City.



AGENTS! ————— RIDERS!

HAVE YOU SEEN THE 1893

*Lyndhurst*

BICYCLE?

If not, write for catalog, now ready, giving a full description of our 22-lb. Racer with wood rims; Light Roadster, 23 lbs.; Roadster, 32 lbs., including brake, and the best and lightest American Ladies' Wheel made

FOR AGENCY WRITE TO—

M<sup>c</sup>KEE & HARRINGTON,

Factory:

LYNDHURST, N. .

173 and 175 Grand Street,

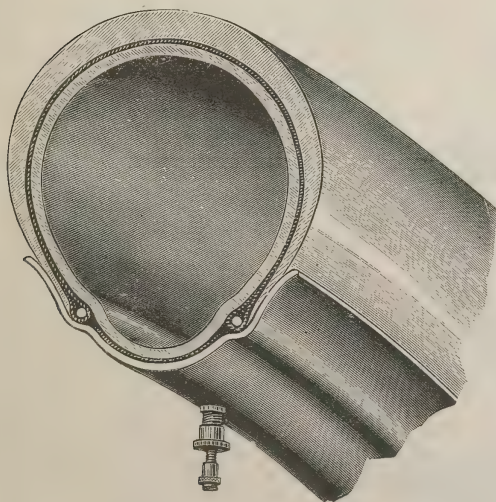
NEW YORK CITY.

AGENTS: Simmons Hardware Co., St. Louis, Mo.  
The Buckeye Cycle Co., Cincinnati, O.  
E. I. Horseman & Co., New York City.

Henry Sears Co., Chicago, Ill.  
E. Aisdorf & Co., Newark, N. J.

# Dunlop :-: Detachable :-: Tires

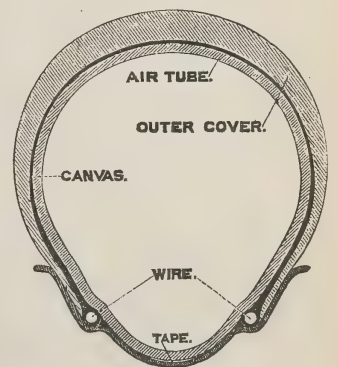
*Are as tough as elephant's hide and as soft as an old glove.*



## A DISINTERESTED OPINION.

In the new Detachable Dunlop Tire the Dunlop Company has secured a tire which will keep up the reputation of the old Dunlop and even enhance it. The outer cover possesses that peculiarly soft feeling which was popularly supposed to give the old Dunlop its life and speed.

BRAKESPEARE,  
(In Phila. "Cycling.")



The Dunlop Costs a Little More, But----

# American Dunlop Tire Company,

160 FIFTH AVENUE, NEW YORK.

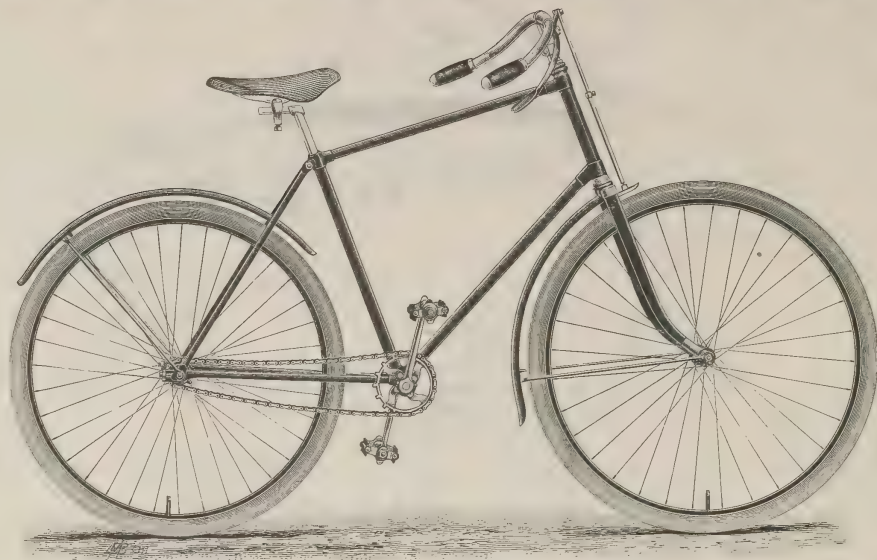




# ARROW



Have you  
Looked  
Into our  
Special  
Mechanical  
Features?  
They are  
Worthy  
Of investigation.



Has our  
Mr. L. D. Munger  
Been to  
See you?  
If not,  
Write us  
For terms  
And  
Territory.

## CENTURY CYCLE MFG. CO.,

295 WABASH AVE., CHICAGO.

CRAWFORD NO. 1.

CRAWFORD NO. 2.

CRAWFORD NO. 3.

**I**F YOU WANT A MEDIUM-PRICED WHEEL THAT WILL stand hard use, see our line before making a selection. Our Crawford No. 3 has and will stand the weight of 1,000 pounds. What do you think of that for a Boys' wheel?



CRAWFORD NO. 2.

We make the best sellers of any medium-grade wheels manufactured, BECAUSE THEY ARE DURABLE. Write for catalogue.

THE CRAWFORD MFG. CO., - HAGERSTOWN, MD.



SUPERIORITY  
SOLID  
HIPMENTS

COUPLED WITH  
COMFORT  
AREFULLY AND

SATISFACTION  
SADDLES  
WIFTLY MADE.

BRETZ & CURTIS MFG. CO., - PHILADELPHIA, PA.

Not the Largest but the Best Makers of Bicycle Saddles.

SEND IN YOUR VOTE.

Only One More Chance to Record Your Views.

Inasmuch as the next issue of the REF-  
EREE will appear Feb. 17, and the Na-  
tional Assembly meets Feb. 20, only one  
chance remains for those interested to  
voice their opinions on the many ques-  
tions which are to be brought up for con-  
sideration at Philadelphia. There can be  
no possibility of changing the result on  
questions 3, 6 and 7, but the others are  
close enough to allow of a decided  
change. It is to be regretted that only a  
little over a fifth of those who were sent  
postals have replied, but no doubt next  
week's receipts will change the propor-  
tion.

It is only fair to state that a number  
of answers (probably one in every  
twenty) to the first question were similar  
to this: "By clubs, yes; by makers, no."  
These were counted "no." During the  
past week at least a dozen misguided  
individuals wanted cash prizes for ama-  
teurs—think of it! Next week we shall  
publish the opinions of a number of  
prominent men on the various questions,  
and shall also review the state of the  
case at some length.

THE NEGRO QUESTION.

"Rover" Gives His Reasons for Barring  
the Blacks From the League.

Editor REFEREE:—With the coming  
meeting of the National Assembly there  
is to be a question before its members  
which is of more importance than the  
average cyclist of the north realizes,  
viz.: the advisability of admitting the  
negro to L. A. W. membership. The  
writer has for several years past spent  
his winters in the great and growing  
south; he has been a careful and close  
observer of southern people, both white  
and black, and has taken particular in-  
terest in the negro question, so far as it  
relates to the L. A. W., what effect it  
might have on the trade, etc., etc. For  
the benefit of the readers of the REF-  
EREE (your views on this matter being so  
broad as to be at variance with those of  
the writer, and also, I believe, liberal  
and broad enough to publish a letter in  
direct opposition to your opinion), the  
writer has concluded to give his opin-  
ions, which are based on a careful study  
of the south.

Don't admit the negro. Why? What  
is the L. A. W. and why do wheelmen  
join it? Some join it for the national  
sociability, in fact most old riders were  
attached to it for this alone. Do they  
wish to associate with the negro on an  
equal social footing? Others have joined  
because of its good roads movement.  
Will the negro help us in this direction?  
Manufacturers, people in the trade and  
members of the press have become mem-  
bers because it brings them nearer to the  
new rider and enables them to reach  
this class of trade, with catalogues and  
sample copies of trade papers, etc. Does  
the manufacturer wish to introduce his  
wheel through the agency of the negro?  
How large a percentage of the blacks  
can read and understand our cycle  
papers, and how many would subscribe  
for them?

Racing men are in the league because

it controls racing. Do they care to as-  
sociate with the negro on the path, in  
dressing-room and at the club? If all  
these factions which compose our mem-  
bership can see where the negro will in  
any single case increase or elevate the  
standard of the league, let them cry for  
the black's admission. Can any one tell  
what good the negro would do the  
league?

It is not a question of fairness, but  
rather a question of sociability. The  
league is largely a social organization, a  
national club; it is composed of amateur  
wheelmen. An amateur wheelman is  
a gentleman; does he care to be in a  
club which will admit to its ranks the  
negro, particularly the negro of the  
south?

Four years ago the writer would have  
said, "let this man of color be one of  
us;" but four years of travel in a country  
where they are most plentiful has cured  
him of his ideas of fairness in this direc-  
tion, and he believes the national board  
should close the doors of the league  
against the negro, the Chinaman and  
any race which can be of no help or  
value to it other than revenue derived  
from their dues. Personally the writer  
would offer no objection to admitting  
the negro, as he could stay away from  
meets, clubs or social gatherings if he  
did not care to associate with them, and  
that is just what the southern members  
will do.

I have yet to see the first southern  
man who will say that he will remain  
in the league if the negro is admitted,  
and I have consulted a good many of  
them. Gentlemen, if you prefer the  
negro to the southern gentleman, vote  
in his favor, and you will soon learn that  
the south will either organize a league  
of its own, or have none at all. I don't  
believe the division should decide this  
question. It is of national importance,  
and should be handled by the national

RESULT OF THE VOTE TO DATE OF FEB. 9:

|                                                                                                                                                   |                                   |                             |                               |                                 |                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------|-------------------------------|---------------------------------|---------------------------------|
| No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs?.....                                              | Yes.<br>275<br>28<br>303          | No.<br>796<br>69<br>865     | Middle Class.<br>4<br>—<br>4  |                                 |                                 |
| No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc.?.....                                                    | Yes.<br>597<br>57<br>651          | No.<br>436<br>40<br>466     | Medals Only.<br>20<br>—<br>20 | Various<br>17<br>1<br>18        |                                 |
| No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals?.. | Professional.<br>462<br>42<br>504 | Middle.<br>250<br>32<br>282 | Amateur.<br>26<br>5<br>31     | No Answers.<br>252<br>18<br>270 | Various.<br>81<br>7<br>88       |
| No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?.....                                        | Yes.<br>591<br>97<br>688          | No.<br>486<br>44<br>470     | No Answer.<br>19<br>2<br>21   |                                 |                                 |
| No. 5. Shall cash prizes be awarded to any class, and if so, which?.....                                                                          | Yes.<br>20<br>2<br>22             | No.<br>385<br>30<br>415     | To Pros.<br>349<br>45<br>394  | To All.<br>209<br>13<br>222     | Scattering.<br>102<br>10<br>112 |
| No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin?.....                                       | Yes.<br>945<br>90<br>1035         | No.<br>88<br>4<br>92        | Various<br>38<br>2<br>40      |                                 |                                 |
| No. 7. Shall the constitution be so changed as to permit of a change by a mail vote?.....                                                         | Yes.<br>786<br>73<br>859          | No.<br>209<br>18<br>227     | No Answer.<br>60<br>9<br>68   |                                 |                                 |

board. The south is rapidly growing  
and becoming of importance to the  
trade and cycling interest in general; its  
interests should be respected. We of  
the north don't consider the question of  
any importance, simply because we do  
not see the same class of negro that you  
find south. We exclude the professional  
because he rides for money and is said to  
be a detriment to the sport and trade  
interest, and because our Simon pures  
object to his society. Have not the  
southern members a right to object to  
the blacks on the same grounds, and  
should not their objections be respected  
and considered of as much value to our  
organization as the very few men who  
ride for pianos and medals, with a cash  
inducement from the maker on the side?

Bar the negro and then watch our  
southern membership increase. Only a  
few days ago the writer asked several  
young men why they did not join the  
league. Their answer was, "We will  
when we know the color line will be  
drawn."  
ROVER.

A Chicago Trade Association.

A cycle dealers' secret society seemed  
to be among the possibilities on Tuesday  
last. On that afternoon representatives  
of nearly every cycle house on the row  
gathered at Mr. Garden's office for the  
purpose of discussing various questions  
of interest to the trade. For some un-  
known reason a desperate attempt was  
made to preserve secrecy. The Quadrant  
people were not represented, those in at-  
tendance being R. D. Garden, Pope  
Manufacturing Company; C. F. Stokes,  
Stokes Manufacturing Company; J. M.  
Lyon, Century Cycle Manufacturing  
Company; F. Fanning, A. G. Spalding &  
Bros.; L. W. Conkling, Coventry Ma-  
chinists' Company; C. H. Sieg, Sieg  
Manufacturing Company; C. H. Plumb,  
Ariel Cycle Company; W. S. Gilmore,  
Marble Cycle Company; Art Taylor, Tay-  
lor Cycle Company; Harry Cassidy,

Thorsen & Cassidy; F. L. Douglas, F. L.  
Douglas & Co.; J. O. Blake, Gormully &  
Jeffrey Manufacturing Company; Hor-  
ace Bell, Montgomery Ward & Co.

There was little accomplished beyond  
an informal talk, but another meeting is  
to be held in a few days at which it is  
hoped an organization will be perfected.  
There is room and necessity for such a  
body.

Tom Roe's Proposed Trip.

And now Tom Roe of the Chicago C. C.,  
who in 1889 "rode" from San Francisco  
to Chicago, proposes to start from New  
York May 5 and make the trip to San  
Francisco in sixty days, and thereby  
make a new long-distance record. His  
route will be along the New York Cen-  
tral, Lake Shore, Northwestern and  
Union Pacific roads. We are not in-  
formed on the expense part of the trip.

A Wheel for Two Cents.

The Hill Cycle Company has adopted  
a novel plan of advertising. Its cata-  
logues will be numbered and forwarded  
to all applicants who enclose a two-cent  
stamp. On a certain date there will be a  
drawing and the holder of the lucky  
number will be given a wheel. Details  
in advertisement.

Where He Got the Name.

Prince Wells requests us to correct the  
statement made in our last issue that he  
adopted the name of Prince because of  
the popularity of John S. of that ilk.  
Prince, he says, is an old family name  
and was given him by his father.

The Æolus Cycling Club gives a mas-  
querade ball at Central Turner Hall,  
Feb. 17. A reception will be given at  
the club house Feb. 22, Washington's  
birthday. March 4, the ball team plays  
the Clover club, of Ottawa. There will  
be a stag reception at the club house  
after.



GARFORD SADDLES.



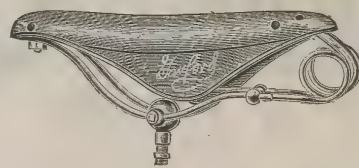
HERE THEY ARE.



MORE COMING.



FLAT SPRING SCORCHER.



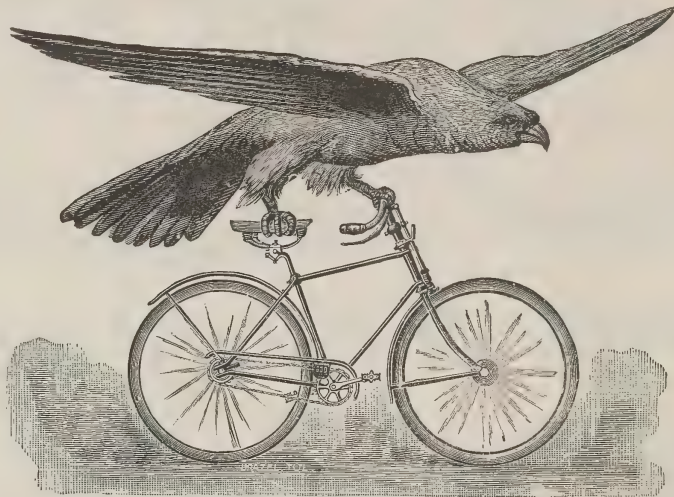
WIRE SPRING SCORCHER.

ASK for them on your wheels. Our new inner tube Hartford Tires will soon be out for inspection. "High Grade Only." Our supply of tubing, chains, forgings and other lines is full and complete.

PARKHURST & WILKINSON,

150 E. KINZIE ST., CHICAGO.

This Season  
Wheels  
Are Stripped----  
So  
Are Our Prices.



Morgan & Wright  
Pneumatic Tires.  
Russet Rims.  
Cold Drawn Weldless  
Tube.  
Have you seen them?

The Yost Mfg. Company,  
Toledo, Ohio.

SEND FOR CATALOG.

HAVE YOU SEEN IT?

THE NEW 1893 PATTERN

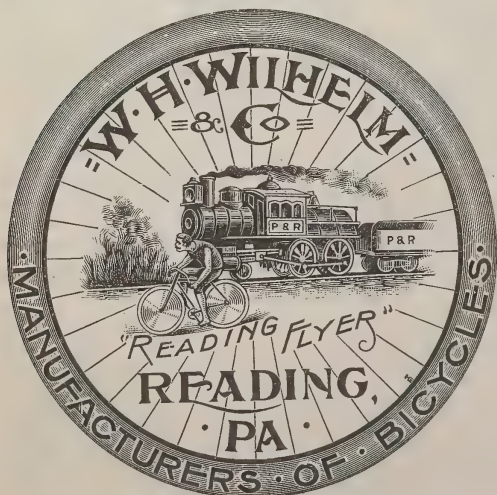
*Quinton Scorchers*

This machine is a marvel of strength, lightness and beauty, and no agent can afford to miss securing this agency. Apply at once. Can ship immediately.

*Bretz & Curtis  
Manufacturing Co.*

Philadelphia.  
Penn.

Send for new  
Catalogue.



SEND FOR CATALOGUE DESCRIBING THE

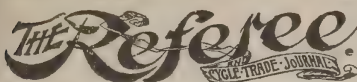
Reading Flyer, Reading Road Racer, Reading Racer,  
Ladies' Reading and Junior Flyer.

The very best line of medium grade wheels ever  
offered---all the latest improvements.

Yours truly,

W. H. WILHELM & CO.





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CHICAGO

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TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

#### WHAT THE VOTERS SAY.

The will of the majority should be law; of that there can be no doubt. This applies as well to affairs of the L. A. W. as to any other body. There are occasions when the will of the majority does not govern, and this has been exemplified time and again in the L. A. W. The great difficulty is to ascertain what the majority desires. So great is the difficulty, indeed, that no rational attempt has ever been made by the league to overcome it. In other words, league members have never been given an opportunity to express their opinions.

With this fact in mind, the REFEREE determined to ascertain as nearly as possible the sentiment of the membership at large on a number of questions. Five thousand names were selected. First came the chief, vice and local consuls and secretary-treasurers, and the balance were taken from the states in proportion to their memberships in the league. To each was mailed a circular, with postal card enclosed for reply. The circular asked seven questions and gave a brief explanation of each. The vote closed on Tuesday of this week, up to which day 1,225 replies had been received.

We maintain that, inasmuch as each question was put with strict impartiality, this vote fairly represents the sentiments of a majority of the league's members, especially as, in most cases, the vote is so one-sided as to render a change in the result, if submitted to the entire league, extremely improbable. This vote should, therefore, carry considerable weight with the gentlemen who will meet at Philadelphia on Monday next. We have on record the opinion of 1,225 members, probably five times as many as will be present in person at the meeting, and therefore entitled to the utmost respect.

The various questions presented are taken up separately.

#### Do Not Favor Class B.

No. 1. Shall men whose expenses are paid by makers and clubs be allowed to compete as amateurs?

EXPLANATION.—Heretofore men whose expenses while in training and while attending race meets have been paid by their clubs, have been allowed to compete as amateurs. It is generally supposed also, that many riders' expenses are paid by manufacturers.

RESULT.—Yes, 320; no, 900.

It will be seen by this vote that the league is most emphatically opposed to two classes of amateurs, and in favor of

excluding men whose expenses are paid by either maker or club. A few voters erased the words "or clubs," signifying that they favored expense payment by clubs only. There were, perhaps, fifty such votes, and they were counted on the "no" side. The fact that nearly three out of every four members desire to return to pure amateurism should surely be sufficient to seal the fate of class B.

#### May Have Expensive Prizes.

No. 2. Shall amateurs be allowed to compete for such prizes as pianos, teams, lots, etc?

EXPLANATION.—Amateurs have been allowed to accept the prizes named, as well as laundry bills, shaving bills, loads of ice, flour, hams, soda-water tickets, "merchandise to the value of," etc.

RESULT.—Yes, 689; no, 489; medals only, 20; various, 18.

The voters do not seem to regard it as an amateur proceeding to compete for prizes of great value. Indeed, a number of them favored us with such expressions as, "Yes, anything," "The more valuable the better," and such like. The majority in favor, over all other votes, is 162, a respectable figure and one which leaves little doubt as to the league's wishes.

#### Class Them as Professionals.

No. 3. If not, shall men whose expenses are so paid and who compete for such prizes be placed in a middle class or be classed as professionals?

EXPLANATION.—It has been suggested that men whose expenses are so paid, and who compete for such prizes, be placed in a separate class, and called "promateurs," while others consider that they should be declared professionals.

RESULT.—Professionals, 525; middle class, 301; no answer, 288; amateurs, 31; various, 88.

The result in this instance is not so satisfactory as in some of the others. It will be observed that in 288 cases no answers were given. When this question was put, it was with the idea that those people who objected to expense payment would also object to expense prizes, but in this we were mistaken. Many voters erased the words, "and who compete for such prizes," or made some other explanation of their vote, so that the vote to place in a professional class seems to refer to the men whose expenses are paid. This bears out the vote on the first question, which says, as plainly as anything possibly can, "Give us pure amateurs." This vote effectually kills, in addition to class B, the proposal to establish a "promateur" class, which is the same thing under another name.

#### Admit Respectable Professionals.

No. 4. Shall professionals, provided they are otherwise acceptable, be admitted to league membership?

RESULT.—Yes, 727; no, 489; no answer, 21.

Here is an indication that a majority of members are not opposed to the admission of professionals simply because they are professionals. This is what has been contended by a few level-headed men for years. The objectors to the admission of pros. have given as their reasons: 1. That the corner-stone of the league is amateurism; 2. that professionals are not fit men to become members. The first objection is a fallacy, pure and simple, unless the gentlemen who compose the league's committees desire to be classed as amateur lawyers, amateur road improvement advocates, etc. The fact is that racing is not mentioned as one of the objects of the league. Another fact is that a large number of the racing members are at this moment professionals in disguise. Still another fact is that a member well-known, by name, at least, to every member of the league, and a man who was recently called on to perform for the league an act of the greatest importance, is a professional. The social standing of the pro. is probably no lower

than that of the amateur. It does not follow that because professionals are eligible to membership, the league must take in every man, regardless of character. A man may be a horse-thief or a criminal of any kind and still be an amateur—but the league need not necessarily admit him. On the other hand, a professional may be a gentleman. We can point to a number of examples. Certainly he may very easily be much more of a gentleman than hundreds of the men who now boast membership in the league and carry its uniform and its emblem with them into all sorts of disgraceful escapades. Wherefore, we are glad to find a majority say, "if a pro. be respectable, admit him." He is a wheelman. His interests are identical with ours. He is often a traveler and therefore in a position to lend assistance which can hardly be expected of him if we close our doors in his face. There are many arguments in favor of the admission of the professional, but the vote in his favor is the most potent, after all.

To sum up the desires of member, as expressed in replies to these questions, it seems that they desire two classes only, amateurs and professionals, and that both may be eligible to membership.

No. 5. Shall cash prizes be awarded to any class, and if so, which?

EXPLANATION.—Many believe in awarding cash prizes to all; others that articles of jewelry, etc., should be awarded to amateurs and cash to others, all to be under control of the league.

RESULT.—No, 430; to professionals only, 415; to all, 237; yes, 22; scattering and no answers, 112.

The vote on this question is puzzling. Taking those who vote "yes," to "professionals" and "to all," we have a total of 674, or a majority of 132 who are in favor of cash prizes in some form or other. Combining those who vote "yes," and "to all," we have a total of 259, or 171 behind the number who vote against cash prizes to anyone. Those who vote "to pros." are, we take it, opposed to cash for amateurs, and adding these to the nos, we have a total of 845 against that departure, and 259 in favor of it, a very decided indication which way the wind blows, and one which should set at rest all doubts on the subject. It would also appear that 415 members—we place this interpretation on their vote—favor the offering by the league, or by clubs under its rules, of cash for professional races, which, added to the voters "to all," make a total of 652, or a large majority. But we have serious doubts whether, if the question, "Shall the league promote professional races and offer cash therefor?" were put, a majority would vote in the affirmative. The primary object of the question was to ascertain whether the league favored cash for amateurs. We are very thoroughly convinced that it does not—a position which the REFEREE has always firmly maintained, despite the kind efforts of a few persons to create an impression to the contrary.

No. 6. Shall the addresses as well as names of applicants for membership be published in the Bulletin?

EXPLANATION.—At present only the names of applicants for membership are published, and no alteration, probably, can be made until the present contract with the Wheelman Company expires. Some claim that the applicants can not be identified without their addresses, while others are actuated by personal motives only.

RESULT.—Yes, 1,084; no, 98; various, 43.

This is a question which has been so thoroughly discussed that every member is or should be in a position to record his vote intelligently. The majority in favor of the publication of the addresses is so overwhelming as to make it practically a unanimous vote. We take it that there can be no question that some such amendment as that proposed will

prevail. We are under the impression that under the present contract with the Wheelman Company action thereon will have to be deferred until the contract expires. The object of the amendment, therefore, is to prevent a repetition of the mistake into which the league has fallen.

No. 7. Shall the constitution be so changed as to permit of a change by a mail vote?

EXPLANATION.—The constitution can not now be changed except at a meeting called for the purpose, and notices of proposed amendments must be published in the Bulletin thirty days before such meeting.

RESULT.—Yes, 908; no, 234; no answer, 70.

In this connection two amendments have been offered, one providing that the constitution shall be amended by the National Assembly, subject to ratification by the divisions, and the other that the proposed amendments shall be submitted to a mail vote of the entire membership. At this time it seems likely that something between the two will be adopted. Advocates of the former wisely argue that the men who compose the National Assembly are much better posted on the league's necessities than the membership at large, while advocates of the mail vote say, with justice, that under the other method no member, unless he is fortunate enough to be a member of the National Assembly, can have any voice whatever in league matters. It has, therefore, been suggested that the National Assembly should consider proposed amendments and make recommendations thereon, and that the amendments should then be submitted to a mail vote of the entire membership. This method seems to us to be about as common sense as anything we have yet heard of, and is likely to prevail.

The full vote on all the questions referred to above will be found in another column.

#### TESTIMONIALS.

It is the practice of one or two cycling journals to publish, in conspicuous position, laudatory remarks dropped here and there by trade men as to the value of the aforesaid journals as advertising mediums. The REFEREE has avoided this custom, believing these testimonials if not absolutely useless, at least of no interest to the reader, and fit matter, if published at all, for the advertising columns. There is no paper published, probably, which has not a large number of these documents pigeon-holed. At last one paper, to wit, the *Wheel*, does not stop at genuine expressions of satisfaction. Recently it published an item not only laudatory of its own greatness, but somewhat derogatory to its contemporaries. The individual from whom the remarks were said to have issued, denied, in the presence of three persons, having authorized them! Nor is this the only instance, for a few weeks ago a prominent firm was astonished to see one of its letters so contorted as to have lost its original meaning and to have been shaped into a testimonial of the most effusive kind.

By way of vanity the proprietor might now relate to his readers a conversation which took place one day between himself and one of his advertisers, while a REFEREE man stood by. In brief it amounted to this—that as the result of two ads., one in the *Wheel*, the other in the REFEREE, a stack of replies had been received from the latter, and not one from the former!

The REFEREE, however, did not feel called upon to announce the fact, to make invidious comparisons, or to call into question its contemporary's value as an advertising medium.



THE VOTE IS CLOSED.

LEAGUE MEMBERS HAVE EXPRESSED THEIR OPINIONS.

They are Evidently Satisfied with Pure Amateurs, but Will Admit Professionals to League Membership.

For the past seven weeks this paper has been receiving from league members their opinions on a number of matters pertaining to L. A. W. affairs. The result of the vote, as received week by week, has been published, as well as all letters, pro and con, on the questions under consideration. Of course hundreds have not voted, but then there are hundreds who care not which way things are run. However, the opinions of some 1,200 are recorded and it would seem this ought to be a fair expression of the majority of league members. The vote in detail is here given, while on the editorial page will be found a synopsis of the case.

WOULDN'T PUBLISH THE LETTER.

A League Member Prevented from Expressing His Views.

The REFEREE is in receipt of the letter which follows from a prominent Philadelphian, L. A. W. No. 32,787. He complains that a copy of the letter was sent to the Bicycling World with a request that it be published for the information of league members, but that it was evidently thrown into the w. p. b. At any rate he wants it published so that league members may see it before the National Assembly. The letter, as sent to the Bicycling World and L. A. W. Bulletin, is as follows:

PHILADELPHIA, Jan. 30.—Editor Bicycling World and L. A. W. Bulletin:—In what has been written on the subject of admitting persons to membership in the League of American Wheelmen, it appears to me that one important point has been overlooked. The constitution of the league, article 3, section 1, reads: "Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two league members or three reputable citizens, be eligible to membership, etc." The blank form published weekly in the "official organ" reads: "Each applicant must give as reference the names of two L. A. W. members or three reputable persons." It does not require much study to see that the latter is in no way a compliance with the constitution. The applicant may give as "reference" the names of two L. A. W. members or three reputable citizens who never knew him and his name is duly published in the organ, and (supposing the individual is not known to any L. A. W. member in the city or town he hails from and consequently no objection is lodged with the secretary) at the end of two weeks he is solemnly declared a member of the league. What a tremendous farce! I once read of a certain canine which had the honor to be admitted to membership, and while I do not approve of throwing our doors quite that wide open as a rule, still I am glad that the canine was proposed for membership as it showed up our methods beautifully, and I sincerely hope may be the means of fully awakening the rank and file. Some one suggested that the three dogs ought to be expelled, but as a matter of fact the deed could have been accomplished without the aid of any member though I do not say that in the above case such was the case. Let us remember that it is not necessary for the person to sign as reference. All that is necessary is hat three names appear.

My memory goes back to the time before Abbott Bassett was secretary of the league, when any one who criticised the action of league officials was severely dealt with as a kicker, and I regret to see the same spirit manifesting itself; but the editors of the official organ, either in their official utterances or under a nom de plume, have recently been making some very personal remarks. The man who agrees with or commends the action of league officials is "the man of sense, the man of honor—the gentleman." By implication those who do not agree with the officials of our organization are the opposites. I am indeed sorry to differ in opinion with the popular editor-official, but really I do not think that all the wisdom and learning in the L. A. W. is confined to the editorial staff of its official organ.

I have called attention to the loose methods in

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vogue at present, by which persons are admitted to our organization without the endorsement of anybody, and I now propose to offer a suggestion as to how the difficulty may be met, and as I am neither directly nor indirectly connected with any paper, cycling or otherwise, I trust that I may be able to do so without giving offense.

- 1. Amend the constitution so that no one can be admitted to membership without the endorsement of at least one league member.
- 2. Publish with the name of each applicant his full postoffice address and the names of those he gives as reference.
- 3. Send to every member named as "reference" a printed form asking for information as to the standing of the applicant, and provide that no application shall be accepted until at least one favorable reply has been received.

The Bicycling World and L. A. W. Bulletin, as I understand it, is supposed to be run in the interests of the league, and while it may be business for the Wheelman Company not to publish addresses of applicants (though I confess I fail to see it, as each member receives the World under contract with that company) it certainly is not business for us to admit to fellowship Tom, Dick and Harry without any indorsement or inquiry as to character. I like the World very well, but in its relations with the league its publishers should be given unmistakably to understand that the welfare of the league must be looked to before private interests are considered. The cry of "business rival" will not deceive the thinking membership. Our constitution is entirely too lax on the subject of membership, but I trust that in future we shall have "endorsements," not "references," from applicants. L. A. W. 32,787.

OPINIONS IN DETAIL.

The Life Guard Recognizes Two Classes, A. and B.

EDWARDSPOET, Ind., Feb. 13.—Editor REFEREE:—In reply to your circular with reference to certain vital questions coming before the L. A. W. convention of the 20th inst., I would say that I hardly know to what extent my reply will be taken as personal and how much may be interpreted as from Life Guard official sources. I must state our views as fully as I may, and will say that they are to a great extent my own; they are, therefore, to that extent semi-official as indicating the future racing rules of this organization.

1. We shall have a special class, amateur, for such competitors. Our organization, from its general expense fund, may provide barracks accommodations for our members, with a mess from commissary fund; but these two features are the only exception we shall make in favor of class A amateurs. Our class B will include club representatives whose expenses are paid by their clubs, and representatives of makers and dealers, whose expenses only are paid for them.

2. The prize offered for competition by the Life Guard is a continuous one, to be held only until the next season's meet. The value of this prize is not fixed. It will rest entirely with the executive of the guard as to the offering of "pianos, teams, lots, etc." A due regard will always be had to the fitness of the article for the purpose offered. The idea of offering such prizes which generally come from a desire on the part of business men to encourage and add to the in-

RESULT OF THE VOTE TO DATE OF FEB. 13:

|                  | Yes. | No. | Middle Class. |  |  |
|------------------|------|-----|---------------|--|--|
| Postal vote..... | 298  | 830 | 4             |  |  |
| Blank vote.....  | 32   | 70  | —             |  |  |
| Total.....       | 330  | 900 | 4             |  |  |

|                  | Yes. | No. | Medals Only. | Various |  |
|------------------|------|-----|--------------|---------|--|
| Postal vote..... | 627  | 449 | 20           | 17      |  |
| Blank vote.....  | 62   | 40  | —            | 1       |  |
| Total.....       | 689  | 489 | 20           | 18      |  |

|                  | Professional. | Middle. | Amateur. | No Answers. | Various. |
|------------------|---------------|---------|----------|-------------|----------|
| Postal vote..... | 483           | 264     | 26       | 270         | 81       |
| Blank vote.....  | 42            | 37      | 5        | 18          | 7        |
| Total.....       | 525           | 301     | 31       | 288         | 88       |

|                  | Yes. | No. | No Answer. |  |  |
|------------------|------|-----|------------|--|--|
| Postal vote..... | 627  | 443 | 19         |  |  |
| Blank vote.....  | 100  | 46  | 2          |  |  |
| Total.....       | 727  | 489 | 21         |  |  |

|                  | Yes. | No. | To Pros. | To All. | Scattering. |
|------------------|------|-----|----------|---------|-------------|
| Postal vote..... | 20   | 399 | 370      | 320     | 102         |
| Blank vote.....  | 2    | 31  | 45       | 17      | 10          |
| Total.....       | 22   | 430 | 415      | 337     | 112         |

|                  | Yes. | No. | Various |  |  |
|------------------|------|-----|---------|--|--|
| Postal vote..... | 90   | 94  | 41      |  |  |
| Blank vote.....  | 95   | 4   | 2       |  |  |
| Total.....       | 185  | 98  | 43      |  |  |

|                  | Yes. | No. | No Answer. |  |  |
|------------------|------|-----|------------|--|--|
| Postal vote..... | 890  | 316 | 62         |  |  |
| Blank vote.....  | 78   | 18  | 9          |  |  |
| Total.....       | 968  | 334 | 70         |  |  |

terest of the meets, will be discouraged, and instead we shall suggest the substitution of a few continuous prizes of appropriate design bearing the name of the city or person offering, as the "Vincennes citizens' two-mile championship prize," to be held by the winner until the next annual meet.

4. Since moral character and physical condition, together with the age limit, alone debar men from the Life Guard, a professional is eligible to membership. Competition by this class is entirely distinct from the amateur grades and for cash prizes only. The Life Guard offers no money prizes, and this class is dependent upon outside sources for the purses.

6-7. Answering for a large majority of our members, who are also L. A. W. men, I say yes.

As our racing rules have not been completed, I am unable to give you more fully the position taken in the Life Guard. Many of us are L. A. W. members, and for the protection of the standing of such in the league, we shall endeavor to make our code such as will not place members of both organizations under the ban of the league.

T. W. SHERWOOD,  
Colonel Commanding.

PROFESSIONALS AND AMATEURS ONLY.

CINCINNATI, O., Feb. 3.—Editor REFEREE:—I desire to take advantage of more fully explaining my views than the limited space of your postal permits. I do not do this for the purpose of rushing into print; far from that, as I desire in case you see fit to make use of this letter or any part of it, for publication, that you do not use my name, but if a signature is necessary, use my L. A. W. number, 11,245.

To begin, I will state that my answers are all based upon a theory, which I maintain to be the correct one, viz.: There can be but two classes of riders, either the Simon pure amateur or the full-fledged professional. The situation, in my opinion, permits of no middle-class, for look high and low through all the authorities for a proper definition of both words, and one can find nothing to warrant the supposition that a person can be the former when his record in his special calling is tainted in the least with benefits derived in a financial way. My answer to questions one and two are made on this basis, for while I agree that a man can race as an amateur by having his expenses paid by the club to which he belongs or represents, he still receives no remuneration of a financial kind; for my answer to question two, he will receive only the award of merit, in the shape of a medal, while the club represented gains nothing in a substantial or financial way, because the money expended brings them but "glory," which is what amateurs are supposed to work for.

Again, if we permit them to have their expenses paid by makers, there is a direct benefit received, for they are then in the employ of the makers for which they are paid, and while riding for said maker they are advertising his wheel, in which case both the rider and maker receive financial benefit. By permitting the amateur to ride for such items as you name in your second question, you place him in the way of temptation, for I venture the assertion that there is not one of your so-called amateurs who has not at some time disposed of prizes won for a cash consideration, or its equivalent. There is nothing disgraceful in being a professional racer, providing honesty goes with it, but the man who poses as an amateur, wins valuable prizes and disposes of them, s

of much smaller calibre than the one who comes boldly to the front and proclaims his professional status. The great objection that is waged against professional riding is that it is liable to "crookedness" and dishonesty. The very thing you wish to avoid is given an impetus by permitting amateurs to race for valuable prizes, for while they are posing before the public as amateurs pure and simple, they are violating the laws under which they ride by selling or disposing of the prizes they won. Thus you are fostering a wolf in sheep's clothing, because you put a premium on deceit and dishonesty. Why should we not permit honorable professionals then in the L. A. W.? Admit them, I say; give up our ridiculous amateur standing, let him be placed in the professional class for all time to come. Let the former run races similar in every respect to those previously run, except that medals shall be the only prizes. The latter we could make class races for exclusively, no open or handicap races, but in each day's programme have a series of class races with a short time limit to each race, with the express understanding that no prize or purse should be awarded unless the time limit was made. This would give us first-class races, as it would permit of no loafing, and the "dear public" which pays to see good sport would be sure to have it. With this plan there would be practically no chance for crooked riding or dividing of purses, because a 2:20 rider in his class with a 2:25 time limit would have to have his hustling clothes on from start to finish, and so with every other class.

On the sixth question I have only to say that the present plan used by the Bulletin is an outrage. We have often had use for the names of L. A. W. members when we wanted to issue invitations for combined runs, and experienced much trouble in securing them. If the Wheelman Company is under the impression that the list of members, with residence for each, is its exclusive property, the national assembly should take decisive action and disabuse its befogged and befogged mind. It is a reform that is highly necessary for the welfare of the organization, as there is entirely too much ego about one wishy-washy official organ.

On question number seven I need only to call attention to the last editorial column on page 369 of the last Bulletin, to show how the proxy system is trying to be used to perpetuate "grandmother Bicycling World." Yours fraternally,  
L. A. W. 11,245.

A COMMON-SENSE ARGUMENT.

COLLEGE HILL, O., Feb. 2.—Editor REFEREE:—In explanation of mail vote sent by postal, I desire to state as follows: Personally and theoretically, I would be glad to see all forms and every degree of professionalism in all athletic sports forever abolished, and the amateur's reward confined to the honor of the achievement and a simple medal attesting the same. I fear the practical result of such a course would be poorer times in races and greater difficulty to induce good riders to enter races. It must be remembered that the wheel is still in process of evolution, and many of us like to see what can be done on a wheel. We take pride in our steeds and in what may be accomplished on them, although we may not have the ability or are not able to afford the time to develop high speed in ourselves. For this reason we welcome every opportunity to attend a fast race. It seems to me that the present methods produce good races which are popu-





The OVERLAND Roadster, No. 1.

Weight, 38 Lbs. Price, \$125.00.

Handsome in Design. - High in Grade.

THE Overland proved such a popular medium priced safety, and found so ready sale last season, we have added several new patterns to the line for 1899. As manufacturers of these wheels we stand back of them with our 13 years' experience in the cycle trade, and the confidence that they will give complete satisfaction, also prove the greatest money maker for the dealer on the market. We offer the following patterns:

|                                            |                 |
|--------------------------------------------|-----------------|
| Overland Roadster, No. 1, (Pneumatic)..... | Price, \$125 00 |
| Ladies' Overland, No. 2, (Pneumatic).....  | " 125 00        |
| Overland, No. 3, (Pneumatic).....          | " 100 00        |
| Ladies' Overland, No. 4, (Pneumatic).....  | " 100 00        |
| Ladies' Overland, No. 4, (Cushion).....    | " 90 00         |

Agents, dealers and wheelmen looking for a strictly high grade medium priced safety are invited to correspond with us. Agents wanted throughout the United States. Catalogue free.

ROUSE, HAZARD & CO.,

89 G Street, Peoria, Ill.

MANUFACTURERS, IMPORTERS, JOBBERS.

The SCORCHER SYLPH, Model D.

Highest Grade. Rigid Frame. Weight 30 Lbs.

It combines the Proper Lines, the Correct Proportions, the Most Perfect Adjustments, the Least Weight with the Greatest Strength. In short, it is the nearest perfection yet attained in a cycle of its weight and design. Scorchers and hard road riders who prefer a light weight, rigid frame machine are invited to investigate. Its special features was the subject of much favorable comment at the Philadelphia Cycle Show, and the cycling papers have given it flattering notices.

For genuine pleasure and comfort for all sorts of riders, over all sorts of roads, cobble stone pavements included, the Spring Frame Sylph, in either Diamond or Drop Frame, is absolutely without an equal. We would be glad to mail you a catalogue free telling all about Sylph cycles. Good agents wanted in unoccupied territory.

ROUSE-DURYEA CYCLE CO.,

89 G Street, Peoria, Ill.

F. L. Douglas Cycle Co., Chicago, agents, 284-286 Wabash Ave.



lar with the spectators; local races, class races and time limits furnish sufficient opportunities to the ambitious beginner, and to the public sufficient guarantee.

Racers probably do convert such prizes as pianos into cash, but I do not think any of them could make other than a very precarious living from sums so realized. Doubtless the time will come when rules enforcing pure amateurism will have to be adopted. I do not think it has yet. I do not see why a racer may not receive his expenses from a club or firm as well as from some rich friend or relative on whom he is contented to sponge. I think if question seven were answered in the affirmative, it would involve too frequent and ill-considered changes. Very respectfully,

G. E. PERRY, L. A. W. 42,792.

NO PROFESSIONALS WANTED.

IONIA, Mich., Feb. 11.—Editor REFEREE:—Your policy is correct and will win friends. I think a large majority are crazy in regard to the racing question. The racing men want to govern the league or get it into a fight. This will end in harm to the league. We now have too many professionals that belong to the league. I say, fire them out; leave the professionals alone; have an amateur league or none. Let the L. A. W. furnish all prizes, and of guaranteed value; let every member pay his own racing expenses. Class your races and class your prizes—and no cash prizes. Have the official news printed on the last pages of the REFEREE and separate from all advertising matter, so it can be filed for reference. As to question No. 6, yes, by all means, and to No. 7, yes, give every member a good chance; we are no political ring.

L. A. W. 6,509.

FAVORS THREE CLASSES.

PUEBLO, Colo., Jan. 31.—Editor REFEREE:—Yours of a recent date at hand, and it gives me pleasure to find that some have taken in hand the subject of prizes in the L. A. W. For the first part, I am heartily in favor of cash prizes, and believe races would become better attended, with more contestants. I can see no harm in any individual or club paying the expenses for training and entering races. I believe there should be three classes, and to designate them by the amount of purse, and can not see anything wrong in so-called professionals becoming members of the league. I believe unless the league does something in regard to prizes in racing they will not prosper. Yours,

F. HAWES.

THIS MUST NOT PASS.

Indiana Legislators are Striking at the Wheelmen.

HOUSE BILL No. 215. A bill for an act touching the use of the highways of this state by riders of bicycles and like vehicles, and fixing penalties for the violation thereof.

SECTION 1. Be it enacted by the General Assembly of the State of Indiana. That whenever the rider of any bicycle, tricycle or like vehicle shall approach upon the highways of this state any single horse, or double team of horses, harnessed and being driven to any buggy or other carriage, with the purpose of passing such horse or horses, that it will be the duty of such rider of such bicycle, tricycle or like vehicle, to pass to the right and give the beaten path to such horse or horses. And should such horse or horses indicate that they are frightened by such bicycle, tricycle or like vehicle, it shall be the duty of such rider to dismount and so remain until such horse or horses have passed him or her.

SEC. 2. Any person violating either of the provisions of section one (1) of this act shall be deemed guilty of a misdemeanor, and shall be fined in any sum not less than five, nor more than fifty dollars.

This bill was introduced by a Mr. Schrader, and duly referred to the committee on roads. That body displayed singular ignorance of the rights of wheelmen, as established in nearly every state, by making the following report:

MR. SPEAKER:—Your committee on roads, to whom was referred House Bill No. 2, introduced by Mr. Schrader, have had the same under consideration, and beg leave to report the same back to the House with the recommendation that said bill be amended as follows: In the fifth line of section 1, strike out the word "carriage" and insert instead the word "vehicle," and add "or under saddle;" and in the eleventh line of section 1, after the word "vehicle" insert the words "or should the rider or driver indicate that such horse or horses are liable to be frightened by such bicycle, tricycle or other like vehicle;" and amend the penalty affixed by section 11 to read "not less than one or more than twenty-five dollars." And when the bill is so amended it do pass.

D. W. HEAGHY, Chairman.

Every wheelman knows, and every legislator should know—if he doesn't he

isn't fit for his position—that such a law, if passed, could not possibly be enforced. Time after time similar bills have been introduced, and in one or two instances passed, but it has long since been established that such a law is unconstitutional. As a means of educating the legislators and the public as to wheelmen's rights, it is perhaps as well that bills of this nature are occasionally introduced, for they are invariably handled severely by the press and as regularly consigned, in due course, to that ignominious end known to the press as the W. P. B., and to the legislator as the "table." The result is the same in either case. This particular bill is receiving the attention of the Indiana division through its chief consul, Thomas Hay, who calls attention to the fact that it "infringes on the constitutional rights of wheelmen, as decided by the Supreme Court of Indiana and various other states." Mr. Hay quotes, as authority, Holland vs. Barth, vol. 120 of the Indiana reports. The wheelmen of the state have been called upon to communicate with their representatives, and in due course the bill will pass into oblivion, leaving the Hoosier wheelman's rights so thoroughly established as to end for all time propositions looking to such unjust legislation.

Indiana law makers are not all Schraders.

B. and O. People Deny It.

A report appeared in a number of eastern papers lately that the B. & O. Railroad, hitherto the best friend wheelmen have had among the railroads, had decided to discontinue the carriage of cycles free. Mr. Picking, a Chicago representative, when shown the item, pronounced it a mistake, and said his road would continue on the old lines.

W. I. WILHELM.

A One-Time Famous Racing Man and Now a Prominent Manufacturer.

Who of the old school, and the new for that matter, has not heard of W. I. Wilhelm, of Reading, Pa.? Wilhelm was not only one of the fastest riders



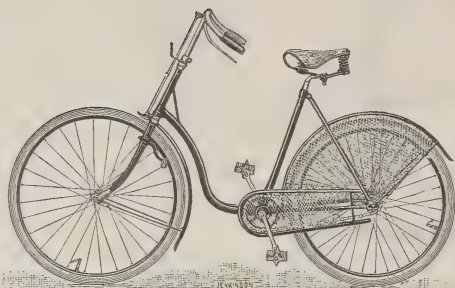
in America a few years ago, but he was also noted for his clean riding and gentlemanly deportment on and off the track. He was more than moderately successful. He started riding in 1880, on a wheel he built himself, and, by the way, the Pope company made him pay \$10 license, too. When he rebuilt it, Wilhelm commenced racing, locally, in 1882, winning a two-mile club championship. In 1883, '84 and '85 he raced at all or nearly all the race meets in his section, and in 1886, '87, '88 and '89 took in a little of everything. Wilhelm and his Star were a sort of enigma to the boys. They never knew just what they were going to do. He met nearly all the men that raced, and has beaten about all of them at some



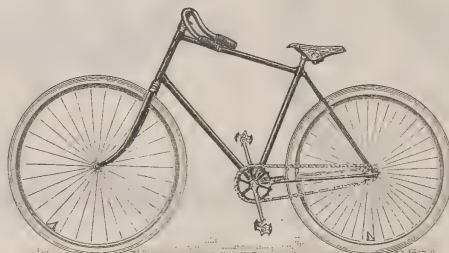
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*Distinctly High Class.*

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RECORDS  
IN ALMOST  
EVERY  
COUNTRY.



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PATTERNS  
NOW  
READY.



RACERS,  
ROAD RACERS  
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time or another, with the exception of Windle. That was when Crist, Rich, Foster and others were on the top of the heap. In '87, '88 and '89 he held nearly all the state championships, and also made a record around Druid Lake at Baltimore, in a ten-mile race, that stands to day. His record of 48 min. from Paoli to Fifty-second street, Philadelphia, sixteen miles, stood for a few years, when Van Wagoner reduced it something less than a minute, and Wilhelm again reduced his figures a couple of minutes. The twenty-one mile road race course from Meyerstown to Reading, on which the Penn Wheelmen hold their annual race, gave Wilhelm a race and a record, in 1888, of 1 hr. 14 min. In 1889 Van Wagoner won the race in 1 hr. 7 min., and a week afterward Wilhelm turned the twenty-one miles in 1 hr. 3 min., and that record still stands. In the seven or eight years of his racing he has won about two hundred prizes, and it was very cold when he returned home empty-handed.

Wilhelm also calls himself A. A. Zimmerman's father-in-law, for his father says it was Wilhelm's talking to him at Wilmington in 1888 that made "his boy." Of course his boy made himself, but Wilhelm says "its interesting and satisfactory to think you had anything to do with a rider like Zimmerman is to-day." In 1890 he began to settle down strictly to business, and always had charge of the Reading machine shop, but did not build bicycles. In the fall of 1890 the firm began manufacturing for the retail trade and boy's wheels, and up to May, 1891, probably built for its own use about 150 wheels. The balance of 1891 the firm turned out some 700 wheels, and disposed of them mostly at retail. In the fall of '91, however, they began to sell wheels to other agents, and branched into the wheel business ex-

clusively in 1892. They looked up a few good agents, and finding more orders coming than they could fill, enlarged the buildings, put in new machinery and tools, ran the shop twenty-two hours out of the twenty-four, and still had to refuse orders. They have built so far 2,800, and expect to get out 800 more this year. The outlook now is very favorable. Wilhelm says: "Of course we have had our little troubles with our wheels, even when we thought they were perfection itself; but then we were only going through what every other manufacturer did. Our 1893 wheels will be beauties, all of them, and prospects could not be brighter. If hard, consistent work will make a success of a thing it's bound to come." Wilhelm's father, W. H. Wilhelm, is the proprietor, and the son has charge of everything. The old racer says: "When I get to thinking of the good old days spent over this country of ours, of the friends I made, of the hard, hard work it was, I think I would willingly go over the whole thing again."

#### The New York Cycling League

Some time ago the Cohoes (N. Y.) Wheelmen suggested the organization of a league to comprise the clubs of that section of the state. The first formal meeting of the Eastern New York Cycling League was held in the rooms of the Troy Bicycle Club. Twenty-seven delegates were present, three from each of the following places: Albany, Troy, Cohoes, Mechanicville, Schenectady, Hudson, Amsterdam, Hoosick Falls and Saratoga. An organization was perfected by the election of the following officers: President, Ensign Homer, of the Troy club; vice-president, J. W. C. C. Schenectady Bicycle Club; recording secretary, C. A. Judd, Cohoes Wheelmen; corresponding secretary, J.

A. Barkhuff, Amsterdam Bicycle Club; commander, T. W. Neary, Cohoes Wheelmen; treasurer, N. T. Bryant, Mechanicville Bicycle Club. The object of the league is the improvement of roads, promotion of race meets, and the mutual interests, benefits and enjoyments of its members.

#### Wants to Match Kaufmann.

R. A. Punnett, of Rochester, noting the article on trick riders in a recent number of the REFEREE, writes to the effect that Kaufmann will, without doubt, be in America in April, and he would be much pleased to have a match of any kind and on any conditions at the World's Fair. He is willing to risk \$500 to \$250, or \$1,000 to \$500 on Kaufmann against any rider in the world. Mr. Punnett says for A1 trick riding we have yet to see Kaufmann, who has indulged in daily practice for seven years; that all the trick riding seen in America to-day is "the same 'aged' stuff as seen in the '80's, notably in '80, '81 and '82—very little advancement." Punnett adds this: "I think old-time records will show that trick riding was originated by Rex Smith, George Hendee and myself in 1879. I think Rex was first. Bert Owen, of Washington, came forward about that time also." It might be advisable for Mr. Punnett to put up a deposit as a guarantee.

#### Cycling in the South.

"Cycling in the south is not near so much the rage as it is in Chicago. In New Orleans I saw but one young lady riding a cycle. She rode it very gracefully and spun over the shell road at a high rate of speed without apparent effort. New Orleans has many miles of shell road, as smooth and fine as any of our boulevards, especially adapted to the use of cycling. The Southern Cycling Company, on Common street, is the

great bicycle department there. The manager of the concern told me that, compared to Chicago, the crescent city had not near as many bicycles in use.

"He attributed this more to the warm climate than he did to anything else. However, he believed that the bicycle would soon become very popular there. 'We are selling within the last month,' he said, 'more ladies' bicycles than we have sold for a long time.'"—Francis Holland, in *Chicago Herald*.

#### Cheap Rates to the Inauguration.

For the inauguration of Cleveland and Stevenson at Washington on March 4, excursion tickets, reading via Baltimore and Ohio Railroad, "The Picturesque Route," will be placed on sale at the ticket offices of principal railroads of the west, as well as the ticket offices of the Baltimore and Ohio Company. The fare from Chicago will be \$17.50 for the round trip. These tickets will be sold from Feb. 23 to March 3 inclusive, and will be valid for return journey until March 8, inclusive. The Baltimore and Ohio is the shortest route to Washington from nearly all points west. Its trains are vestibuled from end to end, and carry Pullman sleeping cars.

No railroad in America is better equipped than the B. & O. to transport with dispatch, safety and comfort the large crowd which will visit Washington to witness the inauguration ceremonies. Its long experience in transporting crowds to former inaugurations, G. A. R. Encampments, Knights Templar Conclaves, and similar gatherings on an extensive scale, will prove most valuable in arranging for the coming inauguration.

For more detailed information as to rates, time of trains, etc., apply to L. S. Allen, Asst. Gen'l Passenger Agent, the Rookery, Chicago, or O. P. McCarty, Asst. Gen'l Passenger Agent, Cincinnati, O.

-16-2.

#### Touring to the World's Fair

The Erie (Pa.) *Herald* states that twenty riders of that town will leave on the 10th of May to ride to Chicago and visit the World's Fair. After leaving Buffalo they intend to travel through Canada. Rumor also has it that a party is being organized in Kansas to ride to the World's Fair on bicycles.



## A BIG DEAL PROBABLE.

CHANGES CONTEMPLATED IN CONNECTION WITH THE W. W. W.

*Pope Company May Purchase—Other Large Concerns Interested—A Representative Goes Abroad to See Louis Schoeninger.*

Silently and under cover of the night, lest some prying individual should set eye on him and become curious as to his mission, Tom Coleman, an important factor in the "Co.," connected with the famous New York house of R. L. Coleman, sailed away to Europe. This was



LOUIS SCHOENINGER.

about two weeks ago, and in the usual course of events he should have reached his destination on Tuesday of this week. His mission is a highly important one, and was brought about substantially by the following circumstances:

## DECIDED ON A CHANGE.

Mr. Schoeninger, Sr., has for many years conducted, under one name and another, the business now known as the Western Wheel Works.

Having reached a point where the further pursuit of wealth or fame is of little or no object to him, he decided some time ago to make some changes in the business, with the result that two propositions are now under consideration, one of which, it is highly probable, will be consummated within the next few weeks.

Louis Schoeninger has for some years been an active partner in the business, and it is largely due to his energy and business capacity that the concern has become one of the most successful in the world. Some time ago, however, this gentleman was threatened with a serious illness, which made it necessary for him to go abroad. This circumstance rooted still further in the mind of his father the idea of making a change, and it was to see Louis that Tom Coleman went abroad.

THE FIRST TRANSACTION CONTEMPLATED was the sale of the entire business to the Pope Manufacturing Company, or representatives of that concern.

Negotiations were carried on and reached a point where everything had been definitely settled with the exception of securing the consent of Louis Schoeninger. It is said that the head of the concern was very strongly in favor of this plan, principally for the reason that he was

anxious to have his son rid of all business cares for the next few years or until he should have fully recovered his health. He determined, however, that he would be guided entirely by his son's decision. That gentleman objected, promptly and decisively, to this arrangement.

Then came a proposition to dispose of the business to a new company composed of the present stockholders, R. L. Coleman & Co., A. W. Gump & Co., the Thorsen & Cassady Company, Hearsey Cycle Company and one or two others who are at present largely interested in the disposition of the Western Wheel Works' output.

THIS PLAN FOUND HEARTY FAVOR with the concerns named, especially R. L. Coleman & Co., who have for a number of years conducted the eastern branch of the business and who were, as a matter of fact, largely instrumental in making the business the success that it is at present.

Tom Coleman went to Europe to lay all these matters before Mr. Schoeninger, Jr., and on his decision the matter rests.

When seen on Tuesday concerning the proposed transaction, Mr. Schoeninger said:

"I have arrived at a time of life when I am anxious to shift the work and responsibility of the business onto younger shoulders. I have all the money I need and am still young enough to thoroughly enjoy life, and as I am not anxious to amass millions to leave behind me like Jay Gould and some of those fellows, I do not see why I should not spend my time in comfort. I own, and have always owned, a great deal more than a majority of the stock of the company, and it is now certain that whatever arrangements are made, the control of the business will not pass out of the hands of my family.

"I cannot say when either of the deals contemplated will be closed, or whether they ever will be; it depends entirely on my son. We are in no hurry, for our arrangements for this season are fully completed, and every wheel that we can dispose of up to the end of next September has been disposed of. Our sales are

NOW AVERAGING \$5,000 A DAY, And during twenty-four days in January the business amounted to \$85,000.

"Despite the fact that we have 960 men at work, we can not turn out wheels fast enough. We ought to be in a position to supply 200 a day, but at present 125 is the limit.

"No matter which of the deals is carried out, I think there is no doubt that the capital stock of the company will be increased to \$1,000,000 and that the facilities will be increased proportionately."

## A FORTUNE FOR HIS INTEREST.

A representative of the Pope Manufacturing Company was questioned concerning the matter but could give very little information other than that contained in the foregoing. It seems highly probable, however, that the Pope Manufacturing Company was fully prepared to go into the deal, which explains the rumors recently in circulation as to the future movements of Mr. Garden.

From another source we learned that the price Mr. Schoeninger, Sr., was to receive for his interest in the business was \$600,000.

## ITS HISTORY IS EXTRAORDINARY.

The history of the Western Wheel Works is romantic in the extreme, and its story during the past five years reads very much like a fairy tale.

In Chicago's early days Mr. Schoeninger obtained, for a small figure, the ground on which the factory now stands,

and on a part of it conducted, for a long time, the old Western Toy Company. It was anything but a profitable business, however, and the manufacture of bicycles had only been engaged in to a very small extent, toy wheels being the limit of its productions.

During the year 1887 Mr. Schoeninger concluded that he would not be able to continue, and it is said that he actually had a pen in his hand for the purpose

## OF SIGNING AN ASSIGNMENT.

He was persuaded, however, to wait a day or two longer, and that brief period proved his salvation.

Lindsey Coleman gave him an order for 500 bicycles, his first stroke of luck.

Within a day or two a real estate man representing T. Z. Leiter called upon him, asking whether he would be willing to sell the ground on which the factory stands, and at what price, and take a ninety-nine years' lease. Mr. Schoeninger told him that he would think the matter over and give him an answer in a day or two.

The agent went away and Mr. Schoeninger proceeded to figure on the value of his property. On the principle that it was a great deal easier to come down a little than go up a little, he named a price that seemed to him tremendously high. His figure was \$60,000. This proposition he submitted to the agent, who, very greatly to his surprise, wrote that Mr. Leiter had decided to accept the offer, but that, desiring an income of \$4,000 a year from the property, on a six per cent basis, he would pay \$66,666 for the property.

With the money thus obtained Mr. Schoeninger enlarged the business and he has never stopped enlarging since. In other words, he has risen from a comparatively poor man to an extremely wealthy man in the brief period of five years, and now proposes to retire on his well-earned laurels.

It seems probable that in any event Louis Schoeninger will remain at the helm. On Tuesday morning Mr. Schoeninger, Sr., received a letter from one of his brothers in Germany, stating that his son's health was much improved and that he would be over in time for the world's fair, in as good condition as ever. Two of his uncles will accompany him.

## THE COLONEL SAYS IT IS OFF.

NEW YORK, Feb. 16.—No details of the proposed purchase of the Western Wheel Works by the Pope Manufacturing Company are obtainable in this city. Colonel Pope, while here recently, stated that the big Chicago deal the company had on hand was off definitely.

## Will Be No Quarrel.

Some people are never content to "let well enough alone." This class is now busy endeavoring to bring about strife between the ruling bodies of cycling and athletics. When the alliance now existing between them was entered into, the REFEREE was opposed to it. At present, however, it seems to be working very nicely, thanks to one or two clauses, which appeared simple enough at the time, but which the course of events has turned to the league's benefit. This alliance is what the mischief-makers are picking at at present, and class B is the lever. But they lose sight of the fact that class B is yet unborn, and that the indications are very strongly in favor of its never seeing daylight. Even should the league accept it, however, no reason exists for any rupture, at least on that ground. The men who would naturally go into class B would still be amateurs—save the mark!—and eligible to membership in union clubs. Why, then, all this needless fuss?

## HOW INTERVIEWS ARE MADE.

*A Ready-Made Article Designed for the English Press—Will it Work?*

Let no man believe that residents of the British Isles are slow to take advantage of advertising opportunities. A gentleman who recently visited these shores is, by this time, again on the other side. He prepared himself, before his departure, to meet the representatives of the English press all ready prepared with his "impressions," etc., and sailed away with two dozen copies thereof in his inside pocket. Here is an extract therefrom, which will doubtless appear, in due season, in various British publications:

For the first time in centuries America has not only recognized, but welcomed with characteristic appreciation, a rival to Columbus. The great Italian explorer discovered the virgin, undeveloped continent. It remained for — to discover the key to the commercial instinct of the keen, enterprising western nation of the present.

'he facts read like an extract from Rider Haggard or Munchausen, and furnish another striking exemplification of the maxim that "truth is stranger than fiction."

Mr. — left Queenstown on the R. M. S. Majestic on —. He arrived in New York on the —. After an enthusiastic and almost continuous levee for five days, during which he exchanged greetings with every citizen, cyclist, trade magnate and newspaper critic worth knowing, he proceeded to, etc., etc.

After telling what he succeeded in accomplishing, the interviewed one goes on:

Mr. — literally tore himself away from the congratulations of the trade fraternity and outside friends, and returned on —. The collection of newspaper comments he brought back with him furnishes an interesting study, not only to his immediate business connections, but also to those whose old-world ideas are occasionally revolutionized by the characteristic journalism of the great republic.

Then follows a number of extracts from American papers, and the victim of the interviewer concludes:

Drifting into a business chat, as Mr. — invariably does, without much waste of frivolous badinage, he said:

"I am thoroughly convinced from my recent investigations on the spot, that there is a magnificent future before the cycle trade generally in the United States. It was simply marvellous to see the instinctive promptitude with which the keenest expert grasped its many claims to merit. The recognition was as wide-spread and general as it was instantaneous, and without question I can say that the — has annexed America.

"I had not time this trip to get as far as Hawaii, but doubtless our conquest will include the disturbed section before my next campaign ends. After deposing their queen, they unofficially invited America to annex them, but they had not heard of us then."

## W. H. DE GRAFF IS DEAD.

*The Treasurer of the New York Division Succumbs to Pneumonia.*

NEW YORK, Feb. 14.—W. H. DeGraff, treasurer of the New York state division of the L. A. W., died suddenly of pneumonia on Sunday. The funeral occurred this evening.

The deceased was one of the most popular of New York cyclists. He has long been a leading member of the Harlem Wheelmen, of which club he was president up to the time of his death. "Billy" DeGraff, as he was called, was probably forty years of age, and has figured frequently in league politics. He was engaged in the furniture business and was supposed to be interested in the Bidwell Cycle Company. His sudden demise will be a surprise to every one who knew him, for he was apparently a man of strong constitution and in the best of health.

## Worse Than Our \$5,000 Law.

An old man was run down by a Paris cyclist and killed. The cyclist was fined \$25! This is worse than the Illinois law which allows railroads to kill as many people as they please at \$5,000 per kill.



THE REFEREE.



## MAJESTIC LIGHT ROADSTER

OF ALL HIGH GRADE WHEELS

THIS IS THE HIGHEST.

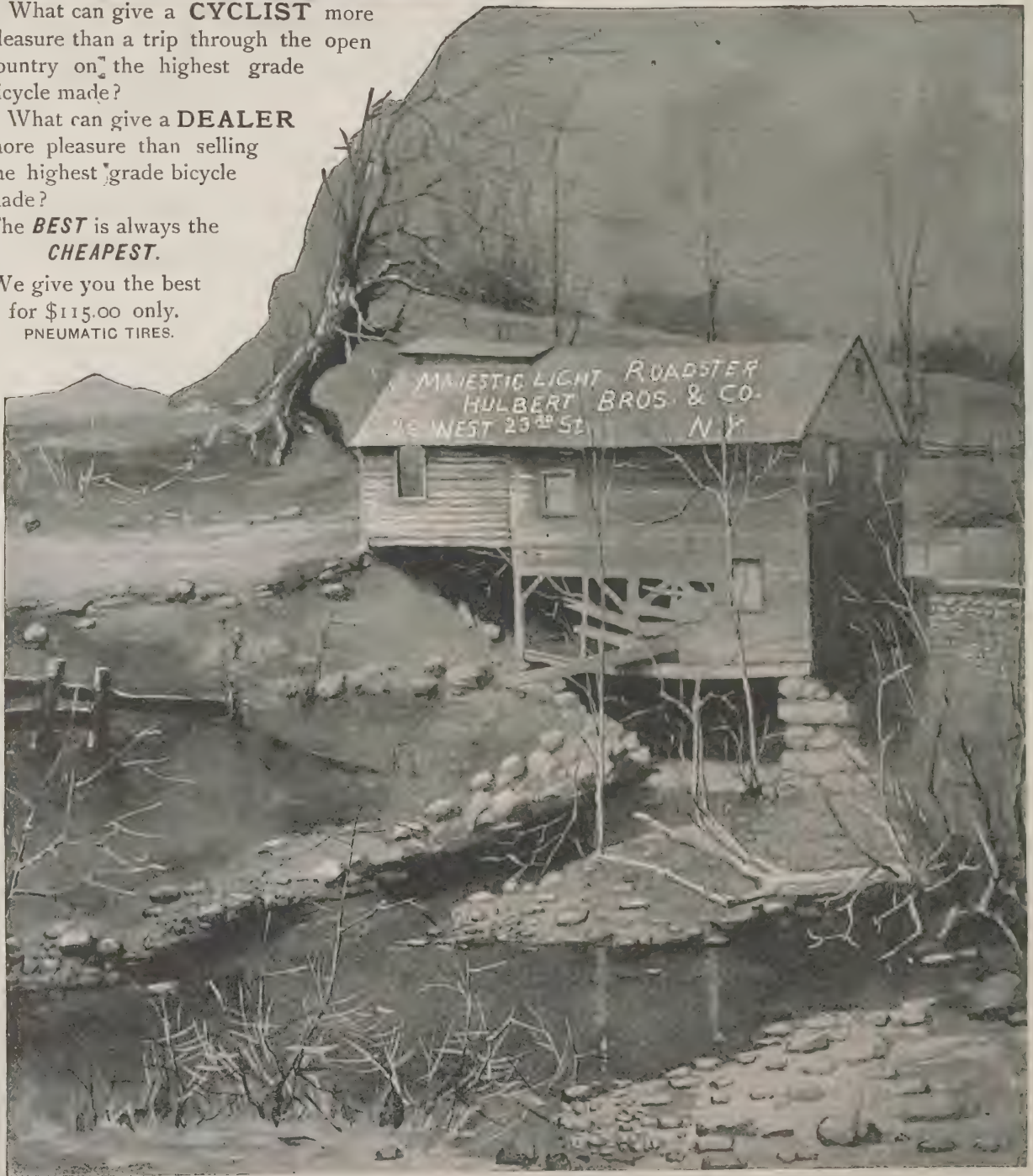
Of all wheels this is the easiest to sell, because everyone wants it.

What can give a **CYCLIST** more pleasure than a trip through the open country on the highest grade bicycle made?

What can give a **DEALER** more pleasure than selling the highest grade bicycle made?

The **BEST** is always the **CHEAPEST**.

We give you the best  
for \$115.00 only.  
PNEUMATIC TIRES.



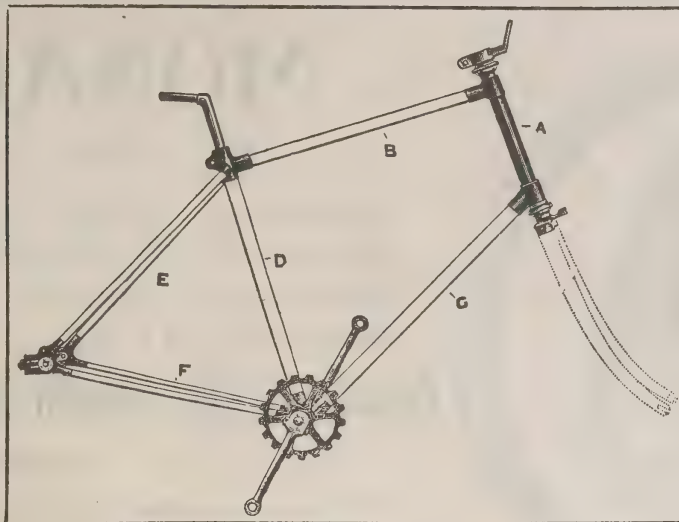
**HULBERT BROS. & COMPANY,**  
26 WEST TWENTY-THIRD STREET,  
NEW YORK.



# PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

GUARANTEED  
THE  
FINEST QUALITY  
OF FINISH  
AND MATERIAL.



MECHANICAL  
ACCURACY,  
LIGHTNESS,  
RELIABILITY  
AND  
SPLENDID FINISH  
HITHERTO  
UNAPPROACHED.

A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

## PERRY & CO., BIRMINGHAM.

A complete assortment of these goods carried in stock by the Anglo-American Iron & Metal Co., 213 Pearl St., New York.

### WILL IT BE HELD?

THE 1893 PULLMAN ROAD RACE  
THOROUGHLY DISCUSSED.

*North and West Sides Want It—Many  
Favor the Old Course—A Commit-  
tee Named to Consider  
the Courses.*

Doubts seem to exist in the minds of some as to the advisability of holding the Pullman road race over the old course, because of the presence of the world's fair and consequently great crowds. As a result of this doubt the west and north side factions are endeavoring to secure the great Decoration day race. The matter was brought up for discussion at the meeting of the Associated Cycling Clubs at the Grand Pacific hotel. A resolution was submitted by Mr. Root of the Chicago club which provided that preparations be immediately begun for holding the race over the old course; that the number of entries be limited to 150; that the entrance fee be fixed at \$5 instead of \$1 and that the handicap limit be eight minutes. There was a veritable howl when the resolution was read, and everybody had something to say. It was argued that inasmuch as thousands of people would be in Chicago on a holiday the boulevards would be almost packed with carriages and it would be impossible for a dozen to race down the old course, let alone a couple of hundred. This was the chief reason for wanting the race on the north or west side. It was also claimed that there would be no facilities for reaching Pullman, inasmuch as the Illinois Central road had failed to get its special trains out last year, and that the

wheelmen were not wanted in the City of Brick anyway.

Mr. Root, in support of his resolution, said it was doubtful if permission to hold the race could be had from the South Park commissioners and the city authorities if the number of starters should be unlimited. Mr. Randall stated that, so far as the Pullman end was concerned, there would be no trouble, as the riders could use the boat houses for dressing rooms.

Mr. Gerould, who was present, though not a delegate, thought the race should be run over the old course if permission could be obtained, and when this matter should be disposed of work on the details could be commenced. He thought the number of entries should not be limited, but that it might not be unwise to raise the fee to, say, \$2.

An amendment to the resolution provided that the chair appoint a committee of three, one from each side of the city, to look up the various courses and report at a special meeting. Messrs. Garden, Herrick and Fanning were named, representing the south, north and west sides, respectively.

Officers for the year were elected as follows: President, R. D. Garden; vice-presidents, F. J. Fanning and William Herrick; secretary, F. E. Spooner; treasurer, A. W. Roth. Messrs. Garden and Roth were elected unanimously, while Spooner secured thirteen votes to Root's ten for the secretaryship.

Resolutions were adopted providing that the president ascertain just what steps have been taken toward providing a track for Chicago for use during the world's fair and providing that a committee of five be appointed for the purpose of entertaining visiting wheelmen during the world's fair.

The treasurer's report showed receipts, during 1892, \$578.12; disbursements,

\$418.90; cash on hand, \$159.51. The last Pullman race occasioned an expenditure of \$392.15, or \$5.15 more than was received.

#### Roe, Tommy Roe.

Tom Roe is once more free, in that he is no longer with the Ariel Cycle Manufacturing Company. But his samples are still in New York. Tom is trying to arrange a ride from San Francisco to New York or from New York to San Francisco, to start May 1. The Buffalo Wheel Company and the New Howe company are considering propositions from Roe, who says this trip will be genuine in every particular and will be checked by the newspapers en route. Roe is also figuring with tire manufacturers to use a certain tire, which would be a great test of durability.

A REFEREE man was talking with Mr. Sea, assistant business manager of the New York World, the other day. He remembers Tom's trip for the Chicago Herald well, for he was the man who, for the Herald, bit at the scheme.

"We had a terrible time getting him to Chicago," said Mr. Sea, "as he wanted to quit five different times; but we got him there—well, never mind how we got him there; we had to do it."

Mr. Sea is not much impressed with trans-continental trips, and threatened to throw the REFEREE man out of the window when he suggested that Tom was ready for another.

#### 'Twas a Cruel Joke.

H. A. Lozier told a story at Springfield last year that was repeated, to the delight of a few who heard it, in New York recently. Said Lozier: "I once had a very nice and awfully particular traveling man; one who was so particular that he carried his own sheets, fearing to trust hotel sheets. He changed his sheets every night, and, of course,

charged the laundry in his expense account. He had no bad habits—he did not drink or smoke—but though such expenses were left off the list, it was fully made up by the bills for laundry, shaves, etc. Well, one night the boys who knew his extreme care in things cleanly, decided upon a cruel joke. Two of them invited him to the bar to drink a ginger, while two others placed a thin layer of limburger cheese between the solid and moveable soles of his shoes. The next day the poor man looked unhappy; he wanted to get away from himself, the smell being enough to cause everybody to give him a wide berth. He tried to talk business, but the would-be buyers showed him out of their places, and he became despondent. He examined his clothing, bought a dozen pairs of socks and scraped the bottoms of his shoes to no purpose—the smell would not down. Finally, out of compassion, one of the jokers unfolded the secret, and was threatened with arrest and a suit for damages for his pains."

#### Billingsley's Scheme Working Well.

Evidence is at hand that Mr. Billingsley's scheme to promote a number of relay rides is being pushed. A number of dispatches have appeared in the daily papers, and it has been arranged that the messengers between Springfield, Ill., and Madison, Wis., shall carry a message from the governor of the former state to the governor of the latter.

#### But He Wants Their Support Now.

One of the base ball men now interested in the cash prize league was so thoroughly opposed to wheelmen two years ago that he caused the arrest of two of them, who, as he argued, rode by his house at the rate of thirty miles an hour.



6,000—BICYCLES—6,000

Will be required to supply six thousand people that will want six thousand

## MONARCHS

IN 1893, AT THE FOLLOWING PRICES:

|                   |     |          |
|-------------------|-----|----------|
| Monarch, Model A, | -   | \$140.00 |
| Monarch, Model B, | -   | \$145.00 |
| Monarch, Ladies', | -   | \$150.00 |
| Monarch, R. R.,   | - - | \$150.00 |

Popular Weights, Popular Designs, Elegant Finish.

Our output is rapidly being placed. Get into line for terms and territory.

We carry a Full Line of Cycle Accessories.

CAT. NOW READY.



# THE MONARCH CYCLE CO.,

42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

### *INNOCUOUS DESUETUDE.*

There is not a semblance of the above in

### THE STEARNS '93.



MODEL A.

Every line is one of grace, denoting desirable position, comfort, strength, and speed.

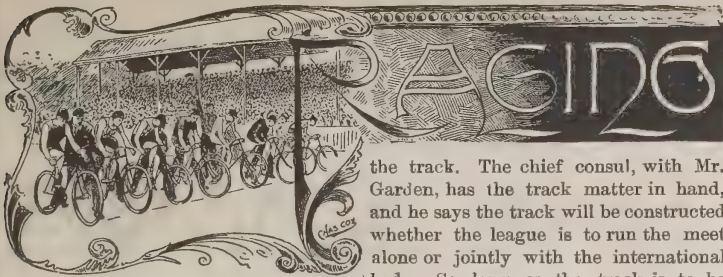
All riders take to it at sight.

The favorable comments at Philadelphia speak volumes.

The agency can be secured by responsible agents in unoccupied territory at a living discount.

E. C. STEARNS & CO., :::: Syracuse. N. Y.





SUSPECTS BREATHE FREELY.

Cases Against the Racing Men Dropped by the Racing Board.

Just as we go to press, word reaches us that the cases against all the men charged with receiving expenses while attending races at Milwaukee and Chicago, and against Rhodes, Ballard and Johnson, under suspicion of being in the employ of a manufacturer while on a recent southern trip, have been dropped by the L. A. W. racing board.

Every man concerned has been questioned, and has replied in such a way as to preclude a possibility of conviction. Every inducer and managers of the meets have made statements denying any violation of the amateur rules, or have answered in such a way as to furnish no proof of violations. All that can be said in this connection is that, such being the case, there has been a vast amount of pure and unadulterated lying going on.

THAT WORLD'S FAIR TRACK.

Mr. Gerould Says the Delay is Occasioned by the League.

Will Chicago have a track this year? Probably the same question has been asked a hundred, yes, a thousand times, but no one has ever been able to give a positive answer. The REFEREE has been asked the question, we have seen the query in the English papers, and we have been waiting, hoping each week to be able to announce to the world the fact that plans had been adopted and work would begin as soon as the frost should leave the ground. But in this we have been disappointed, and we do not at this time know positively whether Chicago will have a track or not. There is hardly any doubt that we will, but we do not know it, nevertheless.

Mr. Raymond, as a representative of the league, went abroad and promised the International Cyclists' Association that when the foreigners were ready to come to the world's fair to train they would find a fine track ready. Supposing they should come now—or within the next thirty or sixty days—would they find a track awaiting them? Hardly.

Chief Consul Gerould says that nothing can be done toward the track until the league has officially decided to assume full charge of the race meet programme. The local clubs will have the entertaining of visitors to look after. A meeting will shortly be called of representatives of all clubs, without regard to the Associated Cycling Clubs, to arrange the programme for the meet. Mr. Gerould thinks the scheme of appointing clubs as a whole on the committee is a good one. "Local clubs must act together in this matter," says Mr. Gerould, "and there must be nothing done independently. We will have all we want to do and work together before the season is closed. Chicago's reputation must be upheld, and in organization only can this be accomplished. Just the moment the assembly has passed favorably we will go to work with a will, all together, and with a purpose which nothing can shake."

But, Mr. Gerould, this does not build

the track. The chief consul, with Mr. Garden, has the track matter in hand, and he says the track will be constructed whether the league is to run the meet alone or jointly with the international body. So long as the track is to be built, why not commence it now, and decide the other question whenever opportunity permits? There can be nothing gained by a dilly-dallying policy—go ahead with the work and have it all completed by May 1, when the fair opens. Then, if there are any strangers in town who wish to train, there will be a place for them.

It is generally understood now that the track will be constructed of boards and will be a half-mile in circumference, with suitable dressing rooms, grand stands, etc. Such a track will, undoubtedly, be the most practical for all-round use.

MODEST JACK PRINCE.

The Old "Pro." Flying High—The Value He Sets on Himself.

Two jokers were talking over old-time racing and old-timers recently, when Jack Prince's wonderful times down south came up for discussion. It was resolved to sound Jack on his condition and willingness to ride for a manufacturer, and the following letter was cooked up and written by a man who has had much correspondence and many a lark with John Skillington Prince:

NEW YORK, Feb. 4.—John S. Prince, champion bicyclist, Tampa, Fla.—Dear Sir:—I see by the papers here that you have beaten a horse at ten miles in the wonderful time of 25 min. I am a small manufacturer, making this year about 1,300 machines, and I know with such a man as you to do the racing on my machine (Humber pattern) it would be a great advertisement and no doubt increase my business and sales the way Zimmerman has the Raleigh's business. If you think you have any show of beating Zimmerman I have plenty of cash and will back you for any amount. Kindly answer immediately and let me know how much you will ride my machines for this season, I to pay all expenses. Trusting you will answer at once, I am yours, very truly,

I. C. ANDOVER,  
21 Park Row.

Jack bit and replied voluminously, enclosing a bundle of newspaper clippings which included that old 1884 Springfield "cut," which has done noble service in the glorious past.

ORLANDO, Fla., Feb. 7.—Mr. I. C. Andover—Dear Sir:—Yours to hand, forwarded from Tampa. You asked me if I could beat Zimmerman. Well, I could not tell who would be the winner if we should meet in a race, but I will say that I would love to have a go in a race with him, as the way I am feeling and riding this year I don't think I need be afraid of any man living on a bicycle. I have been training faithfully and hard for the past six months with the sole intention of trying to win the championship of the world this summer, and I feel as though I am sure to win it. I have ridden lots of quarters in 26 sec. and halves in 56 sec., and have gone the full mile inside of 2 min. I have not troubled to try for records yet, because I am sure to make them when I come north, and it would be more satisfaction to me to make them in the north than in the south, because I will get more credit for them there. I am more than anxious for the season to open in the north so I can get a go among some of the flyers. It can't begin too soon to suit me. I think I will sail for England about April 24 and stay there about six weeks, as I am dead sure I can win the championship there and return in time for the grand professional circuit racing at two different towns a week under the Sporting Life's new association.

Now, I will ride your wheel in all my races, as I move from town to town all over the country, and boom it up in all the papers and among all the boys, as they all come around me every town I go to, and of course all the talk is about wheels and races. In fact, I don't think any agent living could do you the amount of good that I could all over the country; besides, I should get such fine notices in the local papers about the

wheel. That is what an agent can not do. If we make a deal for me to be in your employment, of course I shall work faithfully for you in every way possible. I will work for you for \$100 per month and pay my own expenses, as I think that would be the best until I see you in April, when I come north. Then we can make permanent arrangements—and you should make me a wheel at once. I am glad yours are of the Humber pattern, as I think they are of the finest. I am on a Humber now, but not in their employment, as I was waiting until I came north before making arrangements with anyone. But if you wish to accept my terms we will begin at once if you decide.

Build me a wheel on the following lines at once: Front wheel, 30 inch; back wheel, 28 inch; handle, bar, 27 inches long, over all, drop very low; Brooks' racing saddle; put very large tubing in to make it very strong, as I don't like any spring in a wheel when on a spurt—I mean large in diameter—let it weigh about 24 pounds when ready for riding. I don't like them too light, as I weigh 170 pounds, trained down. Now I hope you will kindly take this letter in the same faith as it is written and not think that I am blowing about myself too much, as I really think all that I have said I can do. Of course I would not talk like this to the press, as they would think me talking too much, so you will please keep this private. I shall have a go for the 100-mile world's record in Savannah before I come north, and feel sure of success. Kindly let me hear from you at once by return mail and oblige. I am yours respectfully,

JOHN S. PRINCE.

WHICH CLASS—A OR B?

What the League's Mission on Earth is Supposed to be.

A or B—that is the question—whether it is nobler in the man to ride for glory and a parsley wreath, or to suffer the outrageous thirst for corner lots and speedy teams to overcome him, or yet again to cast his lot with those who ride for paltry gold, and thus by purchase sell himself to ride, to win; yea, more, to share the money at the gate and thus to end the thousand heartaches and the lack of pelf to which flesh is heir. Is it a consummation devoutly to be wished—Hamlet up to date.

The officials of the L. A. W. have performed many strange acts since first the noble organization gave its chosen delegates authority. Officers are no doubt necessary appendages to organization machinery, but it is a sad fact that, with few exceptions, the L. A. W. has been officered from the start with men possessing about as little sense and business qualifications as so many school boys. The L. A. W. is an organization whose whole primary idea was, and still is, the perpetuation of a great sport.

Bicycling, in its infancy, was a puny, sickly thing. Popular prejudice was against it, the very danger supposed to be connected with the bicycle was against it, and it grew very slowly. A few devoted men came together and formed a society: they were wise in their generation and they formulated rules for the guidance of wheelmen that were good; they said among themselves, "We have the most manly sport, the purest sport, and that which will be the most popular sport that has ever gladdened the heart of man; let us preserve it always in its native purity." And so they made the rule, a rider must be a gentleman; if he is a L. A. W. member and wishes to race, he must race for a prize, not for money; if he wishes to ride for money he must not join the league.

I can see no place for argument, I can see no reason for all the cavil that has been made over cash prizes or the A and B class rule. The man who rides for a thousand-dollar piano, which he may give to his father or "Uncle Abe," is not an amateur; he is a professional in every sense of the word. He has no right to own a league ticket, nor has the L. A. W. any fundamental right whatever to let him ride for such valuable prizes. Let him come out under his true colors—he will not last long, for the public will not go to see him ride for money. He can sell out too easily. However, that does

not interest the L. A. W.; we are not banded together to protect or to promote racing, except in a sense.

Our business and the business of the officers we elect, is to further the good of our society, to make bicycling a power in the land, to give to riders good roads, protection from abuse, and fraternal greeting wherever they may be, and to see that when they race together every man shall have a fair chance of winning his parsley wreath, if he rides like a sportsman and a gentleman.

Cast out the unclean thing; meddle not with the filth; he who handleth the smoked pot must soil his hands. Let us be once more what our predecessors intended we should be, "an organization for the improvement and perpetuation of bicycling as a sport, and as a means of increasing pleasure and business." Let it be a sport that we foster, not a money-making scheme. What earthly profit is it to the L. A. W. that Jones will ride for a team of horses but will not ride for a tin medal? If he for an instant questions the value of his prize, he is not a sportsman. It is not value that a league member rides for, but the joy, the glory there is in winning.

We have tampered too much already with this question—let us go back to the first principles and let the league be true to itself. If we never produce a man who can ride a mile in less than four minutes, we can produce men who will ride as fast as they can, and do it every time they try for the medal.

There will be no buying and selling, openly or otherwise; the "gent" will not be seen; there will be no wrangling before the judges' stand, and the spectators will enjoy the sport just as well as ever.

The men who want money will always race for money, and we have no means of hindering them, if we would. Why should we try?

Keep the L. A. W. clean, and it will not be long before a lot of soiled doves will be clamoring for reinstatement, just as they did only a few years ago, after threatening the L. A. W. with dire disaster and deserting in a body for Ducker's ill-fated scheme.

The base ball men may buy the flyers for a time, but men are fickle ever, and unless the flyers line the magnates' pockets with golden pieces, they will soon yearn for the pots and tin medals of the L. A. W.

Class B is a disgrace to the league; no one but a driveling idiot would ever have proposed such a ridiculous idea. There can be no grades in amateur cycling; an amateur is an amateur and a professional is a professional; that they can not marry and produce such a morbidite as would fill the requirements of class B.

PHŒBUS.

Look Out, Zimmy!

The Wheeler thinks that Harris should improve and that if he does he will be a very hard nut for Zimmerman to crack. Then the paper says this: "If Zimmerman does come o'er here during the season to again meet our best men, we wish him all luck, and we are sure that he will be warmly welcomed. One thing is certain, however, he will have a hotter time of it in England than he had last season. Without in any way wishing to disparage the Yankee flyer's performances, we think we are safe in saying that he will, should he visit us this summer, find our representatives in far better condition than they were on the occasion of his last visit, when English speedmen trusted too much to one man to lower Zimmerman's colors. It is impossible to withhold admiration of the un-



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

## HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

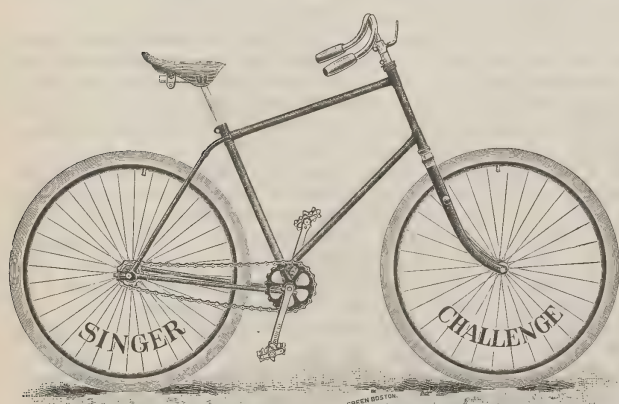
The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

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# SINGER CYCLES.



### Specifications:

28-in. wheels speeded to 56-in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, weldless stell tube frame, handle-bar and forks. Enameled, and with parts plated.

Price, with pneumatic tires, less guards and brake parts as illustrated, - - - - - \$135.00

AVERAGE WEIGHT, as illustrated, less saddle and pedal, 33 lbs.

We fit our safeties with the Dunlop, Acme or Morgan & Wright pneumatic tire, as preferred. Each of these tires is fully guaranteed.

Reliable Agents wanted in the West, including Chicago. Send for our Catalogue.

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6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS.

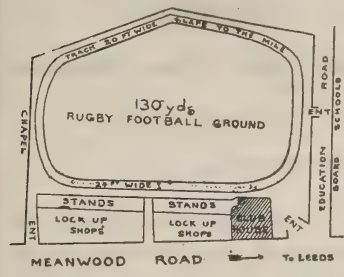


assuming young American, who bore so manfully with all the slatings of the cycle press (which turned to lavish praise when he got into form), rode in and won our championships by speed and pluck, and who is now again contemplating a journey of many thousand miles to defend his title to the honors he so deservedly won."

\* \* \*

#### That New Leeds Track.

Much comment was made abroad over the contemplated quarter-mile kite track at Leeds. It turns out, however, that the track is not to be kite-shaped, but rather pear-shaped, four laps to the mile, and much on the plan shown in



the drawing which was printed in the *Bicycling News*. It is hard for Americans to believe that on such a track even reasonably good time may be made, inasmuch as the width is but twenty feet, and twenty-four on the straight, while the straight is only about a hundred yards long. With such short turns and so small a straight there seems to be little chance for a good spurt. It is likely the reason for this peculiarly-shaped track was the lay of the ground.

\* \* \*

#### Jack Prince's Programme.

This is the way Jack Prince is running things down in Florida, and it sounds very Jack-like. A bill of the play, or tournament hanger, reads as follows: "Amateur bicycle tournament at Orlando. There will be a grand bicycle tournament at Orlando on the new quarter-mile track on the grounds of the South Florida Fair Association Thursday, Feb. 9, under the auspices of the Orlando Bicycle Club. The track is composed of specially prepared red clay, laid down under the personal supervision of John S. Prince, the professional champion, and is pronounced by him one of the fastest in the world. John S. Prince master of ceremonies."

Then the bill says that the races will be run under L. A. W. rules and are strictly for "pures" only. The programme of four events winds up with the announcement that "the programme will wind up with a ten-mile race, straight dash, between John S. Prince, professional champion bicyclist, against five of the fastest pacing and trotting horses in the state, Mr. Prince to go the ten miles without a stop, while the horses relay each other every two miles."

The fastest five horses, dollars to doughnuts, were five able-bodied livery horses.

\* \* \*

#### Smith Wants His Prizes.

Chairman H. E. Raymond of the racing board has written George C. Smith as follows: "I shall at once investigate the charge made against Mr. Litchfield. If the facts are as you state, and some immediate settlement is not made, the club will not be able to run another meet."

The club referred to is the Warwick (N. Y.) club, at whose races George Smith won some "pots" which he has not yet received, although the races occurred last October. "Some settlement" should be full settlement, George thinks,

Smithy has also a grievance against the Chicago Cycling Club, which has not as yet turned over that Raleigh bicycle he won at the dedication tournament. The order of Captain Van Sicklen on the New York Raleigh factory was not honored, and Smith wants to know about it.

\* \* \*

#### No Arrangements Yet Made.

There is no truth whatever in the rumors now afloat that F. E. Spooner of Chicago will go to England as a representative of any manufacturer or as a rider of any particular wheel. The fact is that it is quite uncertain whether Spooner will go at all. His best friends realize how hopeless a task it would be for him to compete with such men as Shorland, and have advised him to stay at home. As to Waller's intentions, we are not definitely advised. He is at present at work as a machinist in one of the Indiana factories.

\* \* \*

#### Revivals Bad for Cycling.

Unless it becomes necessary to remove the track now in the exposition building in Milwaukee in the meantime, a race meeting will take place there Friday and Saturday, June 2 and 3. Revival meetings are to be held there in the meantime, however, and the wheelmen are fearful of losing their track.

\* \* \*

#### What We Want to See.

1. Expense payment stopped.
2. Men who receive expenses and salaries declared professionals.
3. Respectable professionals admitted to the league.
4. Cash prizes for professionals only.
5. Addresses of applicants for membership published in the *Bulletin*.
6. A mail vote on amendments to the constitution.

Why?

Because these things are the will of the majority of the members of the league. See editorial on the subject and refer to the vote in another column.

\* \* \*

#### Foreign Race Chat.

F. T. Bidlake says it is idle chatter to prate about the tricycle being dead, and that it will never be killed by the safety.

Ede, the "pocket Hercules," who has for a long time ridden an Ormonde, will soon forsake that mount and the company as well.

The English cycling press seems frightened over Sanger's proposed visit to England, inasmuch as he "has been seen to reel off a mile in 2:10 without pace-makers." We had not heard of this wonderful performance.

Lawrence Fletcher, it is said, will make an effort to regain the end-to-end record if Mills takes it from him. Mills has just discovered why he became so sleepy on his Land's End to John o' Groat's ride. He had been dosed with cocaine by his pacemakers, and a medical friend tells him that his nerves and muscles would naturally become numb after a brief stimulating effect.

The *Cyclist* wants to know "something about the \$500 on deposit at Chicago for Zimmerman, which Mr. Sanger is said to have put down," before he goes to England to compete in the championship events. The Sercombe-Bolte company deposited a certified check for \$500 with the *Chicago Tribune*, and inasmuch as Jimmy or his backers did not respond to the challenge, the *Tribune* returned the check to the concern.

A. C. Edwards, who was suspended by the N. C. U., has had his sentence reduced, so that the suspension will expire May 31 instead of Sept. 30. According to the *Athletic and Dramatic News*, "it

appears Edwards was invited to attend the race meeting at Bristol to compete in a scratch race. He accordingly entered. Being under the impression that it was an invitation race he sent no fees, but immediately he received an application for the fees he sent them by return of post to the secretary."

\* \* \*

#### A Little Too Fast, Jack.

The *Sporting Life* prints the following:

TAMPA, Fla., Jan. 28.—The ten-mile race at Sportsman's Park yesterday between Jack Prince, the world's champion professional bicyclist, and two horses, for \$200, was won by Prince. He made ten miles in 25 min.

\* \* \*

#### New Yorkers Going South.

A. A. Zimmerman, George S. McDonald and Harry Wheeler will be among the people who will visit Savannah for the tournament Feb. 22. A party will leave on the Savannah line of steamers Saturday, Feb. 18. Zimmerman may give an exhibition, but Wheeler will take part in the races. George Smith, of the Riversides, may also take part in the races.

\* \* \*

#### General Race Notes.

The Raisin City Wheelmen, of Fresno, Cal., expect to have a half-mile track for use this season.

The Columbia Cycle Club will hold its third annual race meet at Charter Oak Park, Hartford, Conn., July 3 and 4.

A Brighton man has offered a medal valued at \$25 to the first tricyclist who shall cover 400 miles in 24 hours on the Herne Hill track.

The Herne Hill track is said to be in fine shape and wintering well, no settlement having taken place, though the surface is a little broken at present.

Practice work begins much earlier in England than in this country. The Putney track is now open for practice, that at Paddington will ready about March 1, and Herne Hill shortly after that.

Burke and Edwards, the two California cracks, will, it is said, settle the question as to superiority at the Decoration day races of the Alameda Bicycle and Athletic Club. Coast records are apt to tumble, too.

The position given the L. A. W. on the union's governing board has been referred to too often lately as a "courtesy." It is nothing of the kind. It was a part of the "consideration" at the time the alliance was entered into.

Preparations for the twenty-five mile road race of the Associated Cycling Clubs of California, to be run on Washington's birthday over the San Leandro triangle, are now complete. It promises to be very largely attended.

Of the Philadelphia racers Bilyeu and Gracy will be pure, but the latter wants to sell his prizes. Geyler will ride in the class that pays best, while Taxis thinks class B would contain none but "hoodlum" cyclists and wants none of it.

According to the *Milwaukee Evening Wisconsin*, a number of prominent men in that city have stated their views very emphatically on a number of questions now disturbing the cyclists' mind. Mr. Andrae is reported as representing the majority of the Wisconsin delegates, and declared himself in favor of drawing amateur lines as closely as possible. He believed that the cash prize league would soon die a natural death, because the public would soon tire of seeing a few star riders after the novelty had worn off. As far as his opinion about amateurism is concerned, Mr. Andrae is in line with a large majority of league members.

#### A CONVICT LABOR LAW.

Mr. Ryder's Bill Read a Second Time in the Assembly, at Albany.

ALBANY, N. Y., Feb. 15.—Mr. Ryder's bill, providing for the employment of convicts in the construction and maintenance of public roads, read for the first time on January 24 and referred to the committee on prisons, passed to-day to its second reading. It provides for the appointment of five commissioners, with terms of office of five years each and with an annual salary of \$2,500 each and expenses. They are to be allowed a secretary at \$1,500. It is the duty of these commissioners to lay out certain lines of highway which are distinctly specified.

The remainder of the bill, stripped of technical verbiage, is as follows:

Except in cities and villages, the maximum width of such highways shall not be less than four rods, with a graded and worked roadbed not less than twenty feet in width. In determining the precise location, the commissioners shall, as far as practicable, follow the existing highways, and shall intersect the principal cities and villages adjacent to said routes.

The commissioners shall have power to widen or close existing roads, and to lay out new routes where in their judgment it is necessary to do so, for the purpose of obtaining better grades and more direct intersection of existing roads.

It shall be the duty of the state engineer and surveyor to furnish maps of the highways, to be designated by the commissioners. Whenever the commissioners shall determine the necessity of widening or straightening any existing highway, or for supplying material for construction, and shall furnish to the district attorney of any county a map showing the boundaries of the lands required, it shall be his duty to at once take such action as may be necessary to obtain legal possession of the premises so designated.

In estimating the damages to the owners of the lands so condemned, the appraisers shall take into consideration the benefits likely to accrue to the adjacent owners by reason of the proposed improvement. The expense incurred in the proceedings of condemnation and the compensation awarded

#### SHALL BE A CHARGE ON THE COUNTY

in which the property is located, and shall be assessed and paid by the supervisors thereof. The commissioners, after having filed a map in the office of the clerk of the county in which such premises are located, may at once enter into possession of said premises.

Whenever the lands desired to be used by the commissioners shall be the property of the state or of any county, city, town or village in the state, no compensation shall be allowed therefor, and their occupancy and use for such purposes shall be deemed the public use for which said lands were acquired by such state, county, city, town or village.

Whenever any of the highways herein designated shall cross any stream, the bridges over the same shall be constructed of stone, brick or iron. Whenever the spans of such bridges shall be less than twenty-five feet in length, the cost of said bridges shall be a charge upon the county in which they are located, and it shall be the duty of the supervisors of such county to pay to the commissioners the actual cost of the material necessarily used in the construction of the same. The cost of material for all bridges having a span of more than twenty-five feet

#### SHALL BE PAID BY THE STATE.

On each side of the highways herein authorized to be constructed, the commissioners shall cause to be planted such deciduous or perennial trees as are indigenous to the country, said trees not to be more than one hundred feet distant from each other, except where rock intervenes. The cost of said trees shall be a charge upon the county in which they are planted in the same manner as is provided for the payment of material for bridges.

Whenever the construction of any portion of the highways herein authorized shall have been completed through a county which it may traverse, the commissioners shall transfer the same to the county authorities, and it shall thereafter be maintained intact at the expense of said county and be a county charge. For the purpose of such maintenance, the superintendents of the poor and the sheriff of said county are authorized and directed to employ the labor of such paupers and tramps as shall be committed to their custody. The commissioners of highways of the several towns may levy and collect, pro rata, taxes on the lands adjoining the highways herein authorized, and expend the same in the improvement of the lateral highways in their respective towns.

#### THE CONVICT LABOR CLAUSE.

On the requisition of the commissioners herein named, or their successors in office, it shall be the duty of the superintendent of prisons, the managers of the Elmira reformatory and those having



# CLEVELAND PNEUMATIC TIRE

Lightest, Most Resilient and Swiftest Tire Yet Constructed.

The Cleveland Tire is the tire we ride.  
It fills our hearts with joy and pride.  
We're never left five miles from town  
On a country road when the sun is down;  
In case of puncture we're scarce delayed,

So quickly can repairs be mad ;  
But Light and swift and free we spin;  
On the Cleveland Tire we're sure to win.  
Try this tire, and we know you'll say:  
"I'll ride the Cleveland, come what may."



Cleveland Light Roadster,  
Weight, 30 Lbs.

Cleveland Racer.  
Weight, 21 Lbs.

CLEVELAND TIRE USED WITH CLEVELAND RIM.

NEW "I. C." VALVE.

Permanent Repairs in Less Than Five Minutes.

"Compressed air makes the finest spring  
if not ruined in the covering."

Our covering is of THREAD construction, causing the  
internal pressure of the air to act quickly and forcibly on all  
obstructions. COASTS better by far than any other tire.

CATALOGUE ON APPLICATION.

H. A. LOZIER & CO.,  
CLEVELAND, OHIO.

GEORGE E. LLOYD & Co., Corner Canal and Jackson Sts., CHICAGO, City Agents.

# OVERSTONES'93

GENTLEMEN:—

We have still some territory to let, and require good responsible agents to work it thoroughly.  
WHEELS ARE RIGHT, PRICES ARE RIGHT. What's the matter with writing for  
prices and terms? If not, why not?

Yours respectfully,

For LOYD, READ & CO., (Coventry.)

ARTHUR E. FLAVELL.

P. O. Box 2225,  
NEW YORK CITY.

## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in  
demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892  
more than 250,000 lbs. have left our factory, and has been consumed in the United States.

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| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|

And Jobbers Generally Throughout the United States.



charge of the several penitentiaries of the state, to detail not less than two-thirds of the male persons in their custody to labor on the highways designated by such commissioners, at such times and places and in such manner as the said commissioners shall direct. It shall likewise be the duty of the superintendent of prisons, the managers of the reformatory and those having charge of the several penitentiaries, to provide suitable quarters and guards for the safe keeping of the details herein required; to provide the necessary working tools; to provide and clothe the persons so detailed, and in all respects maintain such persons in like manner as is now provided for their employment and maintenance in the several institutions to which such persons are committed. The details herein directed to be made shall consist of the better class of the persons confined in the several institutions and of those having the shortest terms to serve.

The persons confined in the several institutions herein named, after making the details called for by this act, shall be employed, so far as may be necessary, in the manufacture of clothing for those employed on the highways and of the tools and implements necessary to be used in the construction of such work as the commissioners herein named may from time to time require.

All acts and parts of acts in conflict with any provisions of this act are hereby repealed.

This act shall take effect immediately.

\* \*

*A Good Roads Advocate.*

Good roads will have another strong advocate in August W. Machin, the ex-assistant postmaster of Toledo, who is a prominent candidate for the offices of third assistant postmaster general, with every evidence of success. Mr. Machin has been prominent as an advocate in his district, and was one of the prominent workers in getting the roads of Toledo and surrounding district to their present first-class condition. Mr. Machin was in New York the other day, and after calling on the REFEREE had an interview with Mr. Cleveland, Mr. Whitney, and several of the advisors of the incoming administration, and many think that his chances for the position of third assistant postmaster general are very good. Mr. Machin says that if he receives the position, the subject of mail delivery on bicycles, and rural postal matters will come under his department for action, and as he is an enthusiastic cyclist he says he will use his every influence to promote the interests of cyclists and good roads. Frank Hurd, the well-known Ohio congressional free trader, is one of the prominent supporters of Mr. Machin, whose agents are already in Washington working in his behalf. It will behoove cyclists to put in a good word to their various congressmen and senators for Mr. Machin, and all said in his favor will help him attain a position which will assist the cause of good roads.

\* \*

*Doing Business in Minnesota.*

ST. PAUL, MINN., Feb. 14.—The most important bill introduced in the house to-day was by Allen J. Greer, providing for the appointment of a state highway commission. This bill provides for the appointment of three commissioners, one of whom shall be an experienced and practical engineer. The duties of the commission are to ascertain the defects and merits of the present roads and road-making systems, the supply of good road material in the state, and to investigate generally the subject of building and maintaining public roads, including the cost thereof, according to the various best methods now in use; to make and fully report in detail results of their investigation, with their recommendation to the next legislature. The sum of \$5,000, or so much thereof as is necessary, is appropriated.

\* \*

*We Want More Like Him.*

Governor Willey, of Idaho, is a road-improvement advocate, as witness a recent utterance of his: "However rich and productive our lands may be, without

means of communication to market our surplus, the markets of the world are closed against us. I know an isolated body of agricultural land in Idaho, easily capable of producing a million bushels of wheat per annum for export, that does not place in the market a single bushel, for the sole reason that it has no road."

\* \*

*The Trance is Wearing off.*

Boast as we may of the wonderful strides this country has made in manufactures, in railways, in commercial progress, it is half a century behind in road-making. It is about time that the country should wake up and take some interest in substantial road-building.—New York Recorder.

\* \*

*A Useful Pointer.*

The Indiana division does not confine its road-improvement literature to circulars or the press. Every one of its envelopes tells the story plainly on its face, "We want good roads." Here is a tip to other divisions and cycling men generally.

*"Dudes His Dear" on a Cycle.*

A writer in a paper called *Randall's Horse Register* attributes the low price of horses to cycling. "The bicycle craze," he says, "hurts the horse business, and has made every living man tired from Penobscot Bay to Puget Sound and from Sandusky on Lake Erie to the old shell roads out of New Orleans and Mobile. Formerly the young man, when he duded his dear, took her out in a narrow-seated buggy behind a trotter. Now he takes her out astraddle of a bicycle.

"But this will all change soon. The bicycle is the most cruel and selfish of all American inventions and soon we shall have an appalling list of new diseases for our medical colleges to diagnose, caused by too much bicycle riding. Weak-chested, bow-legged girls, with straddle gaits, will come to curse the fate that put them astride on the iron wheel with the inadequate seat, and bent-backed, kidney-affected and hollow-chested young men will stalk the earth and fill the doctors' offices with their aches and weaknesses. Then they will sigh for a trotter, for the healthy, breeze-inspiring trotter. Hence, in the near future, very near, the trotter will again come to the front, and fashion, which leads the world, will lead the way."

Perhaps. But in the meantime the wheelman smiles serenely and the manufacturer goes right along with his output, while the doctor who knows his business prescribes the bicycle for boys and girls alike. "The trotter, the breeze-inspiring trotter" is all right in its way, but the health-inspiring cycle gives us better exercise at smaller cost and warmer feet at bed-time!

*Schroeder Favors Cash Prizes.*

The Milwaukee *Sentinel* quotes Chairman Schroeder, of the Milwaukee Wheelmen's racing committee, as favoring cash prizes. Mr. Schroeder advances a new argument, as follows:

"The action of many riders at the recent tournaments of the Milwaukee Wheelmen has converted me to the cash prize proposition. After they had entered for the races the riders would often refuse to ride, and thus not only would the audience be disappointed but the people would blame the management of the tournament and claim that they had been defrauded by false advertising. Their claim was, of course, an unjust one, as we were powerless to remedy the wrong and were at the mercy of the fickle riders. Under the cash prize system we would have more of a hold upon the riders and would either compel them

to ride unless they had some valid excuse for refusing to do so, or else debar them from racing at other cities where cash prizes were offered. Then, too, I think it would stimulate interest among the racing men and put an end to the present system of subsidies to great riders from bicycle manufacturers."

*The Sidewalk Fiend.*

An Indianapolis rider is on trial for running into a pedestrian on the sidewalk and knocking him down, which causes the *News* of that city to print an editorial which must, of necessity, be detrimental to cycling and prejudicial to the interests of its devotees. In a city like Indianapolis there is no excuse for the use of sidewalks by wheelmen, and pedestrians naturally regard it as an infringement on their rights. Among other things the *News* says:

"The riding of bicycles on the sidewalks is not merely a nuisance, but an outrage, and arrest and punishment should follow every perpetration of it; and if we had a more efficient city government such would have long ago been the order of things. We have a law prohibiting the riding of bicycles on the sidewalks, while the Supreme Court has decided that bicycles are vehicles and as such have rights in the streets, and manifestly, no rights on the sidewalks. Even the little town of Richmond has too much self-respect and too much sense of obligation toward the rights of its citizens to allow bicycles on the sidewalks, but the city of Indianapolis, law to the contrary notwithstanding, allows these vehicles to take the sidewalks, and, as in the present case, to the harm of pedestrians. And this is by no means an isolated case. Little children have been knocked down frequently, while men, women and children are constantly frightened by these machines dashing past them. There is a law against it; there is repeated protest against it, and our city authorities calmly ignore both and permit the out age to continue."

*Called at Our Eastern Office.*

Among the callers at the eastern office of the REFEREE, 21 Park Row, New York, last week, were Samuel Snell and family, Birmingham; F. S. Fox, Sercombe-Bolte company, Milwaukee; C. E. Van Vleck, New York; Cassius M. Coolidge, New York; Sydney Bowman, Pope Manufacturing Company's up-town agent; Thomas W. Eck, John S. Johnson and Olaf Rudd, Minneapolis; W. Inghram, Omaha; S. G. Whittaker, Boston; M. Quinlan, Gendron Iron Wheel Company; Alex. Schwalbach, Wilson, Myers & Co.; Miss D. Stilger, Newark; H. Blyth, Standard Cap Company; Albert C. Vincent, Vincent Cycle Company, Buffalo; Andrew Cahill, Buffalo Wheel Company; J. B. Pugh, East Orange, N. J.; W. C. Marion, Indianapolis Bicycle Company; Tom Roe, F. J. Wagner, Chicago; Charles Price, ex-Milwaukee; C. A. Benjamin, E. C. Stearns & Co., Syracuse; M. Quinn, *Sporting Times*; W. E. Hicks, New York *World*; L. C. Boardman, New York *Recorder*; Arthur M. Plato, Portland, Ore.

*For the Bachelor Cyclist.*

According to the *Irish Cyclist*, a new use has been discovered for rubber solution. The bachelor, if he be a cyclist, need no longer bemoan his fate when the ends of his pants become frayed and he has no one to mend them. A certain city agent recently discovered that the evil-smelling solution, which is so necessary for the repair of an air tire, is equally serviceable to put a patch on the ends of one's trousers. The receipt is simple. Cut away the frayed ends and put on a patch of cloth which has been

prepared in the same way as the canvas of an air tire. It will make as neat a patch as the best tailor is capable of. With benzoline to remove the grease spots, and rubber solution to put on his patches, the bachelor cyclist is a point or two ahead of his fellows.

*Fat as a Food.*

A little good advice to racing men, who are soon to begin training, will not be amiss at this time of the year. According to the *Pittsburg Dispatch*, Liebig taught that fat split up in the body, and that the free carbon combined with the oxygen taken in in respiration to produce carbonic acid, and that it was by the act of respiratory combustion that the body heat was maintained. Fatty foods were hence considered necessary as heat producers. Recent investigations, however, show that, though fat is split up and combined with oxygen in the production of heat, especially during muscular exercise, the process is effected in the tissues by the action of the cells, and not in the lungs, as formerly taught.

The use of the fat is now regarded as threefold. 1. To maintain the body heat. In cold latitudes where the body is subjected to rapid cooling, fatty food becomes a necessity, so that the carbon may be easily supplied for combination with oxygen in consumption. Hence the Greenlander consumes large quantities of blubber and oil. 2. To produce force. A muscular tissue is only produced at the cost of oxidation in the tissues; fat is rapidly burned off during exercise. If absent, the tissues themselves would be wasted. 3. To prevent the use of albumen. A purely albuminous diet is wasteful. It has been proved experimentally that a small amount of meat food, taken in combination with bread and fat, suffices to maintain the albuminous structure of the body better than an exclusively lean meat diet.

Fat stored in the body as adipose tissue is a bank on which the body may draw for supplies of energy and heat when required. It is stated that in the Franco-German war of 1870 the German emperor, acting on the strongly-expressed opinion of Ebstein that muscular fatigue could best be supported on fat, gave orders that each soldier should have served out to him 250 grammes of bacon. It is also a well-known fact that fat animals bear deprivation of food better than thin ones.

*Cyclists in a Skating Race.*

Bicyclist and roller-skater Fred Zimbrich, who, to judge from performances on the wheel last season, promises to be heard from on the path this year, met and defeated Emmett McDowell, holder of a "diamond belt emblematic of the world's championship," in a five-mile race at Rochester last Saturday night. The race was the first of a series for "the championship" and a wager of \$400, besides a percentage of the receipts. The time was 15 min. 42 sec. McDowell is a brother of Eddie McDowell, the professional, of Philadelphia, whose motto—"I'll die or make good pace"—the elder cyclists of the country will remember.

*Voting at Rochester.*

Citizens are interested, cyclists are anxious, and candidates are desperate over a voting contest promoted by the Rochester *Herald* for the most popular cyclist in Rochester. At the conclusion of the contest, May 1, a light Columbia machine will be awarded to the one having the greatest number of votes. Fred Crosby, C. J. Iven and Charles H. Smith are the leaders in the voting.



## SMALLEY BICYCLES FOR 1893.



*Four Styles: Light Roadster, Road Racer, Track Racer (New Style Handle Bars), Ladies' Wheel. . . . .*

Agents Wanted in Unoccupied Territory.

RACINE HARDWARE CO., Racine, Wis., (Makers of the celebrated Racine boats)—Agents for Wisconsin, Northern Michigan and all territory west of the Mississippi River.

J. E. POORMAN, Cincinnati, O.—Agent for West Virginia, Tennessee, Kentucky, Southern Indiana and Southern Ohio.

### MARBLE CYCLE MFG. COMPANY,

RETAIL DEPOT:

271 Wabash Ave., Chicago, Ill.

PLYMOUTH, IND.

GEO. K. BARRETT, Manager.

*Zimmerman rides the Raleigh. We are agents for Illinois.*

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## TO ALL WHOM IT MAY CONCERN:

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\* \* \* \* \*

# ROVER CYCLES

*Are taking on very fast, and will again be the  
Leading Wheel in the States this season. . .*

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AGENTS WANTED.

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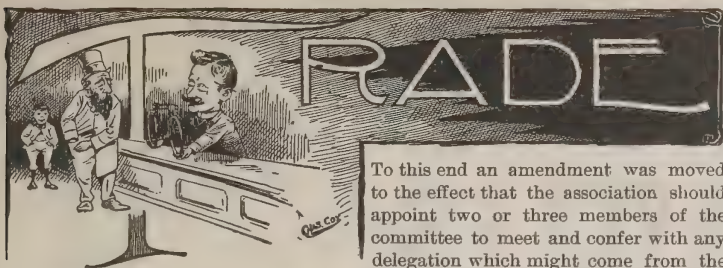
Address **HARRY NEVILL, Care "Referee,"**

DEARBORN STREET, CHICAGO.

Representing

J. K. STARLEY & CO., Ltd., Makers, Coventry, England.





STANLEY VS. NATIONAL SHOW.

*Preliminaries Arranged for a Settlement of a Long-Standing Dispute.*

LONDON, Jan. 31.—As an exhibition the National show has been a grand success; as a means of promoting business it has been, so far as the makers of cycles have been concerned, a distinct failure. One or two firms—the Triumph people and the Leicester Cycle Company—have done very well indeed, but with the majority of the cycle exhibitors business has been by no means what was anticipated, and most of them do not attempt to disguise the fact. The makers of accessories, on the other hand, have done very well indeed. Both the principal saddle people, Lamplough and Middlemore, have taken some excellent orders; Miller & Co. have done big business with their Lito lamp, a distinct novelty, and Perry & Co. and the Eadie Manufacturing Company, have concluded some important deals in parts and fittings. The latter concern, although it has not been in the trade a year, has already assumed quite an important position, and it was most noticeable that a very large number of the front driver bicycles on show in the exhibition were fitted with frames patented and manufactured by the Eadie company.

In tires there were again several novelties. Unboubtedly the best was that shown by Smith's Patents Company, the originator of the laced cover for pneumatics. Its latest invention consists of an inner tube covered by a protecting canvas flap and enclosed in an outer cover, which encases not only the tube but also the rim. The two edges are made so that they can be fastened together by means of short lengths of wire which pass between the spokes and thus keep the tire in position. The great objection to the many wired-on tires which have been introduced this season—that in rounding corners they bulge over and shift from their places—is thus overcome. The tire is made with the Surrey Machinists' Company's V-shaped hollow rim and is therefore very light. So far as can be ascertained it is both resilient and fast, and in case of punctures or other accidents it can be removed, repaired and replaced in less than five minutes. The North British Rubber Company, whose clincher tire has long held so good a reputation, has at last been persuaded to build a light tire and now turns out one in every way suitable for the road at the small weight of three pounds and thirteen ounces, including the rim.

The last few days of the show have been chiefly occupied by meetings dealing with next season's show. On Thursday there was a meeting called by the Cycle Manufacturers' Protection Association, at which two propositions appeared on the paper, backing up the Association and requesting it to hold the next National show on exactly the same lines as the present one. Unfortunately these propositions did not find favor with a large section of the trade, who objected to prolonging the war with the Stanley club and desired that some agreement might be arrived at whereby an amalgamation could be arranged and a repetition of this year's fiasco avoided.

To this end an amendment was moved to the effect that the association should appoint two or three members of the committee to meet and confer with any delegation which might come from the Stanley club with a view to discussing terms for amalgamation. This amendment was carried—to the intense surprise of the National show committee. Next day the Stanley club held a meeting of makers and others, and at this a resolution was passed recommending the Stanley C. C. "to appoint two or three members of the club as a committee to confer with the manufacturers' association with a view to promoting one show." Both resolution and the amendment at Friday's meeting were moved by R. L. Philpot, the general manager of the New Howe Machine Company, who comes cut with flying colors and is to be congratulated on the attempt he has made in the whole trade to put an end to the present unfortunate war. The committee of the manufacturers' association met yesterday and it is probable that the next show will be held at the Crystal Palace from Dec. 1 to Dec. 9, 1893. Both M. D. Rucker (Humber & Co.) and J. H. Ball (Nottingham Machinists' Company) put in an appearance at the show, pleased with the results of their trips to America, and both looking well after their travels.

#### THAT DEALERS' ASSOCIATION.

*Great Difficulty in Organizing the Affair—The Trouble.*

Unless all reports are decidedly wrong, the Chicago dealers' association is not having a very smooth time of it, and doubts seem to exist as to the success of the enterprise. At any rate there are a few houses which are decidedly opposed to the general rules as proposed to be laid down for the government of the local business concerns, and with one house already out and no less than three almost ready to withdraw, the success of the affair is considered by some quite doubtful. There was a long and interesting meeting in parlor K of the Wellington Friday, but nothing definite was decided upon. The trouble seems to be with the rules regarding the acceptance of second-hand wheels in exchange for new ones and the length of time to be allowed on payments. The proposed rules forbid the handling of second-hand wheels in any manner and permit only six months' time to be allowed for payment. This applies only to wheels selling for over \$135. A violation of the rules would occasion a forfeit of \$500.

C. H. Sieg says he will not go into such a scheme; he does not propose that anyone shall say how he shall run his business. Last year, he says, he did a good business in second-hand wheels and proposes to do so again. Then again, he says, he finds many cannot pay for a wheel in six months. He has allowed eight and even ten months to people known to be entirely responsible, though he would, of course, like to see all pay in six months. But he says he doesn't propose to lose a sale merely because a man wants eight months instead of six when he is responsible.

Mr. Plumb, of the Ariel company, talked much as did Mr. Sieg. He argued that a man would come along and say he had a good second-hand wheel he wished to trade in for a new one, but this proposition could not be entertained

because of the prohibiting rule. There would be no inducement for a new maker to offer. If no exchange were allowed, the prospective purchaser would simply say, "Well, I don't know your wheel, and as long as terms are equal I'll go and get a ——— or a ———; we know they are good." Then again, argues Mr. Plumb, a great deal of business will go to the city dealers outside of cycle row, and if not to them then to out-of-town dealers. "I wasn't put here for fun; I'm here to make money for my concern and I propose to do it," says Plumb. "For that reason I shall act as I think best for the interest of my company."

Mr. Lyon, of the Century company, said he was new to the trade and of course could not say just what he would do except that he should act as he thought best for the welfare of his concern.

#### DO CYCLE SHOWS PAY?

*A Statement of the Case Which Makes it Appear Doubtful.*

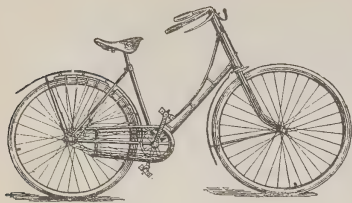
We reproduce below, from the English *Cyclist*, an article which seems to be worthy of careful consideration by exhibitors in this country. Briefly, the question presented is, did the National show bring the manufacturers \$400,000 worth of sales which would not have come to them through other channels? In this country, with a much smaller show, but larger average expenses, it appears that about \$200,000 worth of new business was necessary to cover the outlay.

The article is presented that the question may receive that attention which is due so important a matter, and not, by any means, for the purpose of discouraging the gentlemen who advocate a continuance of the annual exhibition.

The question of cycle exhibitions has been very much to the front lately, and the experience of the past few months has more than ever intensified the opinions which we have long held, that not only are cycle exhibitions as conducted in the present day, and considering the present condition of trade, absolutely unnecessary, but positively harmful when the general interests of the trade are considered, and taken collectively, an enormous waste of time, money and energy. This may seem rather sweeping, and when the special issues of the *Cyclist* are considered, it may seem strange that we should hold such views, but the fact nevertheless remains that, although the *Cyclist* receives a large addition of business in connection with every show, we hold these opinions, and do not hesitate to state them, although in direct opposition to our own interests. We will look first at the mere question of expense and the return therefor. We have by dint of enquiry among exhibitors been able to ascertain some figures that not only astonished us, but will, we think, fairly open the eyes of those who have never given the matter a thought. To take the National Cycle Exhibition, which has just been brought to an end, we think few people would believe the cost to the exhibitors collectively of an exhibition such as this. Take the exhibitors individually, let them for a moment consider and jot down their expenses, in the doing of which they will have to take into calculation—1. the price paid for their stand at the exhibition; 2. the cost of fitting it up; 3. the extra cost of preparing machines for the show. To this must be added cost of extra advertising and printing during the show, cost of transit of machines from the factory to the place of exhibition, cost of board and residence of exhibitor and attendants (together with their railway fares) for the fortnight or so that their presence is necessitated at the exhibition, also the wages of the attendants for the period named, and in addition to this a more or less extensive disbursement in the way of refreshments, and other civilities extended to actual or prospective customers, and many other incidentals. If these are fairly reckoned, putting aside altogether the indirect expense, or rather loss, to the manufacturers through the upsetting of the arrangements and routine of their works, we think it will be found that an exhibition costs few exhibitors less than £100; in fact, two firms who are not by any means amongst our largest houses, have indeed, given us the exact figures which their own exhibitions at previous Stanley shows had reached, in one case the figures being £99 and in the other £135, and in both instances economy in arrangement and expenditure was carefully considered. Drawing a line through these figures and basing a proportionate calculation thereon, we think it will be found that the direct cost to the exhibitors of the show we have

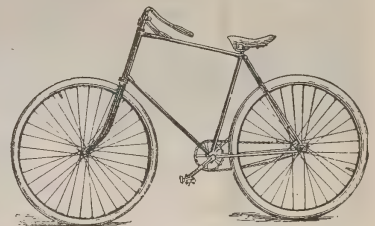
just seen closed has been something over £16,000. Now, for a manufacturer to see his own again, he must sell a sufficient number of machines for the gross profit upon them to counterbalance his expenditure, and if we take the average through the different classes of goods shown, and reckon them to bear a gross factory profit of 20 per cent, it will be seen that it is necessary, for the exhibition to merely pay expenses, that fresh business to the amount of £80,000 should be done. We think it probable that actual orders taken at the exhibition might possibly amount to this, because it has been the habit of late years for manufacturers who are exhibiting at an exhibition of this kind to specially notify their agents to visit them and place their orders at the show; and, apart from this, there are many agents also who, although they have practically decided with whom they shall deal the coming season, defer placing their orders until the show. As most manufacturers are aware, in such cases as these—and we believe they will be found to form by far the majority in the instance of trade done—the business would have come to them in any case, show or no show, therefore it is not fair to calculate what might be termed merely postponed business to the credit of the show. That £80,000 or anything approaching one-half of it, is done in fresh business, or that a sufficient number of persons are induced to take up cycling by seeing the machines at the show to anything like warrant the expenditure, we very much doubt; indeed in many cases where fresh business is done by individual firms, it is but the transference of business from some other firm to themselves and some of their own customers may in like degree be induced by visiting the show to place their orders elsewhere, so that even here the apparently new business done, when the show is taken collectively, can not in a fair proportion of cases be dealt with on the credit side. On the simple question of direct profit and loss, looking at the show as a gigantic business transaction, we think that we have shown plainly enough that the exhibitions are a failure. Another very serious effect of shows, such as the National or Stanley, and one that the lay mind will not, perhaps, readily grasp, is the effect they have in tying the manufacturers' hands in the winter months. Without a show, the manufacturer, as soon as his factory arrangements for new patterns were made, would get his travelers out, and would soon be in receipt of sufficient orders to enable him to work steadily on production, and even delivery. With a show looming in front of him, however, the agent holds his hand, and whilst he knows he will, in almost certainty, place his order with a particular maker, he refrains from doing so until the show, the result being that for some five or six weeks or a couple of months trade is delayed, and the mass of trade for the year, already confined by its very nature to a limited period, forced to be executed in a still more strictly defined and restricted time. As to the benefits which a show confers upon the public and trade, we venture to assert that they by no means compensate for the drawbacks we have already referred to. It is true that they bring men together and assist in cordiality of feeling between riders, makers and agents in all parts of the country and, indeed, of the world; but although this is very nice, it can not be put in the ledger. It is true that by a display such as that we have just seen at the Crystal Palace, such of the public who may not be aware of the extent of cycling or the importance of its trade, may be enlightened and impressed, but we hold that, however important this might have been ten or twelve years ago, when cycling and its trade were young and making their way slowly, few persons in England now are ignorant of the extent or value of cycling, and certainly, as we have pointed out above, the influence on the public mind can not by any means be equivalent to the expenditure undergone to secure it. The only other advantage that has been urged is that shows tend to prevent fixity of pattern, which it has been ascertained the manufacturers are desirous of securing; but our experience of recent shows leads us to the belief that the effect of shows is rather to intensify than to prevent this very bogey, fixity of pattern, which has been raised to scare the public. Manufacturers left to themselves, it is true, would not be in a hurry to introduce a new pattern whilst their old ones remained on their hands, but if any maker invented or came across a new idea which it struck him if placed on the market would give him an advantage over his competitors, he would not hesitate in his own interests to alter his patterns to introduce that machine and to push it, for all it was worth. If it proved a success, every maker, in his own interest, would have to follow suit—in other words, the strong competition existent in the cycle trade is quite a sufficient lever to keep matters in fair and reasonable channels, and to prevent anything detrimental to the interests of the public. Although we urge this matter very plainly, we are afraid that we look forward to an unattainable Utopia when we seek a time when there shall be no shows, for the simple reason that so long as there is "money in it" people will be found to promote exhibitions, and so long as there are manufacturers who—unlike the Clarke family of Wolverhampton and Manchester, who have never shown and who all do a thriving trade without showing—have not the courage to stay



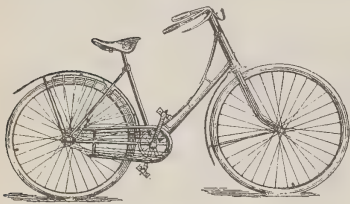


Warwick Cycles

# WARWICK CYCLES.



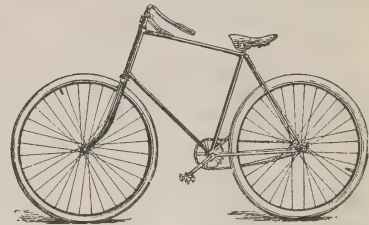
Warwick Cycles



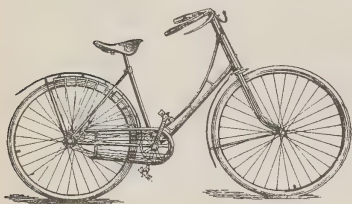
Built on Honor.

WE ARE

Sole Western Agents.

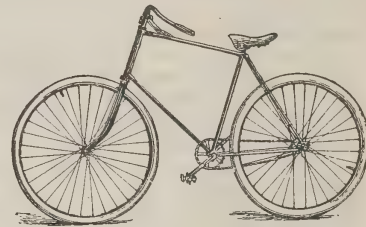


Built on Honor.

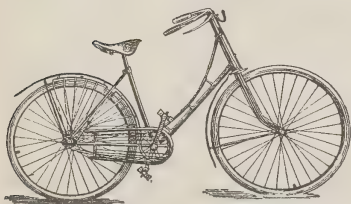


Warwick Cycles

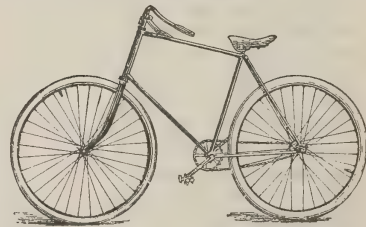
## THORSEN AND CASSADY COMPANY.



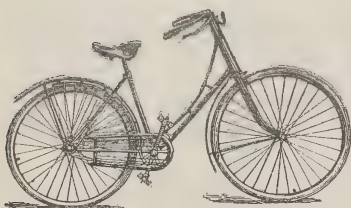
Warwick Cycles



Built on Honor.



Built on Honor.



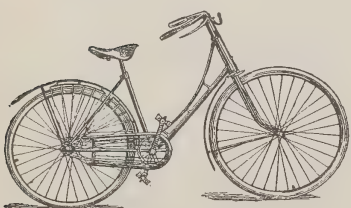
Warwick Cycles

60 WABASH AVENUE,  
CHICAGO,

Sole Western Agents  
FOR 1893.



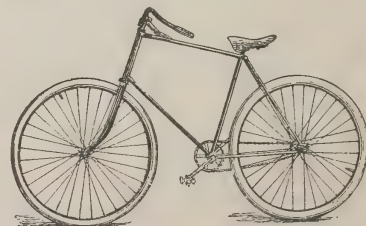
Warwick Cycles



Built on Honor.

This Magnificent Line Consists of:

|                        |     | WEIGHT. | LIST.    |
|------------------------|-----|---------|----------|
| The Model A,           | : : | 29 Lbs. | \$150.00 |
| The Model B,           | : : | 33 Lbs. | \$150.00 |
| The Ladies' Priscilla, |     | 34 Lbs. | \$150.00 |



Built on Honor.

ALSO SOLE CHICAGO WHOLESALE DISTRIBUTORS

Western Wheel Works Cycles,  
Remington Cycles.

SEND FOR SPECIAL PROPOSITION TO AGENTS.



## ANNOUNCEMENT.

# FREE: A FOWLER

## READ CONDITIONS.

**WE WANT EVERY READER OF THIS PAPER TO HAVE ONE OF THE FOWLER CATALOGUES.** It is a beauty and gives information that every rider and agent should know. A record will be kept of your name, address and number of catalogue. On March 31, 1893, we will announce the lucky number, and on receipt of the catalogue, we forward to its owner **ONE FOWLER WHEEL**, either 26, 32 or 36 pound regular \$150.00 wheel, in any color, and guaranteed for one year. Messrs. S. A. Miles, "Referee," and N. H. Van Sicklen, "Bearings," have full charge of the drawing.

**RULES.**—Applicants must send name and address plainly written and mention the "REFEREE." We must also have the lucky Catalogue returned to us after the winning number has been announced. **Everybody send in your name. Secretaries of Clubs:** Send in names and addresses of your members and you may get a \$150 wheel, which you can dispose of for the benefit of your Club.

**Agents:** Don't you want to handle the Fowler? Write us for terms and discounts, stating territory desired, etc.

# HILL CYCLE MFG. CO.,

142, 144, 146, 148 W. WASHINGTON ST., CHICAGO, ILL.

away if they think some one else will be there, so long, we suppose, will shows continue.

### AMERICAN TRADE PROSPECTS.

*The Humber Manager Thinks Them Poor for the English Maker.*

The Cunard steamship *Servia* brought back to these shores on Monday week the well-known general manager of the Humber company, Mr. M. D. Rucker, who had been over to America settling some affairs of the company at Chicago, which was done in a journey extending just over six weeks, so rapidly can one travel now between the old world and the new. He came in for the tremendous weather on the Atlantic in December, but bar the first few days had a smooth passage back in January, just in time for the National show. We "ran him to earth" on interviewing bent, at Thames Ditton, a few days subsequent to his arrival, and after congratulating him on his healthy appearance (he brought typhoid from the States last journey) we started with—

"And what do you think of the prospects of cycling in the States?"

"So far as the progress of riding is concerned it is immense."

"Yes; but we mean the prospects of trade so far as England is concerned."

"Poor," was the reply.

"And why?"

"Because, the Pope monopoly having gone, there are plenty of American makers about, and they are now turning out lighter machines. Then, again, the mistake of some English houses who, just at the advent of the pneumatic tire 'boom' here, loaded the American market with a lot of solid-tired 'stuff,' has made a bad name for English machines. They forgot that the Americans are as 'cute' as we are. Then, again, the importation of parts into America has not been sufficiently provided for. Makers

sent machines, something went wrong, and the purchaser was three months before he could get his repair parts sent from England. American agents have seized on this, and used it as a lever to advise customers to purchase States made goods, which, coupled with the lighter machines turned out, has proved successful in many cases."

"But the McKinley tariff once removed—as it no doubt will be by the powers that be—surely will give English machines a new chance in the States?"

"I do not expect that they will take much duty off machines, though they probably will off 'parts,' and that will leave the English makers in a worse plight than ever as regards America, because the home makers there will then be able to build up light machines with English parts, for which they will pay little or no duty."

"Then you think that although cycling *per se* is strongly on the advance in the States, English trade chances there are not rosy?"

"That is so; particularly for new firms. It is no use going to America without a name already made in England."

"You went to Chicago on special business, was it not so?"

"Yes; a company which had done business with us required looking up, but I came back with 20s in the £1."

"The exhibition there will be a big affair?"

"Yes, something grand as far as I can judge."

"Oh, by-the-bye, who is to be your new Paris manager?"

"It is not settled yet. I am going over there on Tuesday, and will stay till things are settled. We shall, I hope, get a better man than we have ever yet had, and do more business than ever."

Then M. D. Rucker, who has recently

been standing 62 degrees of frost, wrapped his comforter round his throat as a protection against our damp English climate and departed.—*Wheeling.*

### The "Push" Will "Pull."

There is on foot among the few survivors of the "push" a movement to start a new society out of the mangled remains of the former, to be called the "pull." The object of the new organization is a praiseworthy one, as the main idea is for all to pull together for the interests of the people who employ them, a change which will undoubtedly receive cordial support from the employers. Welcome and long life to the "pull."

### One of the Old Brigade.

L. M. Wainwright is a hoosier by birth and choice. He has tested other



habitations, but they did not suit him. He became a wheelman in days when ordinaries of extra light pattern weighed seventy pounds or more. He had a fair turn of speed, too—3:45 perhaps! His popularity and business ability placed

him at the head of the Indiana division, of which he became chief consul. After awhile he went to St. Louis and sold wheels for Snitjer, but in 1890 he returned to Indianapolis and has since been president of the Central Cycle Company. The concern started out modestly and has branched out gradually until it has assumed a prominent position among makers of medium grade machines. Wainwright is an official handicapper of the L. A. W.

### Samuel Snell Arrives.

The *Servia* last week brought over Samuel Snell and family, and America will now have three more citizens, as among the Snell family are Archie and Sydney, two bright youths 11 and 13 years old, respectively. These two boys are expert cyclists and have taken part in boys' races in England. Mrs. Snell and three daughters also visited the eastern REFEREE office on their arrival with Mr. Snell, and the whole party will proceed to Toledo, their future home, in a few days. The Snells will be a welcome addition to the town made famous in cycling by Peter Gendron, J. F. Vogel and Joseph Yost.

Among the specialties Mr. Snell brought over with him was a felt pedal with white material to take the place of the rubber, and which will reduce the weight of a pedal eight ounces; a felt handle and a hollow rim drawn from a weldless tube bar of 26 gauge; also a splendid line of lamps, the tools for making same having been made in England.

### A Small Dealer's Complaint.

Said a small dealer (from a suburban town) last week: "No, sir; I refuse to handle any wheel on which I am offered a discount on an order for five, a larger discount on ten and a still larger dis-



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

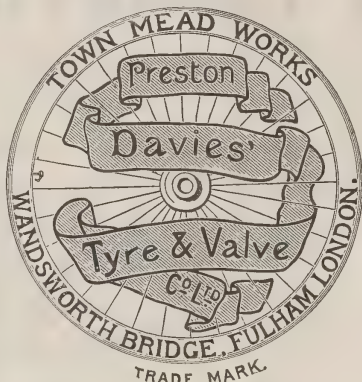
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

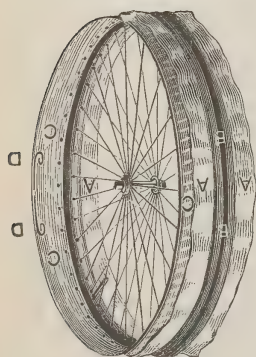
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



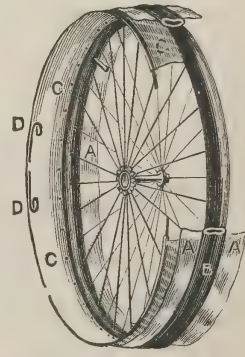
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tire and you are ready to start.



Showing the Tire open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.  
LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.  
COVENTRY DEPOT: 21 Warwick Lane, Coventry.  
AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.  
AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.





# RALEIGH

## MEDALS

WILL BE GIVEN TO SUCH RIDERS AS MAKE RECORDS DURING 1893 ON A . . . . .

# RALEIGH.

**REMEMBER** before deciding on your new mount that **RALEIGH'S** breed  
**—CHAMPIONS.—**

*The RALEIGH CYCLE CO., Ltd.,*

Greenwich and Bank Sts., NEW YORK.

*GOOD AGENTS WANTED.*

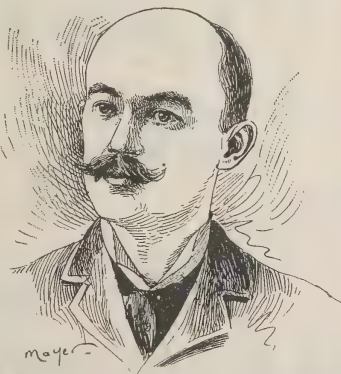
count for twenty to twenty-five wheels. The dealer only encourages the cutting of prices when he tries to make me take four or five times as many wheels as I can handle, and that's what I must do to compete with a competitor in a city only seven miles away, who can sell wheels for what I pay for them and still make money. Now, look at it as I do. I contract for twenty wheels and can sell five. At the season's end I am left with fifteen machines on my hands. I must sell these at any price, and new models have come in and therefore cut the prices to death. Thus I sell myself out of profits for the season.

"Cut prices on new wheels? Of course I do, in a way. I sell the wheel for full list, receive the money and receipt for it. Then from the other pocket I bring out \$10, perhaps only \$5, and make a present of it to my purchaser. I have to do it; my competitors are doing it, I have to do likewise. The dealer loses by the deal, whereas, would he give me an equal chance with my competitors by giving me an equal discount on one or two machines I could, perhaps, build up a nice business in a season or two. The dealer knows I am a business man and do not want the wheel to ride. Then why not give me a fighting chance? I deal with the man who looks at it this way and if his wheel is as good as he says, he need not fret but that I'll push it and perhaps in the end sell as many wheels as expected."

#### *Overman Company in Detroit.*

Charley Overman, genial, smiling and bald—the latter is shown by his picture or we would not have mentioned it—spent a few hours in Chicago recently. He had just added one more to the Overman branches, the new one being at Detroit. The Overman company has found this method profitable. Last

season its 'Frisco branch, though conducted in expensive style, made money—we are not permitted to say just how much, but more than some of the \$10,000



beauties receive. The company now has branches in Boston, Detroit, Denver and 'Frisco, and rumor has it that a larger city than either may be added to the list before long.

#### *Tin-Pot Bicycles.*

Feather-weight or tin-pot bicycles rigged up for advertisement only or not for use should not be put where passers-by can touch them, but rather hung up out of reach, only to be looked at, which is really all they are fitted for. One of these toys was sadly disabled during show week by a small squeeze given the chain, nowhere near the force being put into it that would be used in driving the machine. The funny part was that some of the bits disappeared in the cracks between the boards of the flooring.

We take the above paragraph from *Bicycling News*, and while we must admit that there is not only truth but also some sense in the remarks, we may mention that all makers are not alike. We

well remember at the Stanley show, in the Crystal Palace, some two or three years ago, a very light solid tired machine being exhibited by Harry James. It was a James racer, and scaled just under fourteen pounds. Mr. James placed it at the writer's disposal, and offered two sovereigns if it were broken with fair riding—*Athletic and Dramatic News*.

#### *A Gold Medal Awarded.*

The Massachusetts Mechanics' Association has just awarded, through its committee of science and the arts, its "gold medal of honor" to Mr. Ellwood Ivins, of this city, for "his wonderful achievements in producing seamless tubing of high carbon steel, without the use of solder or weld."

This medal was accompanied by a diploma, in which the great value of his achievement to mechanics and kindred arts is expressed by the association. About a year ago Mr. Ivins received the same honor from the state of New York. Mr. Ellwood Ivins is a young man, considerably less than thirty-five years of age, and was born and has always lived in this city.—*Philadelphia Ledger*.

#### *Recent Patents Granted.*

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. F. Aughinbaugh, patent attorney, Washington, D. C.:

- 491,162, velocipede saddle; William J. Edwards, Chicago, assignor to the Union Manufacturing & Plating Company, same place; filed Dec. 14, 1892.
- 491,300, bicycle; Frank Sweetland, Angola, N. Y.; filed June 4, 1892.
- 491,966, pneumatic tire; Daniel H. Smith, Holyoke, Mass.; filed June 24, 1892.
- 491,335, bicycle lock, Edward Buisse, South Bend, Ind.; filed Aug. 12, 1892.
- 491,342, combined coasting pedal and lock for bicycles; Waldo G. Fay, Columbus, O.; filed April 2, 1892.

491,366, bicycle gear; William Mahoney, New York; filed March 31, 1892.

491,386, cycle tire; Alexander Straus, New York; filed Feb. 27, 1892.

491,429, velocipede driving gear; John Keen, Thomas R. Marriott, and Frederick Cooper, London, Eng.; filed Feb. 26, 1892.

491,463, fastening device for wheels, etc.; Henry C. Carver, Manchester, assignor to Edmund Drinkwater Carver, Wimbledon, Eng.; filed Oct. 16, 1891; patented in England, France, Belgium and in Germany.

491,475, support for velocipedes; Sterling Elliott, Newton, assignor to the Hickory Wheel Company, Watertown, Mass.; filed March 19, 1892.

491,479, pneumatic tire; Christian H. Grav, Silvertown, Eng.; filed July 28, 1892.

Reissue, 11,307, hydrostatic tire setter; Charles L. Grimes, Moline, Ill., assignor to William White & Co., same place; filed July 28, 1892.

Trade-marks, 22,453, tires for vehicles; Union Cycle Manufacturing Company, Boston, Mass.; filed Nov. 14, 1892; essential feature the word "Airtite."

22,454, bicycles, velocipedes and articles accessory thereto; Hulbert Bros. & Co., New York; filed Jan. 7, 1893; essential feature the word "Majestic."

22,455, bicycles, velocipedes and articles accessory thereto; The Yost Manufacturing Company, Toledo, O.; filed Jan. 11, 1893; essential feature the word "Falcon."

#### *A Factory for Dubuque, Ia.*

A report reaches us from Dubuque, Ia., that Secretary Samuels of the Board of Trade has been requested to find a suitable building for a bicycle factory. It is said that the projector of the scheme is a Stamford, Conn., man already in the business there.

#### *Ready For a Big Business.*

A. M. Sheffey & Co., 92 Reade street, New York, write us that they are prepared with the stock for the spring trade, and are already shipping samples daily, especially of their Wynnewood and Queen City lines. In addition to their store-room in New York, which is from floor to ceiling, they have three other rooms filled with machines. To save transportation charges many



AGENTS,

# IVEL CYCLES!

HIGHEST GRADE,

**\$160.00.**

**W**E want good agents for this wheel, and we intend to make it worth while for good men to push it.

The IVEL is an English machine of the highest grade, and cannot be excelled either in material or workmanship.

Every part of it is imported with the exception of the tire.

We furnish any tire desired and give guarantee of whole machine.

We carry a stock of all Parts, and can promptly furnish a duplicate of any part of the machine.

*Selling Agents for the United States:*



IVEL SCORCHER, 30 POUNDS.

**FOSTER, BROWN & CO.,** 146 BROADWAY,  
New York, N. Y.

35 LBS.—OUR NEW WHEEL—35 LBS.

—THE—

## CENTRAL.

Light — Strong — Elegant.

**RESTRICTED TERRITORY.**

PRICE, \$135.00.

COMPETITION DISCOUNTS.

*Write For Exclusive Territory.*



*"A thing which pleases is already half sold."*

**CENTRAL CYCLE MANUFACTURING CO.,**

Indianapolis, Ind.

**THE 'BEN-HUR,'**

A GREAT SELLER.

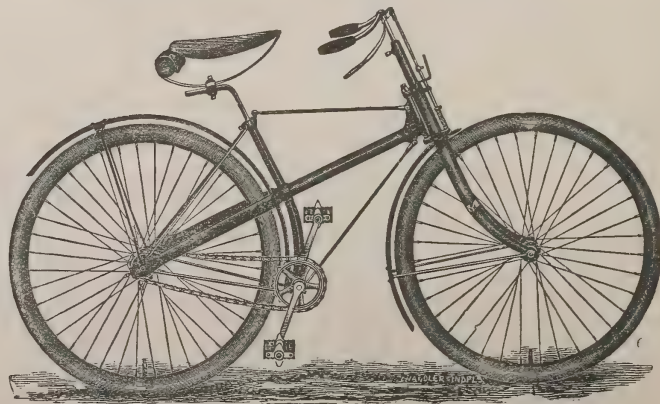
**--1893--**

Discounts Now Ready.

OPEN TERRITORY.—

—RESTRICTED PRICES.

**TRADE ONLY.**





There is no Doubt  
No Shadow of Doubt  
No Possible Doubt Whatever

THAT the **TOURIST BICYCLE** is the one you want. BECAUSE: It is made as carefully as a chronometer watch, and runs just as smoothly. It won't fall apart, and it won't break down, and it won't cost you one dollar a year. And it won't "chuck," and besides IT IS MADE BY THE

**GEO. R. BIDWELL CYCLE CO.,**

308-310 West Fifty-ninth Street, New York.

And so are the Tires, which surpass anything on the market. Send for Catalogue and Circulars.

**THE REMINGTON!**



THREE patterns for '93: Light Roadster, actual weight 32 lbs.; Roadster, 44 lbs.; Ladies' Wheel, 42 lbs. Prices, \$140.00.

Material best obtainable. Workmanship unsurpassed. Mannesmann tubing. Warwick hollow rims, and a variety of the best pneumatic tires to select from. Send for catalog.

**REMINGTON ARMS CO.,**

315 BROADWAY, NEW YORK.



wheels are shipped direct from the firm's factories to customers. A. M. S. & Co. were caught last year with a short stock, but they intend profiting by their experience, as the above facts prove.

#### A New House in the Trade.

Whitcomb, Foster & Co., whose headquarters are at 591 West Madison street, have made arrangements with H. C. Martin & Co. to handle the Buffalo Tricycle Company's line in Chicago. Mr. Martin was in this city for a few hours on Saturday last. The firm mentioned above is a new one in the bicycle business, and is fortunate in securing one of the best medium grade lines in the market.

#### Another New-Comer in Cycling.

The Queen City Cycle Company no longer handles the Columbia in Buffalo. A representative of the Pope Manufacturing Company recently placed the agency for his wheel with the Fairbanks scale people, another new house to the cycle trade.

#### As to Trade With England.

An American at present in England writes us that the recent failures in America have discouraged many who previously had longing eyes on the American market. He believes that the trade in complete machines is gradually coming to an end, but that the business in tubing, forgings and parts generally will continue on a paying basis.

#### They Are Believers In Water.

Buffalo men believe that when it has been made possible to utilize the water power at Niagara Falls, their city will become the greatest cycle manufacturing center in the country. Buffalo, we believe, has already ten manufacturers, and we know of two others who contemplate entering into the business before long.

#### Growing While Papa Is Away.

A large extension is in the course of erection at the Lozier works at Toledo. Indeed, the addition will be larger than the main building. Its dimensions are 200x52 feet. A large boiler and engine room, 60 feet long, is being built at the east end of the present building. The cost of the whole improvement, including machinery, is estimated at \$150,000. Meanwhile Mr. Lozier is enjoying himself in California.

#### It Should Have Read, Syracuse.

Last week we gave the name of the new company formed to manufacture Stearns bicycles as the Rochester Cycle Company. The capital stock of the new company is \$100,000, and the manufacture of the Stearns wheel will be carried on, as heretofore, at the old factory.

#### Henning Not to Blame.

Frank Henning, whose name was used by the late firm of Kirkwood, Miller & Co. in connection with the "Henning Buggy Co.," has shown that this was not done with his knowledge or consent. After being duly sworn he stated that he had never authorized the use of his name, and had never received any of the goods shipped to "Henning & Co."

#### Who Owns the Patent?

Phelps & Dingle have served papers on the American Seddon Tire Company, to prevent if possible, the new concern placing the Seddon tire on the American market, as the Passaic firm claims the Shradler patent covers both the Seddon and Dunlop tires. The latter company was served with papers some time ago by Phelps & Dingle. Manager Elliott Burris, of the New York Belting and

Packing Company, now says that all hands had best call and see him, as he has something in the shape of a royal flush which he thinks of playing pretty soon. In the meantime the trade and many anxious enquirers would like to know where they stand on the tire question.

#### Books and Pamphlets Received.

The REFEREE acknowledges the receipt of the following publications:

Union Cycle Manufacturing Company, Boston, catalogue—Shows the Union P. D. Q. (pedibus duobus quietus), weight 32 pounds, price \$150; Union No. 3, 37 pounds, \$150; Union 2:10, 35 pounds, \$150; Union No. 2, 42 pounds, \$150. Also the Airtite tire.

Perry Richards & Co., Wolverhampton, Eng., catalogue—Shows eleven styles of Empire cycles, including a tricycle, geared ordinary and front driver.

J. E. Poorman, Cincinnati, catalogue—Shows complete lines of the Warwick, Sterling, Union, Raleigh, Cleveland, Smalley and a line of cheap wheels and sundries.

Monarch Cycle Company, Chicago, catalogue—Shows road racer, 32 pounds, \$150, a very handsome wheel; roadster, model A, 37 pounds, \$140; roadster, model B, 39 pounds, \$145; ladies' Monarch, 35 pounds, \$150; sundries, etc.

Public Ledger, Philadelphia, Public Ledger Almanac for 1893—A valuable and most complete gathering of facts, dates, events, etc.

#### Warwick Company's Success.

The Warwick Cycle Manufacturing Company seems to have uninterrupted success in its efforts in connection with litigation. Since the organization of this corporation it has been the recipient of legal attentions from many of its competitors. It has been successful in connection with the Overman Wheel Company's suit, brought before Judge Carpenter, a judge of the U. S. Circuit Court, who handed down a decision on February 8. Probably no other manufacturing corporation has been so free from adverse judicial decisions.

#### Trade in Chicago.

The Monarch Cycle Company will shortly put out two more traveling men, making five in all.

Whitlock Brothers, formerly of the White Sewing Machine Company, will soon establish themselves in the cycle business on cycle row.

M. L. Dorr has returned from the east and states that he placed a number of agencies for the Mondamin front driver. This wheel has been nicknamed the "Monday morning."

Munger and Slusser will shortly be on the road for the Century Cycle Manufacturing Company with Arrows, New Howes and Planets. This company has greatly enlarged its factory at Indianapolis and is rushing work.

The Stover Manufacturing Company of Freeport has leased the store now occupied by the Hygeia Water Company at 267 Wabash avenue, between the Pope and Humber stores. It is stated that the store will be in charge of the veteran E. H. Wilcox.

Secretary and General Manager Kiser of the Monarch Cycle Company met with an unfortunate accident last week. In jumping off a moving train he fell and broke his arm at the shoulder, and is now at work with the injured member in a sling.

The Aurora Cycle Company is rapidly perfecting its plant, and by May will be turning out machines for orders. These wheels will be handled on the road by the traveling men of Frazier & Sons, the carriage builders, who are largely interested in the company.

With the advent of the Stover company to cycle row come rumors of at least three other firms locating on the row, among them N. U. Carpenter, Mr. Clementi, formerly of Sieg & Clementi,



It has the best (and only) gear-case.

This fully protects the gear from dust etc. Our catalogue describes it. Send for one.

The McIntosh & Huntington Co.  
Cleveland, O.

RIDERS WHO HAVE used the "Perfect" Pocket Oil say that it is without an equal. That they can oil their wheels better and with less trouble than with any other oil. Cleanest, neatest and best oil can in the world. Price, handsomely nickeled, 25 cents each.



Cushman & Denison,  
172 Ninth Ave., N. Y.



"PERFECT" POCKET OILER Holder

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON  
172 9th Ave., - New York.



"PERFECT" Pneumatic Pump Holder

Best and most convenient device for carrying a Pneumatic Pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. Handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON,  
172 9th Ave., - New York.

THE RED STAR SOLID ILLUMINANT



FOR BICYCLE LAMPS.

A solid compound that will not leak or spill but stays where it belongs—in the lamp.

If you want a clean lamp, clean clothes and a clean machine, USE IT. There is no use telling you what a nuisance your lamp HAS BEEN. Use our illuminant and forget about the past. Price 50 cents per can.

THE RED STAR CHAIN LUBRICANT will also save you trouble. It is put up in stick form, very handy and convenient. Price 25 cents.

THE RED STAR LUBRICATING OIL is made especially for ball bearings. Price 25 cents per can.

For sale by all dealers. Samples sent on receipt of price. Send us a postal for our little folder.

RED STAR MANUFACTURING CO., 58 Front St., N. Y.  
P. O. Box, 1092.

Roy Bicycle Oiler,

Handsomely nickel plated. For Bicycles, Typewriters, Sewing Machines, etc. It will not leak, therefore no tool bag soaked with oil, no soiled clothes or hands, always ready for use. The neatest,



cleanest oiler ever placed on the market. The pressure on the steel pin releases whatever quantity of oil is required. This pin is intended to remove the dirt from all holes that require oiling, an important feature. Write for trade prices. Price, 25 Cents, Postage Paid.

Roy Oiler Manufacturing Co., 77 Warren Street, New York.



and another organization. W. S. Maltby will also locate.

Tom J. Deupree of Deupree & Brodnax, Memphis, Tenn., the well-known road rider, is now located in Chicago and has joined the Lincoln Cycling Club. He is with the Columbian Accident Association but says he will never bother his cycling friends. Mr. Deupree still retains his interest in his southern business, which will be run by his partner.

E. C. Bode closed contracts for Fowler safeties last week with the Lee, Clark & Ressen Hardware Company of Omaha for 130 machines, and with the Sperry Cycle Company of Denver for 100 machines which with the order for 100 machines, from the Midland Cycle Company of Kansas City, closed early in the week, aggregated a splendid week's work. The last order sent in was for 100 wheels for the Heath Cycle Company of Minneapolis.

#### Small Trade Notes.

The Stearns factory now employs 100 men.

Marriott & Cooper have been granted patents on their gears in this country.

Walter Measure, of Union fame, was in Chicago last week "just looking around."

The Overman Wheel Company has opened a bicycle store at 262 Woodward avenue, Detroit.

The Hill Cycle Company claims to have sold all its output except that portion retained for distribution in Illinois.

Monfant & Ellis have opened a place in Sioux City, Ia., and will handle the James, Victor, Imperial and Warwick.

Hammond & Cooley, Batavia, N. Y., are making a very fine pedal, and report being ready to supply reasonable orders.

Frank G. Silvers is representing the Stokes Manufacturing Company in Michigan, and, as he says, "playing to good business."

The Columbus Sundry Company, 163 West One Hundred and Twenty-fourth street, New York, is a new concern in the cycle trade.

Articles of association of the Schulenberg Cycle Company have been filed at Detroit. The capital stock is \$10,000, one-half being paid in.

W. T. Mendenhall, for a time an advertising solicitor, has quit the business and will, it is said, manufacture wheels at Birmingham, Conn.

For fear that some one will buy it, the McIntosh-Huntington Company has placed the price of Shorland's Crypto g. o., which it is showing at \$500.

Humber & Co. probably have the record for light-weight racing machines—6 ounces; but this was only a model exhibited at the national show.

It is said that the ball bearing chain exhibited at the Philadelphia show, and referred to at the time in the REFEREE, contains 758 diminutive balls.

Alfred Du Oros has gone to Ireland to purchase and arrange for the importation of large quantities of canvas the same as used in the Dunlop tire abroad.

W. F. Blythe, brother-in-law of Thomas Mallinson, of the Standard Cap Company of New York, will represent the concern in New York and thereabouts, paying special attention to the bicycle agents.

The Bergfel saddles, made by the Newark (N. J.) Nickel Plating Company, are having a good sale, and are becoming better known and appreciated by those riders who are after comfort and strength in a saddle. The Bergfels, in speaking to a REFEREE representative, said: "We do not profess, neither do we want to make a featherweight saddle; we make saddles

that are comfortable and safe for the rider."

F. G. Weston, of Bangor, Me., has arranged with Palmer & Swain, of Waltham, Mass., to manufacture his cyclometer. He has been granted a patent in France, and has an application on file in England.

R. C. Lennie, the well-known representative of the Stover company, will be in Chicago from the middle of April until the close of the fair, in charge of the company's exhibit. He is now on an Ohio-Michigan trip.

Andrew J. Cahill, late of Chicago, was in New York last week selling Niagaras. Cahill reports business as good, and has become a real estate speculator since going to Buffalo, having bought some dirt near Niagara Falls.

"Elliptical tubing," says an exchange, "is coming into vogue as giving greater strength in the direction of the strains on wheel frames." Elliptical tubing was used in the back-bones of ordinaries as long as fifteen years ago.

Raleigh agencies have been placed with Andrae of Milwaukee, Burkhardt & Co. of Minneapolis, Gregory & Co., of Wiaona, and the Nebraska Cycle Company of Lincoln. A representative is doing the entire route to the coast.

Our attention has been called to a mistake made in a paragraph pertaining to the 1893 Warwick, which gave the weight as 39 instead of 29 pounds, and the wheel base as 10 1 2 inches instead of 43 3 4 inches. The head is 10 1 2 inches.

Charles Godfrey, Warren street, New York, will push the bicycle department of his sporting goods house extensively in the states of New York and New Jersey this year, and will handle the same line of wheels, the Lovell and New Mails, as usual.

As stated in the REFEREE recently, William Bowden, of the Seddon Tire Company, has offered a handsome jeweled medal to the International Cyclists' Association for the World's Fair races. He now offers a prize of \$25 for the best design for the same.

Carl Von Lengerke, of Von Lengerke & Detmold, Murray street, New York, will race again this season, using a Peregrine, of course. This concern has taken hold of the Warwick, which will give it a good American as well as a good English wheel—the Peregrine.

The exhibitors at the national show were compelled to have their stands ready by 11 o'clock on Friday and "notices ready to hand to gentlemen of the press." This last portion of the rules was even italicized. What a blessing it must be to be a press man abroad.

George T. Lewis will be the Gendron traveler in New Jersey, east New York and Connecticut. S. T. Valiant will handle the southeast, with headquarters in Philadelphia. Mike Quinlan will have charge of Brooklyn, vice Alex Schwalbach, and the New York office force will remain the same, with Mr. Getz in charge of the cash.

The McIntosh-Huntington Company, Cleveland, writes us that Barnum & Bailey, the show people, have purchased two Sunol bicycles, which will be used by expert riders in conveying dispatches, etc., to every town that the show visits. They will thus displace the mounted messengers who have hitherto been used for this purpose.

The Columbian Novelty Company, of Newark, states that, while the demand for its Lennox saddle has not been large, it is finding its way to many quarters of the country and is appreciated by the rider who likes a generous spring in his saddle. The company states that it in-

tends to merely introduce its saddle this year, and will push it extensively in '94.

Barbour & Stone, 77 Warren street, New York, have purchased the well-known Pomeroy Bros. Roy oiler and will handle it in this country and Canada exclusively in the future. They are now placing the article all over the country. The Roy has also been placed on the European market and is meeting with a warm reception.

Elliott Mason is tearing the Pope Manufacturing Company's New York branch store to pieces preparatory to putting in a new steel ceiling, new fixtures, a new plate-glass show window, with a fresh coat of paint and a general cleaning up all around. All the goods have been dropped to a sub-cellar, and 14 Warren street looks as if a sheriff had been around. Mr. Mason shipped several machines to Mexico last week and is selling wheels daily, notwithstanding the torn-up look of things in the store.

George R. Bidwell says it will be interesting to note the standing of the tire market about July 4, and thinks at that time, and not before, the question of perfection—or as near perfection as possible—will be decided as to pneumatic tires. Mr. Bidwell in a talk with a REFEREE representative stated that he thought some tire manufacturers would be hard hit this year, while others will be sorry they experimented with tires. In the meantime the force at the Bidwell factory has been doubled and is working nights.

The Raleigh cycle factory present a busy appearance. The other day when a REFEREE representative called on manager George S. Macdonald, wagons were being loaded with crated wheels for the south and the Pacific coast. The factory is now running three nights each week until 9 o'clock in order to facilitate shipments. Manager Macdonald has been working very hard of late, and was for several days more or less sick as a consequence. "But what are we to do when people are shouting for their wheels," said Mr. Macdonald.

The full-page advertisement in this issue, of the "Warwick made on honor" wheels, will attract attention from dealers and agents. The Thorsen & Cassidy Company, 60 Wabash avenue, Chicago, is the exclusive Chicago agent for this popular line of wheels. Its bicycle catalogue shows a full line of Warwicks, Remingtons, Singers and other high grade wheels, as well as nineteen different patterns of the Western Wheel Works' medium priced goods. A fine chart showing a most complete line of sundries has just been published by this concern.

#### A Complimentary Notice!

Some one, unknown, sends us a clipping from a paper, likewise unknown, reading as follows: "Wheelmen across the west will be greatly edified to learn that some twenty Chicago gents met the other night and did a lot of 'resolving' for the 'wheelmen of the west.' With Twinkle Erwin, Bruin Berger and Sammal Miles as chief resolvers, the whole proceeding is in line with that august body, the Three Tailors of Tooley street."

#### A Half-Century Sunday.

U. F. Knott and C. J. Schoening, of the River Forest C. C., made a half-century ride Sunday last, from Oak Park to Elgin and then south. The roads were reported in good shape south of Elgin.

#### A New Drive at Cleveland.

Plans have been made for a boulevard on the south side, Cleveland, which is to connect the drives of the park and thereby give a circuitous and handsome

drive from the Superior street viaduct through the heart of the city to Brooklyn, touching the most beautiful scenery in the city. When the drive is completed the wheelmen will have a splendid road to ride over.

#### It Doesn't Look Like It.

When it was announced that the Ohio division had decided to pay the expenses of four delegates to the meeting at Philadelphia on the 20th, and that the four would be decided by vote, we were told that ex-President Kirkpatrick would be "left." But not he. He is one of the ablest men the division has ever had and the members were not slow to recognize the fact. Kirk. will doubtless have something to say on the class B question.

#### Miscellaneous Foreign Notes.

C. P. Sisley has resigned the editorship of *Cycling* to conduct his new journal, *Up-to-Date*.

And now it is stated positively that the prince of Wales has no intention of becoming a cyclist. Really this is to be regretted, for should H. R. H. take to the wheel it would give many (who would otherwise deem it not quite the proper thing) a chance to follow their inclinations to ride now and then.

Two Scottish cyclists, Messrs. Kerr and McGuire, are on their way to Australia. They propose riding across Australia from Melbourne to Port-Darwin, a most difficult undertaking.

"Britons," not Britains, good Mr. Prial. There is only one Britain; but many Britons, and perhaps one or two good enough this year to repel the Zimmerman-Sanger invasion.—*Cyclist*.

#### In Spite of Bad Roads, Too.

It is said that there is one wheelman to every 133 inhabitants of France, and one in every 129 in this country.

#### Little Notes.

Bicycle races took place at Mobile, Ala., on Monday.

The St. Paul C. C. had a "skating benefit" Wednesday evening.

During 1893 New York will spend nearly \$1,000,000 on asphalt paving.

Two cycling papers flourish in Holland. One of them is ten years old.

The Inter Ocean Wheel Club, of Sioux City, Ia., proposes to join the league.

The Glasgow Tramway Company proposes using pneumatics on its cabs shortly.

The new rooms of the Grand Rapids (Mich.) B. C. were opened Friday last with a party.

The Ontario B. C. has broken ground for a quarter-mile track about a half-mile from town.

Lumsden, the Scotch professional, has applied to the Scottish Cyclists' Union for reinstatement as an amateur.

Home runs and two-mile handicaps won't amalgamate as well as maple syrup and buckwheat cakes.—*Cleveland Leader*.

The General Park Social Club, Chicago, has lately been formed. A number of wheelmen in the neighborhood of Central Park avenue are the prime movers in the affair.

The Cleveland Wheel Club has under consideration a proposition to erect a new club house. The club is preparing for a series of three ten-mile races on the Rocky River road.

The Pope Manufacturing Company's offer of a wheel to the first teacher who would find an error in a school book brought to light thirty-eight errors in geography, twenty-one in history, ninety



# RED CROSS HANDY ARTICLES.

Secure PRICES and ELECTROTYPES for your Catalogue. Send for Catalogue of New Goods.

## Red Cross Colored Enamels.

*FRENC HIMPORTED.*

For brilliancy, durability and high grade finish there is no enamel on the market equal to the Red Cross. We will warrant this enamel not to contain one particle of Asphaltum. We import the plain enamel direct from France, after which the colors are added by our expert chemist.

We can furnish it in the following 12 colors: White, black, cream yellow, rose color, robin egg blue, deep blue, orange, primrose, vermillion, light green, cycle blue and drab.

In addition to this line of standard colors we can furnish any color or shade desired. All our enamels are put up in neat cans with screw top. Either air-drying or baking furnished in bulk in any quantity desired.



## Red Cross Cycle Cleaner.

Removes all oil, grease, mud, dirt or stain and all rust of a few days' standing. Keeps away all rust from the bearings and sleeve of the spokes, thus lengthening the life of a spoke and wheel one half.

Softens and preserves the rubber in the tire. Removes the oil and grease from the chain like magic, leaving it clean and bright.

Does not scar nor scratch the enamel, but brings out a clear and brilliant finish.

Guaranteed to contain no acid and will not leave the wheel oily. One application is sufficient to guarantee its use ever afterward.

Manufactured by A. U. BETTS & CO., TOLEDO, OHIO.

# SUPERIORITY SOLID HIPMENTS COUPLED WITH COMFORT AREFULLY AND SATISFACTION SADDLES WIFTLY MADE.

BRETZ & CURTIS MFG. CO., - PHILADELPHIA, PA.  
Not the Largest but the Best Makers of Bicycle Saddles.

in arithmetic and sixty in grammar. Thirty-eight of these have since been corrected.

The Southern Athletic Club of New Orleans has decided to build an addition to the club house, in which will be provided a room for the use of the new company of military cyclists.

Friday evening last the Garden City Cyclers of San Jose, Cal., enjoyed a successful entertainment at the Auditorium, the comedy-drama, "Andy Blake" being given by Dion Boucicault.

A farmer suggests, in a Boston paper, taxing every cycle \$10 for road improvement, which leads the Albany Times-Union to enquire, "Why tax bicycles more than other vehicles?"

The Minneapolis Wheelmen expect to have a quarter-mile track this season. The lack of a suitable track has long worried the racing men of the northwest. Mr. Choate says it will be a "go."

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—*Adv.*

W. F. Cottier, of the Belsize B. C., England, rode 10,073 miles last year, averaging 45 miles per ride. His longest ride was 209 miles, and the shortest 54, while in September he covered 1,510 miles.

Harry Swindley thinks 21 1-2 pounds pressure sufficient for his pneumatic tires; a correspondent to the *Cyclist* says 50 pounds the least that would carry a 15-stone rider, while McCreedy says he finds 30 pounds about right.

Details of a plan under which a Fowler wheel is to be given away free will be found in our advertising columns. Club secretaries will do well to give the offer attention with a prospect of securing the wheel for the club's benefit.

The Middletown (N. Y.) Wheelmen have elected the following officers for the coming year: President, Charles Higham; vice-president, George M. Millsbaugh; secretary, Judson Hoar;

treasurer, Charles L. Swezy; captain, H. A. Smith.

Andy McGarrett thinks favorably of making Chicago his home, at least during the World's Fair. He says if he moves to the windy city he will have to take out naturalization papers.

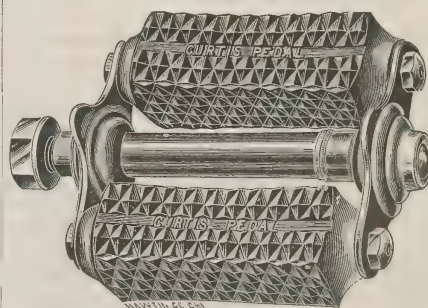
An English rider who has owned four machines has figured the cost of riding per mile on each. All were by the same maker, and the cheapest machine cost most in the long run, or 2.013 pence per mile. The second in point of price proved the most economical, the cost being 0.723 pence per mile.

The Johnstown (Pa.) Cycling Club held its first annual banquet last week, and the menu included resillient turkey, Para gum tongue, elliptic potato, Wylie dead beats, pneumatic oranges, ball-bearing California grapes, scorchier ice cream (?), cushion sponge cake and bolts and nuts.

The demand for the Red Star Solid Illuminant from abroad has grown so large on account of the law for the use of lamps on bicycles being so rigidly enforced there, and because the solid illuminant meets all the requirements of the most fastidious rider, that William S. Thorn, Jr., treasurer of the Red Star Manufacturing Company, sailed for England on the *Britanic* Feb. 1 to close contracts now pending and appoint agents for the sale of the specialties manufactured by his company in England, France and Germany.



## Have You Seen the Curtis Combination Pedal?



*Either Rubber or Rat Trap.*

*The Best Pedal in the Market. Absolutely Dust Proof.*

—PRICE, \$7.00—

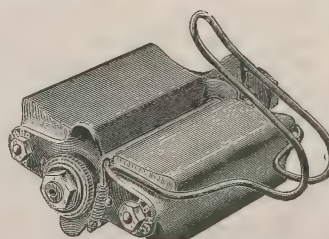
We call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that can be put into the same pedals as the rubbers are used in. Price, \$2 per set of four, postpaid

REED & CURTIS MACHINE SCREW CO.,  
WORCESTER, MASS.

BICYCLE CLUBS—

## BARBER,

The celebrated Trick Bicyclist, can be engaged to produce his Wonderful Wheel Act by addressing 9 Merriman St., ROCHESTER, N. Y.



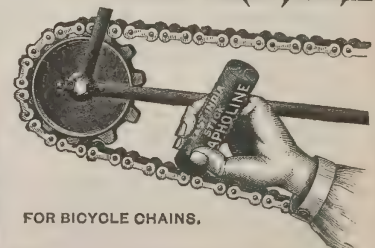
Send For Prices  
AND TRADE DISCOUNTS OF  
RANKIN'S  
PAT. TOE CLIP.  
Sample Pair by Mail, 50c.

MUNROE'S  
ANTI-FRICTION  
Compound for Cycle Chains.  
Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.  
W. G. RANKIN & CO.,  
23 Custom House St.,  
PROVIDENCE, R. I.



## USE EAST INDIA STICK GRAPHOLINE



FOR BICYCLE CHAINS.

The only chain lubricant that gathers no dust. It is easily applied, being manufactured in sticks three inches long. It protects the chain from rust, dust, mud and wear. Price 25 cents, by mail.

PRINCE WELLS  
KENTUCKY BICYCLE AGENCY,  
626 Fourth Ave. LOUISVILLE, KY.

## Pneumatics Applied For \$20.00.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in A 1 steel rims for \$20 per pair; frame spreading and general repairing done at proportionate prices; these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 509 Tremont street Boston. 14-1f





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TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, Editor.  
CHAS. P. ROOT, Associate Editor.  
R. M. JAFFRAY, Business Manager.

EXIT CONSTITUTIONAL CONVENTION.

The time-honored but absolutely nonsensical constitutional convention of the L. A. W. is a thing of the past, and never again, unless the delegates to the National Assembly openly declare themselves incompetent to conduct the affairs of the organization will the proxy-hunter and the club representative wield the power heretofore allowed him under the constitution. From this time forward the national assembly will conduct the entire business of the league without let or hindrance from any source whatsoever. We do not mean to say that the system heretofore in vogue was entirely nonsensical. That term is intended to apply more to the method in which the system has been carried out. There was one seemingly insurmountable difficulty about it, however, viz.: the time consumed in the counting of proxies.

We have yet to learn how the membership at large will accept the innovation. Certain it is that a great many will seriously object to being thus cut off from all possibility of expressing their opinions and registering their votes.

There is one way in which the membership at large may still be heard. It is through the election of delegates to the national assembly. This is a matter which has received far too little attention so far, and one which will stand ventilating at a later date.

GUILTY BUT NOT PROVEN.

Since Mr. Chairman Raymond and the members of the racing board begun their investigation as to the standing of certain pure amateurs, said pure amateurs have exhibited a remarkable amount of nerve, yet fearing they would be pounced upon and punished in some frightful manner for their many wrongdoings. But their trials and tribulations are now over; they have been investigated—and, incidentally, advertised—and declared—well, "guilty but not proven" seems to fit the case. Probably not one of the members of the racing board believes these men innocent, but proof is lacking. Proof! proof!! proof!!! This is the cry of the racing board. Every man was asked numerous questions as to expenses, sale of prizes, etc., and without an exception answered them, under oath, too, in such a manner as to leave nothing for the board to do

but say, "Why, you're innocent in the eyes of the law."

With all due respects to Mr. Raymond and his colleagues, this investigation was carried on in a poor manner. Those men could have been proved guilty, but for the method of investigation employed. Paragraph b, article 4, section 7, of the by-laws says, "It shall be the duty of the board to make inquiry regarding any wheelmen whose amateur status is questioned, and all protests or charges shall be entered with the chairman," who shall provide for an investigation, etc. It is not required that charges shall be entered in order to investigate. This is borne out by the fact that an investigation was made.

Bear in mind the fact that an investigation was made. The same paragraph (b) in the by-laws says: "Pending investigation, the party [person is meant] against whom these charges are brought, may be suspended from the track." No suspensions were made pending the investigation; direct charges, in writing, were made against Johnson, et al, by Frank Egan—but no suspensions pending, etc. Still further along the same paragraph (b) says: "Suspicious circumstances, which are, in the judgment of any member of the board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges." [The italics are ours throughout.—Ed.]

Would it have been antagonistic to the rules by which racing is governed by the league for the board to have suspended every man whose name was mentioned in the REFEREE as having had his expenses paid while attending the meets at Chicago and Milwaukee, to say nothing of those on the southern trip—that is, pending an investigation? In the absence of formal protests or charges, was there not reasonable doubt?

The REFEREE'S charges must have been such as to create a reasonable doubt, and they did, inasmuch as an investigation was held. Then why were the men not suspended pending this investigation?

If a member of the board, to whom had been assigned the task of investigating the amateur status of any particular man, had called the suspect before him and had put him through a rigid cross-examination, there would have been little trouble in making out a case. Bushels of proof would not have helped things in the least, for the suspects would have made their denials under oath just the same, and the case would have ended. The board was lax in its investigation.

A DECISION THAT SEEMS UNJUST.

In the earlier days of cycling we were prepared to receive almost any court decision or authoritative order which was against the wheelman, or cycling in general. In later years, however, these decisions and orders have, at least from the wheelman's standpoint, been more in keeping with justice and fairness, and for this reason a recent decision of a Maryland jurist rather surprises us. It certainly is not in keeping with the tone of many state supreme court decision on the rights of the bicycle on the highways. The case referred to was that of Dr. W. S. Twilley, of Baltimore, in the Kent County circuit court. The question to be decided was whether riders of bicycles could be compelled to dismount while crossing a bridge. The commissioners of Kent and Queen Anne Counties had established such a rule; Dr. Twilley violated it and was fined. Judge Robinson sustained the rule, and the doctor took an appeal. The case has been argued in the the court of appeals, and a decision

is anxiously waited by the Maryland wheelmen in particular, and those throughout the country in general.

This does not seem to be a case of equal rights on the road, as regards the respective owners of wheels and other vehicles. It would seem to us as unfair to compel a man to unhitch his horse, and make him haul his buggy across the bridge as to compel a wheelman to dismount. We cannot discover what the commissioners seek to gain by enforcing such a rule, except to prohibit fast riding—and what harm, to the bridge, could fast riding do? Armies, when crossing bridges, usually "break ranks," but something is to be gained thereby. Not so in the case of a number of wheels, however.

THE CREDIT SYSTEM TO BLAME.

Some of the English papers of recent date have seen fit to take the American cycle trade to task for its alleged loose business methods. This was occasioned, no doubt, by one or two failures, by which some English makers suffered considerable loss. No one regrets such occurrences more than the REFEREE, and only a few weeks ago this paper pointed out a way wherein the English maker could better protect himself. No one is absolutely safe from loss as long as the credit system is in vogue. Failures are bound to come—in England as well as in America. As a matter of fact, there are more failures in the cycle trade abroad than in this country. It is hardly fair to judge the whole trade by what has happened in the cases of a few unfortunate ones. The cycling trade in America, on the whole, is in a very sound condition and capable of handling the home output in its entirety, as well as a goodly share of that of the English houses. The only thing needful of very close scrutiny is the standing of any particular house in the world of finance.

"INDUCER" YOUNG'S SENSATIONAL ADMISSIONS.

I hardly think it necessary to make an explanation in regard to "Inducer" Young's sensational admissions," published in connection with Mr. Raymond's lengthy report on the recent investigation of the amateur standing of certain racing men. Somehow or other I feel that my reputation for honest purposes and honorable methods will bear as close inspection as will that of the man who made the "sensational admission." But upon second thought, and more for the purpose of placing the paper I represent in the right light, I have concluded to say a few words.

Mr. Raymond says "Mr. Young also stated that Root, of the REFEREE, admitted to him that they were only doing this thing for the sake of creating a sensation, and for the purpose of roasting the racing board." Let me say that Mr. Young knows only too well that this statement was made without the least foundation of fact, and he likely made the remark for the sole purpose of "letting himself down easy," as it were. What I did say was this: "We do not care, particularly, to see the men suspended. We are not after the men; we are after the racing board and are trying to make it do its duty"—that is, to make an investigation, and we accomplished our purpose.

For some eighteen months Mr. Young lived at my house. Naturally enough we rode in one another's company—on the wheel and on the train—to a great extent. We talked over the REFEREE'S charges frequently and more than once have I said to him, "You know they [the men] are guilty," and his reply would be on this order: "Well, supposing they are, what's the odds; what do

you care? What do you want to roast your own club-mates for—the eastern men are worse, jump on them, too."

Mr. Young's statement regarding the tickets to Milwaukee is amusing, inasmuch as he offered me a ticket (which I refused) free of cost if I would take the same and say nothing about it. He admitted he gave tickets to several men, and if I were to tell all Mr. Young imparted to me the result of the investigation would have been different. But what Mr. Young told me was in confidence—it was told to a club-mate and a companion—and it has been kept in the same way.

In conclusion I have to say that if Mr. Young's charges were true, my newspaper experience has been such as to prevent my telling office secrets to one known to be incapable of withholding such from the general public.

CHARLES P. ROOT.

WE cannot exactly agree with Sylvester Baxter wherein he says, in an article, that horses and other draft animals will eventually disappear entirely from the highways, but we do agree with him when he says that "the filth incessantly deposited in the city streets, is almost wholly due to animals." It is not difficult to agree with Mr. Baxter on another point, that with the bicycle the wear and tear to the highway is reduced to a minimum.

FRANK EGAN claims that he has received a full hundred applications for licenses to ride under N. C. A. rules. We should like to know from whom; certainly not the best men the country has produced, inasmuch as a majority of them have expressed their intentions of remaining faithful to the league. Print the names, Mr. Egan, and let us know who the unfortunates are.

CHARLES P. SISLEY'S new paper, *Up-to-Date* may be up to date, but it is hardly up to expectations.

Fate of an Anti-Bicyclist Bill.

In the Indiana house of representatives a few days ago a representative asked that the anti-bicyclist bill recently introduced by Mr. Shrader be made a special order of business. He declared that his mail had consisted of little else beside letters from wheelmen and their friends for a week past, and that he had been unable to attend to anything else in consequence! The fate of the bill is securely sealed, and Chief Consul Hay is happy in consequence.

Oh How Wise.

It is reported that the Pope Bicycle Club will employ no racing men this year. If this is true and all manufacturers would follow suit this would come nearer solving the amateur racing question than anything else.—Detroit Journal.

For a New House.

The directors of the Sheridan C. C. have rented the Y. M. C. A. building at Davis street and Chicago avenue, Evanston, and will arrange it in a most convenient way for their purposes. Possession will be had May 1.

After Johnson.

Cahill, of the Buffalo Wheel Company, is negotiating with Johnson to ride a Niagara racer during the coming season, but arrangements have not been completed.

Another Chicago Club.

Rome O'Connell, W. T. Bernbeck and others have incorporated the Prairie State Wheelmen.



# THE CONSTITUTIONAL CONVENTION

## NEGROES NOT BARRED.

CLASS B AMENDMENT WITHDRAWN—  
PRIZE VALUE LIMITED.

*Constitutional Convention Done Away  
With—Addresses Will Not be Pub-  
lished—Reports for the Year  
—Important Meeting.*

Constitutional conventions of the League of American Wheelmen will be heard of no more. The league, through its representatives, assembled at Philadelphia on Monday, last, so decreed, and by the adoption of an amendment offered by Mr. Sheridan threw the management of the league, bag and baggage, into the hands of the national assembly. The meeting was held in the lecture room of the Union League Club on Broad street. Only a favored few knew, prior to their arrival in the city of Brotherly Love where the gathering would hold forth, but by hook or by crook they found their way, in due course, to the scene of operations. There, during the morning all was hustle and confusion. As usual the whole morning was consumed by the credential committee, and that body found itself confronted by a much harder task than has ever been known on previous occasions. That its duties were by no means easy will be gathered from the fact that the 300 persons present carried the proxies of not less than 10,000 members. A large majority of these were in bunches of twenty-five, but several league club representatives cast over 100, the Illinois club's representative voting 271, while the vice-consul of California topped 400. It was, therefore, absolutely impossible to commence business until 2 o'clock.

### CALLED TO ORDER.

President Burdette, then, with the aid of a salt-bottle, in the absence of a gavel, called the meeting to order, and the credential committee read its report. This formality disposed of, Mr. Sheridan moved that that portion of the proposed amendment relating to the method of amending the constitution be taken up and acted upon. The Pennsylvania division, through its secretary-treasurer, lodged an objection to the acceptance of a number of proxies which had been obtained through the medium of the *Bicycling World*. There



Burdette.—"The gentlemen will please come to order."

was a long and monotonous discussion over this question, but the proxies were finally allowed to be counted.

### SHERIDAN'S AMENDMENT.

Mr. Sheridan's amendment originally provided that the constitution should be amended by the National Assembly, subject to ratification by the divisions. The latter portion was eventually withdrawn and the amendment was adopted, by a unanimous vote:

ARTICLE 10, SECTION 1.—This constitution may be altered or amended by a two-thirds vote of the delegates to the National Assembly voting in person or by proxy at any regular meeting of the assembly, or at any meeting called for the purpose, of which sixty days notice shall have been given; but no amendment shall be made or considered unless thirty days notice thereof shall have been given through the columns of the official organ.

Thus the constitutional convention, heretofore so great a farce, was entirely wiped out.

### INVITED OUTSIDERS TO THE ASSEMBLY.



Luscomb.  
Ex-president, lawyer  
and orator.

The president stated that those members who had proposed amendments and were not members of the assembly were invited to be present at the meeting of the assembly, so that they might be heard. This was, practically, all that was accomplished by the constitutional convention, which thereupon adjourned.

### THE ASSEMBLY MEETS.

*Various Reports Read—Munger and Barrett Scored—International Races—The Racing Board's Report.*

The president announced a brief recess, but inside of half an hour the national assembly was called upon to answer the roll call. As a result 139 members answered, though it is known that enough to swell the total to 150 were outside the hall, and 77 votes were represented by proxy—an excellent representation, and one which evidenced the deep-seated interest taken in the questions presented.

### ONLY A SHORT REPORT.

The president was not ready to present his report in full, and said it would be printed in the *Bulletin*. He reviewed briefly the events of the year, dwelling particularly on the subject of highway improvement and the bureau created for the furtherance of that object. As a result of the publication of *Good Roads*, he said, there was a balance in its favor, including its assets, of \$2,200. Furthermore, the executive committee had been offered \$25,000 for the franchise. The magazine had now a circulation of

over 40,000 copies per month. "The subject of road improvement," said the colonel, "has taken it beyond the seemingly selfish objects for which it formerly existed, and wheelmen have become philanthropists. These are the words uttered to me by the president of the United States." The president closed by recommending a very serious consideration by all of the questions to be presented.



"I will read my report"

and, in due course, a proposal emanated from Mr. Adams, of the Massachusetts division, that the accounts should be submitted to an auditing committee. A brisk controversy ensued between Colonel Burdett, who took the floor, and Mr. Perkins, but the whole matter was finally adjusted by a motion from Mr. Luscomb, that the expenses be placed under separate heads and published in the *Bulletin*, so that the members may see to what purpose the funds are devoted. The treasurer's report was then accepted.

### BARRETT AND MUNGER SCORED.

The report of the membership committee brought to the surface the cases of Barrett and Munger, charged with "conduct prejudicial to the interests of the league," in that they had endorsed the application of a professional for membership. The sparring was warm. A motion to expel both men seemed about to prevail, when an apology from Munger was read and an amendment offered to suspend him for six months. Eventually, after half an hour's argument, the matter was referred back to the committee to take such action as it seemed proper under the rules.

### MR. POTTER'S REPORT.

On behalf of the highway improvement committee, Mr. Potter presented a report full of statistics. Six New England states are busily engaged pushing road matters. Governor Russell's com-

mittee, particularly, is doing good work. The governor of Rhode Island, like his predecessor, is a strong advocate of good roads, and a Rhode Island league has been formed. No less than five bills



Dunn.—A gentlemanly ex-president.

have been introduced in New York, and the present favorable appearance of things is due largely to the press. Coming west, Douglas county, Neb., is, alone, expending \$150,000 on roads. Mr. Potter recommended the publication of popular articles in pamphlet form, to be supplied to road associations and the like at cost, and that the league invite the co-operation of the carriage associations and others interested, so that all may work together to one end. The report was accepted and the recommendations referred, with favor, to the executive committee.

### INTERNATIONAL RACES.

On behalf of the International Race committee, appointed to arrange for world's fair races, Colonel Burdett reported that Mr. Gerould, the member in charge of the selection of grounds, etc., recommended the acceptance of a proposal from the Chicago ball club. As nearly as could be gleaned from the report, the club offers the use of its grounds for one-third of the gross receipts, the league, of course, to build the track and pay all expenses. Mr. Gerould estimated the receipts at \$30,000 and the expenses thus: To ball club, \$10,000; track and other expenses, \$15,000; profit, \$5,000. Of course this is purely guess work. Mr. Raymond's appearance on the floor was greeted with genuine enthusiasm. His report, being of great interest, is dealt with fully. Mr. Raymond said:

### MR. RAYMOND'S REPORT.

"We feel bound to state here, that when we took office we found the most meagre records of the past thirteen years in evidence of racing board work, but \*\*\* we have endeavored to correct the affairs of this committee by starting afresh. \*\*\* We will now hurriedly mention some of the things which we have compiled, and which will be found among the effects of the chairman's



Brewster.—"The balance on hand is"—



Raymond.—"Limit the prize value to \$150."



office which were not there when we took office:

"Address book of racing men, containing now over 1,000 names and addresses; address list of clubs, league and non-league; address list of all colleges interested in sports, address list of all athletic clubs, record book containing existing records, sanction book dated, showing that in the year 1892, 566 sanctions were granted for meets and bicycle events. It may be interesting to know that July 4 carried off the honors, with seventy-eight sanctions; September 5, with forty-two, and May 30 with a poor third. A book of reinstatements, suspensions, and expulsions, showing that of over 200 cases investigated, 139 received punishment. In this connection we would state that we have seen reason only to reinstate four men. \* \* \* There are now filed in the office of the chairman over 5,000 letters received by him and answered during the past year. This does not, by any means, represent the number of letters written, as hundreds of them were sent out, not replies to any received. The above figures average sixteen letters each week-day the year round, but of course the proportion is larger in the summer months.

"We impress this upon you not so much to place the labor before your eyes, as to absolutely fix upon you the responsibility of caring for the vast interest, which has grown up in our midst, called racing. You cannot ignore it, its friends are legion, and we believe it to be our duty to lay before you the fact of just how many thousands of our members are interested in this branch of our organization."

Mr. Raymond then pointed out some of the advantages of the sanctioning system and continued:

"The states leading as regards number of sanctions granted are New York, 105; Massachusetts, 66; Ohio, 47; New Jersey, 43; Pennsylvania and Michigan, 34 each; Connecticut, 22; Iowa, 20; Illinois, 19. Thirty-one states are shown on the sanction books as holding meets."

After rehearsing a case which occurred in Massachusetts in which a number of suspended men entered for a race, Mr. Raymond said;

"It has been the known policy of the league for years to ignore road racing, or rather to not govern that branch of the sport. \* \* \* We ask that this assembly place the seal once for all, determining just how far, or not at all, the future racing boards are to allow racing rules and amateur rules to cover violations on the road. \* \* \* We are confronted by an enormous increase in this class of racing, and the time has come when it should be finally settled by this assembly, and not by any racing board, as to just their powers as regards recognition of road racing. \* \* \* We ask your consideration of the following:

"Resolved, that from this time out, no rule of this organization shall in any way be construed so as to effect any act committed by a racing man as such upon

the road, save and except a case of infraction of the amateur rule.

CHAMPIONSHIP EVENTS.

"There has been much said urging the throwing open of our championships to the world. We are not prepared to suggest any such mode of procedure. Our championships are distinctly American championships, and not world's championships. We believe that American championships should be held by Americans, and that an open event to which every amateur in this country will be eligible is the proper definition of the term American championships. We suggest this for the consideration of the new board."

Then followed a chapter on records. Mr. Raymond blamed the cycling press for accepting and publishing records before they have been accepted by the racing board. He gave the Johnson records as an example, and commended Springfield and Hartford for the prompt manner in which they had attended to

ception enabled us to fix the crime positively on the violator, and he was expelled.

CHANGES WERE SUGGESTED.

"Time went on and we felt that violations of the rules were increasing daily, yet it is not egotism to say that unusual labor, resulting in pecuniary loss to your board through neglect of business, brought forth no results, as absolute proof could not be obtained; all interested combining to shield the guilty. The clamor became so great that at the October meeting of this board the subject was taken under advisement and it was decided to give to the league, through a constitutional convention, the opportunity to be honest to itself and adopt, if it saw fit, new rules, establish a separate class for the riders and assume jurisdiction over them. The rules were therefore drawn up; before announcing them England and other foreign countries were consulted as to the bearing they would have on future international intercourse, and it was found that the same condition was confronting each alike, and that similar steps were under advisement. The same result was aimed at by all through different channels. Our rules were then made public. By the time this report is placed before you, you will have passed upon them.



Crowder. — "I will argue my case."



Billingsby.

White.

Harris.

Randall.

Andrae.

SOME GENTLEMEN FROM THE WEST.

the requirements of the board in this respect.

STOOD LOTS OF ABUSE.

"Possibly no previous board has been compelled to take the same amount of abuse, through the fault of the national assembly, than your present board. All the imperfections of the amateur rule and our inability to convict under it has been heaped on our devoted heads, and we wish to unload at your door. \* \* \* It has been admitted, time and again, that money has been taken to keep up a track or for similar purpose—anything to evade the amateur law. They need not have been so careful. A club was beyond our power; what right had we to question the source of its income, and so the comedy went on. We wrote a letter to thirty-two manufacturers of racing wheels, asking them if they had contributed toward the support of racing men; twenty-seven replied, and in the negative, except one, and we state here that in that twenty-seven every maker of prominence is included. The one ex-

Whether you accept or reject them, we are conscious of having done our duty, and can feel no shame or chagrin in case of defeat, and shall feel no special elation in event of success, as we deem the rules but the outcome of expediency and an issue of the times. The only thing we hope for is that the present amateur rule will not be renewed in its present shape and that the constitutional convention will not ask its next racing board to carry a millstone round its neck. We ask you to remember that your board serve you without hope of gain, and almost certain loss, through an absolute love for our sport, and they should not be made a target for abuses over which they have no control.



Bunnell. — "I am in favor of cash."



Prial. — "I believe what Mr. Luscumb believes."

in that twenty-seven every maker of prominence is included. The one ex-

"It is impossible to go into all the details here, but publicity has been given the matter in other channels and, we hope, read and digested by you. The proof necessary to convict the men concerned could not be had. In every case an affidavit was filed with the board from the men. We have no resource but to believe that the sanctity of an oath is superior to mere hearsay, and so the proceedings, after most numerous correspondence, has been dropped.

"The responsibility for this state of affairs is yours, and yours alone, and with the international races before you, and a season second to none, it is no light responsibility to assume. If the rules as proposed are rejected, we trust that circumstantial evidence will be made sufficient to convict.

"We have done the best we know how with a hard subject, and lay our burden down here, thankful that withal, the season under our management has not been devoid of its redeeming features, and that a brilliant future for the present year is before you. We have a warm hand-clasp for all who care to greet us, and thanks for all who have in any way assisted us. We forget all that has been unpleasant and remember only the pleasant features of our service for the league for the year 1892."

The report was accepted and a vote of thanks tendered Mr. Raymond for his excellent service. This concluded the reading of the reports. The election resulted in the re-election by a unanimous vote, of the old officers. The meeting then adjourned until 9 o'clock Tuesday morning.

WATTS' AMENDMENT LOST.

Nothing to Prohibit the Negro From Joining the League—Class B. Amendment Withdrawn—New Racing Rules.

At 9:20 Tuesday morning the meeting was called to order by Vice-President Sheridan, a large majority of the members being seated. The liveliest interest was manifested in the proceedings.

The event of the morning was the discussion of Mr. Watt's amendment to bar colored men from membership, and it resulted in the most interesting debate in the history of the national assembly. Mr. Watts first took the floor, and it was ably supported by members of the southern division.

Mr. Watts' speech was bris and to the point. He pointed out that the possible admission of colored men had a depressing effect on the membership of southern divisions, and said that if the word "white" were inserted, a large number of men now awaiting the decision of the assembly would come in. Later, after the secretary had stated that there were but six or seven colored men in the league, Mr. Watts said, "Strike out your six or seven colored men and we'll give you 5,000 white members."

ARGUMENTS FOR AND AGAINST. Mr. Sheridan took the floor and op-



Watts. — A gentleman from Kentucky, sir.



posed the amendment. While he would not say he actually desired the admission of negroes, the league could not afford to oppose itself to the principles adopted by the United States.

Then came Mr. Luscomb, who presented a suppositious case: "I meet a friend who sees my league button and says, 'Ah, what is that?' 'That,' I say, 'is my L. A. W. button.' 'Oh, yes,' says my friend, 'my colored coachman wears the same button.' Mr. Luscomb then proceeded to place himself on record as opposed to the colored man.

Messrs. Atwater, Dr. Gray, Dr. Holmes and Davis (Mo.) followed in the order named, all against the negro. Mr. Willison, of Maryland, spoke strongly in the same strain, and Mr. McBride declared that in no organization under the sun had an attempt to induce colored men to affiliate resulted in anything but trouble. "Nor, in my opinion," said he, "will such attempts ever do so."

ELLIOTT WAS HUMOROUS.

Sterling Elliott delivered a five-minutes oration which was brimful of humor and common sense. He was strongly in favor of the colored brother on the ground that the best way to educate an ignorant man is to encourage him by

showing him that he may, in due course, attain the positions held by his superiors. To exemplify his meaning, Mr. Elliott said: "I once had a neighbor whom I didn't like; he was a mean cuss. We had had a contro-

versy and couldn't agree.

Every time we met I felt as if I wanted to fight him and no doubt he felt the same toward me. Did I try to drive him away? No. I went to the editor of a paper, gave him a dollar and told him to send my neighbor the paper. Then I commenced writing articles for the paper. I didn't mention anyone's name, but I touched constantly on the point of disagreement. In four months my neighbor came over and asked me to come in, and apologized for disagreeing with me."

Mr. Elliott believes in the education of the negro by means of league literature and the other advantages accorded league members.

SPEECH OF THE DAY.

Mr. Potter favored the negro, as did Mr. Pontius of Indiana.

The speech of the day was made by ex-President Kirkpatrick. He said he was reluctantly compelled, by order of his division, to vote against the negro, but personally he was very thoroughly opposed to the amendment. Mr. Kirkpatrick spoke from a patriotic standpoint, and said, "If we are to go down, by all means let us go down with our colors flying and loyal to the principles of our nation." It was declared by other speakers to be the finest effort ever known in league history.

WANTED LOCAL OPTION.

During the discussion Mr. Perkins of Massachusetts, Mr. Latham of Connecticut and others, endeavored to have the constitution so amended as to make it necessary for an applicant for membership to secure the endorsement of two members in his own state, the object, of course, being to dodge the issue and give the states local option. This did not meet with favor at the hands of the south-

ern delegate and was voted down. After the discussion had lasted nearly three hours, a motion was made and carried that the debate close at 1 o'clock, and that Mr. Watts be given the privilege of closing.

This he did, touching briefly on the arguments of his opponents, but scoring no new points of interest.

The proxy vote was called for and the secretary proceeded with the roll call. The Ohio delegates, for some reason known only to themselves, asked for the privilege of voting last. The result was as follows: In favor of Mr. Watts' amendment, 108; against, 101. As a two-thirds vote was necessary, the motion was lost. On the announcement of the result, Mr. Watts said: "We heartily thank those gentlemen who have voted with us, and to our opponents we extend the hand of good fellowship," a brief speech which elicited hearty applause.

During the morning session two orth-



Crowther—"We have been lied about."

There also seemed to be an idea that this was another method of shutting out the negro, and the southern men were outspoken in their objection to its passage. Dr. Brown objected, on the ground that chief consuls could not take the time necessary to determine whether or not the applicants were desirable. Mr. Hay withdrew that portion of his amendment relating to local consuls, and a vote was taken on the remaining portion with this result: Yes, 82; no, 95; The amendment was, therefore, lost and the article as finally adopted, was exactly as it stood previously, except that the words "or three reputable citizens" were removed. In other words, the endorsement of two league members is now essential.

At this juncture, Mr. Luscomb arose and asked the passage of a resolution of sympathy with the friends of the late W. H. DeGraff. Mr. Luscomb spoke feelingly of the demise of his old friend, and was followed by Colonel Burdett. The reso-



Sheridan—"The brains of the league are in the National Assembly."



"No prize value of more than \$150 shall be offered or awarded in any cycle race, except in the case of international championships."

POWER OF THE RACING BOARD.

Mr. Raymond also proposed this addition to the by-laws, article 4, clause e:

"The racing board, through its chairman, shall have the right of censorship over the character of prizes offered in cycle races, and may withdraw or with-

hold its sanction to race promoters, provided its decision excluding any prize or prizes is not complied with."



Thayer—"We want two divisions."

Not a moment was wasted over these propositions. The meeting seemed very willing to get through the business in hand with all possible speed, and Mr. Raymond's suggestions were adopted promptly. Thus was what promised to be a troublesome measure disposed of.

BURDETT'S AMENDMENT WITHDRAWN.

All other proposed amendments to the racing rules were withdrawn, as was Colonel Burdett's proposal to devote one-half the initiation fees and dues, instead of "an annual per capita tax of 50 cents," to the uses of the national body.

Section 5, article 5, was amended by the addition of a clause providing that if a division fails to hold an election, a special election shall be called by the secretary of the league, the result to be announced in the *Bulletin* not later than January 15 succeeding.

The president's term of office was reduced from two years to one year.

END OF THE AMENDMENTS.

Article 7, section 1, was amended by striking out the words, "without charge." The clause provided for the mailing of the *Bulletin* to league members, and the words "without charge,"



Carey.

Gilman.

Oliver.

Wells.

Beckwith.

VISIONS OF BY-GONE DAYS.

amendments were considered. President Burdett took the floor in opposition to the proposal to add the words "and to govern racing" to the objects of the league, claiming that the addition would necessitate the government of professionals and road racing. The amendment was lost. A long discussion then took place over a number of amendments looking to a reduction in the size of the national assembly, and in the end the representation of states was fixed at one in 400, instead of 200 as heretofore.

California's amendment, looking to a division of that state, was ably presented by Mr. Thayer, and the state divided into two divisions to be known as Northern California and Southern California.

#### TUESDAY AFTERNOON'S SESSION.

Addresses Will Not be Published—New Racing Rules—Prizes Limited in Value—Help for the Racing Board.

When the meeting was called to order, after lunch, the article came up for adoption. Mr. Hay submitted an amendment providing that applicants for membership must be endorsed by the local consul in his neighborhood, and the chief consul of his state. A number of objections were made, on the ground that it would be impossible to determine where each consul's jurisdiction ended, and that in many districts no local consuls are appointed.

lution, of course, prevailed. Doctor Brown then offered a similar resolution regarding the late Sanford Lawton, whom he characterized as one of the noblest men and best friends the league had ever known. On behalf of the Massachusetts division, in which Mr. Lawton resided, Mr. Perkins ably and feelingly seconded the remarks of Dr. Brown, and the motion prevailed. Mr. Lawton was an old official of the league, and had resided for many years in Springfield, where he was universally beloved. Mr. DeGraff's demise is still fresh in the minds of our readers.

#### THE "BULLETIN" WINS THE FIGHT.

The next matter in order was the proposition to insert the words "and full postal address," in that clause which provides for the publication of names of applicants for membership in the *Bulletin*. It was supported by the Pennsylvania and New York divisions, but rigorously opposed by representatives of two or



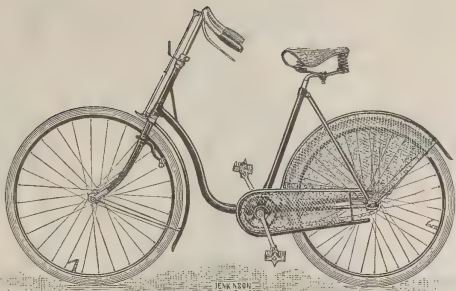
Bassett—"You are entitled to vote."



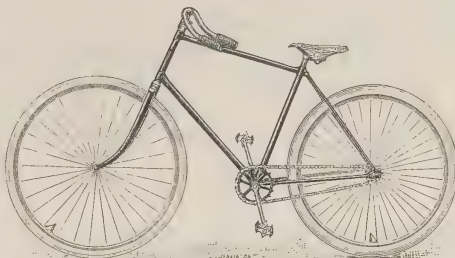
# “RAGLANS”

*Distinctly High Class.*

HOLDERS  
of  
RECORDS  
IN ALMOST  
EVERY  
COUNTRY.



1893  
PATTERNS  
NOW  
READY.



RACERS,  
ROAD RACERS  
ROADSTERS,  
LADY'S,  
YOUTHS',  
ETC.

APPLY TO

HARBER BROS. COMPANY,  
Bloomington, Ills.

C. E. VAN VLECK,  
210 Broadway, New York.

G. P. BOSTWICK,  
West Front St., Toronto.

MANUFACTURED BY

TAYLOR, COOPER & BEDNELL, LTD.,

33 HOLBORN VIADUCT, LONDON.

COVENTRY, ENGLAND.

were in conflict with the postal laws. Mr. Dean of the Wheelman Company opposed the passage of the original motion, which was intended, wholly and solely, to prevent any possibility of trouble between the *Bulletin* and the postoffice authorities, and in so doing intimated his belief in a very pointed manner that the mover was actuated solely by personal motives.



Fourdrinier.—“Will you abolish your weekly paper?”

He eventually half withdrew this, and professed to accept the amendment as offered, “in good faith.” Had Dean given the matter that careful consideration which it should have received from a man in his position, he would have noticed that the stand taken by him was not only unjust but absolutely ridiculous. The intention of the mover of the resolution was fully covered in the amendment finally adopted.

The consideration of one or two items of minor importance brought the constitutional amendments to a close, and the meeting proceeded to the consideration of the by-laws.

#### ONLY ONE PROXY NOW.

A protest was raised against the consideration of those amendments proposed by persons other than members of the assembly, and was over-ruled by the chair. An appeal was taken and the chair's decision was not sustained. “Hurry” was the watch-word, especially as it seemed probable that the business in hand might be finished at this session.

Heretofore it has been the rule that any member of the assembly may cast three proxies besides his own vote.



“The chair overrules the protest.”

Mr. Perkins moved to amend this and allowed but one proxy to be voted. Reference was made to the “proxy-hunting,” so familiar to some members of the league. Mr. Luscomb supported the amendment, which met with but small opposition, and was eventually carried.

Then ensued the consideration of a number of resolutions.

#### MISCELLANEOUS BUSINESS.

Mr. Luscomb introduced one which virtually continued the international championship committee and gave it full power in the matter of arrangements for the world's fair races. It was carried.

Mr. Gerould came up smiling with a proposal that the meet of '93 be held in Chicago, which was also carried.

Mr. Post moved an appropriation of \$1,500 to defray the expenses of the office of chairman of the racing board. Carried. Mr.



Fourdrinier.—“We are prepared to defend ourselves.”

Raymond explained that this money was needed badly for the hire of a clerk to attend to the routine work of the office. He then submitted a number of applications for reinstatement, of which only one received favorable consideration.

The acceptance of Mr. Saltonstall's offer of a cup to go to that country whose representatives score the greatest number of points in the international championships; invitations from Denver and Asbury Park for the meet of '94 and a vote of thanks to the Pennsylvania division for the courtesies extended during the meeting brought the meeting to a close.

#### SECRETARY BASSETT'S REPORT.

*The League Prosperous—Gained 10,624 Members Last Year.*

Secretary Abbot Bassett read his report, which was as follows: We number to date, February 13, 34,304 members. Last year of even date our membership was 23,680. Our net gain has been 10,624 members. This net gain is larger than the total membership of the league (10,264) when the writer was elected your secretary, six years ago. Of the 24,112 members enrolled during the year ending April 30, 1892, we renewed 17,790 and lost 6,322. We have very much more than made up our loss by enrolling 16,514 new members.



Bassett.—The secretary.

#### THE LEAGUE'S MEMBERSHIP.

The following table shows our mem-

bership by divisions, etc., up to and including list published Feb. 17:

|                            |      |                      |         |
|----------------------------|------|----------------------|---------|
| California .....           | 1059 | W. Virginia .....    | 83      |
| Colorado .....             | 282  | Wisconsin .....      | 597     |
| Connecticut .....          | 2748 | Georgia .....        | 104     |
| Delaware .....             | 67   | Montana .....        | 132     |
| District of Columbia ..... | 932  | North Carolina ..... | 85      |
| Illinois .....             | 3526 | Utah .....           | 63      |
| Indiana .....              | 547  | Alabama .....        | 146     |
| Iowa .....                 | 510  | Arizona .....        | 29      |
| Kansas .....               | 274  | Arkansas .....       | 29      |
| Kentucky .....             | 463  | North Dakota .....   | 31      |
| Louisiana .....            | 58   | South Dakota .....   | 105     |
| Maine .....                | 323  | Florida .....        | 11      |
| Maryland .....             | 811  | Mississippi .....    | 15      |
| Massachusetts .....        | 4759 | Nevada .....         | 25      |
| Michigan .....             | 1290 | New Mexico .....     | 24      |
| Minnesota .....            | 316  | Oregon .....         | 48      |
| Missouri .....             | 695  | South Carolina ..... | 40      |
| Nebraska .....             | 243  | Washington .....     | 74      |
| New Hampshire .....        | 358  | Wyoming .....        | 38      |
| New Jersey .....           | 1902 | Mar. Provinces ..... | 28      |
| New York .....             | 4360 | Germany .....        | 3       |
| Ohio .....                 | 2730 | Bermuda .....        | 2       |
| Pennsylvania .....         | 3616 | Mexico .....         | 2       |
| Rhode Island .....         | 733  | Oklahoma .....       | 5       |
| Tennessee .....            | 177  | Hawaii .....         | 1       |
| Texas .....                | 227  | Canada .....         | 12      |
| Vermont .....              | 102  | England .....        | 7       |
| Virginia .....             | 159  |                      |         |
| Total .....                |      |                      | 34,304. |

#### THE LEADING DIVISIONS.

The following table shows us the “upper ten” of last year and of the present to date:

| APRIL 30, 1892     |    |    |      |
|--------------------|----|----|------|
| 1 Massachusetts .. | .. | .. | 3343 |
| 2 New York ..      | .. | .. | 3176 |
| 3 Pennsylvania ..  | .. | .. | 2469 |
| 4 Illinois ..      | .. | .. | 2246 |
| 5 Connecticut ..   | .. | .. | 2224 |
| 6 Ohio ..          | .. | .. | 1816 |
| 7 New Jersey ..    | .. | .. | 1505 |
| 8 Michigan ..      | .. | .. | 844  |
| 9 Rhode Island ..  | .. | .. | 67   |
| 10 Maryland ..     | .. | .. | 62.3 |

| FEBRUARY 17, 1893. |    |    |      |
|--------------------|----|----|------|
| 1 Massachusetts .. | .. | .. | 475  |
| 2 New York ..      | .. | .. | 436  |
| 3 Pennsylvania ..  | .. | .. | 3616 |
| 4 Illinois ..      | .. | .. | 2820 |
| 5 Connecticut ..   | .. | .. | 274  |
| 6 Ohio ..          | .. | .. | 275  |
| 7 New Jersey ..    | .. | .. | 1902 |
| 8 Michigan ..      | .. | .. | 1290 |

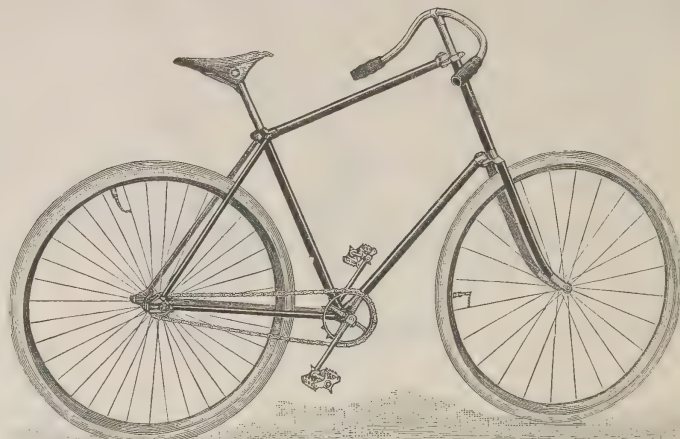


# EXTRAORDINARY LIGHT, YET VERY RIGID OUR 20-POUND RUDGE RACERS.

You Will Know Them By Their RED RIMS.

THE 20-pound Rudge Racers are the lightest safeties being made or sold regularly in America this season. While remarkably light, they have proven sufficiently strong and rigid on the track for riders of ten times their own weight. In trial after trial to beat existing World's Records—of which they have won many—these wheels have shown no signs of weakness in any part

Lightness, Wonderful Stability and  
Wearing Qualities are Characteristics  
of ALL RUDGE CYCLES. . . .



WE ARE SHOWING 11 PATTERNS FOR SEASON OF '93.

RUDGE RACER, - WEIGHT, 20 LBS.

Machines are now being turned out in the Rudge American branch factory in Peoria, under our own supervision, from finished bearings, forgings, etc., imported direct from the parent Rudge factory. Write for Catalogue. Investigate.

—AGENTS WANTED.—

**ROUSE, HAZARD & CO., - 89 G Street, - PEORIA, ILL.**

EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.

F. L. DOUGLAS CYCLE CO., 284 and 286 Wabash Ave.—Chicago Agents.

|                                 |      |
|---------------------------------|------|
| 9 California .. .. .            | 1069 |
| 10 District of Columbia .. .. . | 932  |

#### HOW THE CASH WAS DIVIDED.

Our total receipts from the memberships last year was \$33,912, and we show a gain of \$15,248.50 to date.

The table below shows the division made of the cash received from membership fees. The column on the left gives the proportion of dues credited to the treasurer, and that on the right shows what sum of money went to each division:



Bassett—"The ladies, God bless them."

| TREASURY.                       | DIVISION. |
|---------------------------------|-----------|
| California.....\$ 523 00        | \$1114 50 |
| Colorado.....135 00             | 822 00    |
| Connecticut.....1370 00         | 2298 50   |
| Delaware.....32 00              | 67 00     |
| District of Columbia.....466 00 | 1210 00   |
| Illinois.....1404 00            | 2452 50   |
| Indiana.....271 50              | 504 50    |
| Iowa.....254 50                 | 569 00    |
| Kansas.....134 00               | 251 50    |
| Kentucky.....229 00             | 490 00    |
| Louisiana.....29 00             | 36 50     |
| Maine.....156 00                | 268 50    |
| Maryland.....404 00             | 705 50    |
| Massachusetts.....2967 10       | 4834 00   |
| Michigan.....643 50             | 1285 50   |
| Minnesota.....155 50            | 297 50    |
| Missouri.....242 00             | 657 00    |
| Nebraska.....115 00             | 211 00    |
| New Hampshire.....177 50        | 320 50    |
| New Jersey.....633 50           | 1640 50   |
| New York.....2165 00            | 4016 50   |
| Ohio.....1392 50                | 2998 50   |
| Pennsylvania.....1778 00        | 3414 50   |
| Rhode Island.....365 00         | 549 50    |
| Tennessee.....89 00             | 173 50    |
| Texas.....110 00                | 222 50    |
| Vermont.....49 50               | 88 50     |
| Virginia.....77 10              | 167 00    |
| West Virginia.....41 50         | 79 50     |
| Wisconsin.....295 50            | 604 00    |
| Georgia.....47 00               | 115 00    |

|                             |        |
|-----------------------------|--------|
| Montana.....65 00           | 141 50 |
| North Carolina.....39 50    | 81 00  |
| Utah.....31 50              | 46 00  |
| Wyoming.....7 00            | 30 50  |
| Alabama.....59 00           | 123 50 |
| Arizona.....2 00            | 4 00   |
| South Dakota.....38 50      | 104 00 |
| South Carolina.....7 00     | 19 50  |
| Washington.....23 50        | 65 50  |
| Arkansas.....2 00           | 4 00   |
| North Dakota.....3 00       | 6 00   |
| Oregon.....11 50            | 23 00  |
| Maritime Provinces.....1 00 | 2 50   |

#### MANY LADY MEMBERS.

Last year we had 619 lady members. We now have 1,162 as per the following table:

|                       |                     |
|-----------------------|---------------------|
| California, .. 49     | Rhode Island, .. 25 |
| Colorado, .. 14       | Tennessee, .. 5     |
| Connecticut, .. 85    | Texas, .. 4         |
| Delaware, .. 4        | Vermont, .. 1       |
| District Columbia, 41 | Virginia, .. 2      |
| Illinois, .. 85       | W. Virginia, .. 1   |
| Indiana, .. 10        | Wisconsin, .. 21    |
| Iowa, .. 10           | Georgia, .. 1       |
| Kansas, .. 6          | Montana, .. 6       |
| Kentucky, .. 8        | North Carolina, 3   |
| Maine, .. 3           | Utah, .. 1          |
| Maryland, .. 13       | Alabama, .. 2       |
| Massachusetts, 240    | Arizona, .. 2       |
| Michigan, .. 35       | N. Dakota, .. 1     |
| Minnesota, .. 12      | S. Dakota, .. 4     |
| Missouri, .. 8        | Florida, .. 1       |
| Nebraska, .. 3        | Mississippi, .. 3   |
| New Hampshire, 15     | Nevada, .. 2        |
| New Jersey, .. 89     | New Mexico, .. 5    |
| New York, .. 156      | Oregon, .. 4        |
| Ohio, .. 97           | Canada, .. 1        |
| Pennsylvania, .. 75   |                     |
| Total, .. .. .        | 1102                |

#### MISCELLANEOUS INFORMATION.

Of our membership, 20,218 on the Atlantic coast, 4,237 is west of the Mississippi, 9,822 is in the middle states and 27 is foreign.

We have constituted two new divisions, two sub-divisions and nine consultates.

We have gained 97 league clubs. Four states, viz: New York, Maryland, Iowa and Pennsylvania, have adopted the three-fourths rule for these clubs.

The following table will show the num-

ber of new clubs by divisions and the total clubs by divisions:

|                              | NEW. | TOTAL. |
|------------------------------|------|--------|
| California .. .. .           | 5    | 10     |
| Colorado .. .. .             | 4    | 5      |
| Connecticut .. .. .          | 1    | 13     |
| District of Columbia .. .. . | 0    | 1      |
| Illinois .. .. .             | 0    | 14     |
| Indiana .. .. .              | 0    | 1      |
| Iowa .. .. .                 | 3    | 3      |
| Kansas .. .. .               | 2    | 4      |
| Kentucky .. .. .             | 1    | 1      |
| Maine .. .. .                | 1    | 4      |
| Maryland .. .. .             | 3    | 7      |
| Massachusetts .. .. .        | 10   | 30     |
| Michigan .. .. .             | 4    | 13     |
| Minnesota .. .. .            | 1    | 3      |
| Missouri .. .. .             | 3    | 4      |
| Nebraska .. .. .             | 0    | 1      |
| New Hampshire .. .. .        | 2    | 5      |
| New Jersey .. .. .           | 6    | 21     |
| New York .. .. .             | 14   | 26     |
| Ohio .. .. .                 | 9    | 23     |
| Pennsylvania .. .. .         | 2    | 13     |
| Rhode Island .. .. .         | 1    | 3      |
| Tennessee .. .. .            | 2    | 3      |
| Texas .. .. .                | 1    | 2      |
| Vermont .. .. .              | 1    | 1      |
| Virginia .. .. .             | 2    | 2      |
| Wisconsin .. .. .            | 6    | 7      |
| Georgia .. .. .              | 1    | 1      |
| Montana .. .. .              | 2    | 1      |
| North Carolina .. .. .       | 1    | 1      |
| Alabama .. .. .              | 2    | 2      |
| Arizona .. .. .              | 2    | 2      |
| Arkansas .. .. .             | 1    | 1      |
| South Dakota .. .. .         | 1    | 1      |
| Oregon .. .. .               | 1    | 1      |
| Washington .. .. .           | 2    | 2      |
| Total .. .. .                | 97   | 233    |

#### Our income to Feb. 1 has been:

|                       |             |
|-----------------------|-------------|
| Applications, .. .. . | \$31,370 50 |
| Renewals, .. .. .     | 17,790 00   |
| Card Cases, .. .. .   | 772 25      |
| Uniform, .. .. .      | 192 14      |
| Veteran Bar, .. .. .  | 76 50       |
| Total, .. .. .        | \$50,301 39 |

Of the total received from membership fees, \$49,160.50, I have credited to divisions \$31,700.50, and to the treasurer \$17,460.

The expenses of the secretary's office have been:

|                                       |            |
|---------------------------------------|------------|
| Salaries (not including secretary's), | \$1,355 00 |
| Rent, .. .. .                         | 361 00     |
| Postage, .. .. .                      | 983 48     |
| Sundries, .. .. .                     | 309 86     |
| Total, .. .. .                        | \$3,008 34 |

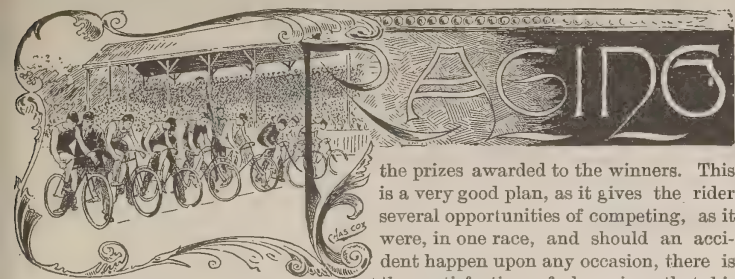
#### Prominent People Present.

Among the gentlemen in attendance the following, prominent in league matters, were noticed: Messrs. Mergenthaler, Kirkpatrick, High, Skinkle, Collister and Dunn, of Ohio; Minor, Hay and Wainwright, of Indiana; Watts and Johnson, of Kentucky; Dean, Perkins, Kerrison, Robinson, Drown, Hodges, Fourdrinier and Seward, of Massachusetts; Latham, Post, Marion and Miller, of Connecticut; Boyle, Hare, Brown, Perkenpine, Bunnell, Kane, Weld, Dimon, Collins, MacOwen, Edwards, of Pennsylvania; Sheridan, Webb, Gerould, Palmer, Stimpson, White, Patee and Randall, of Illinois; Schimmell, Bressler and Metzger, of Michigan; Perrigo, of Nebraska; Luscomb, Potter, Cossum and Wood, of New York; Dr. Gray, Sterling, Elliott, George Atwater, Dr. Santee, Pennell, Howard, Simonds, Bidwell, Place, Merrihew, Brewster, Goodman, Peck, Tracey, McBride and Dr. Brown.

#### What Will Canada Do?

Since class B has been knocked out, it is not known what the Canadians will do. The executive committee of the Canadian Wheelmen's Association met at Toronto Saturday and discussed the professional question. The feeling was strongly against the cash prize system and also against makers' amateurs. The feeling was decidedly in favor of ruling out makers' amateurs from purely amateur races, and making a separate class for them. The executive committee will make a recommendation to the annual meeting of the association, which takes place at Toronto next month, and if it is adopted the result will be that nearly all the riders in Canada will be ruled out of pure amateur events.





## THE ILLINOIS CLUB'S ANNUAL.

## A Twenty-five Mile Course Already Laid Out.

The Illinois Cycling Club has appointed as a committee on its proposed annual road race, the following gentlemen: E. J. Porter, chairman, F. J. Fanning, Charles Stephens, Charles P. Smith, Charles Hagaman, N. Trivess and Frank T. Fowler. The committee wants to make this a twenty-five mile race and has thought favorably of the following course: Starting at Halstead street, west on Washington boulevard to Oak Park, thence south on the river road to Riverside and around the church to Oak Park avenue, which runs parallel to the river road about two blocks farther east, north on this road to Washington boulevard and east to the finishing point. In explanation it may be said that Washington boulevard is now opened straight through Garfield Park and by spring the road bed will be completed. This course is the one which the Illinois club will

the prizes awarded to the winners. This is a very good plan, as it gives the rider several opportunities of competing, as it were, in one race, and should an accident happen upon any occasion, there is the satisfaction of knowing that his chance is not thrown away, and that he can again compete for the medal or prize as the case may be. We consider the plan an excellent one, inasmuch as it does away with the regular road-racing scramble. There is no crowd of men rushing through towns and villages together, and one man, though he may be travelling at excessive speed, is less likely to draw the attention of the public, or authorities than would be in the case of a crowd. If road racing in the Liverpool district is to be carried on during the present year, as we have reason to think it is, those clubs which indulge in road racing would do well to follow the excellent example set by the Catford C. C.—*Athletic and Dramatic News*.

\* \* \*

## Remarkably Fast Times.

Tom Eck and his team of crack skaters, John S. Johnson and Olaf Rudd, passed through Chicago Tuesday en route to Minneapolis. Johnson will keep in shape ten days to take up any

friends know of these remarkable performances, Eck said they had hoped to get the records and send them north. Johnson says his mother paid all his expenses, that he can show receipts for nearly every cent paid out, and that, furthermore, he has every prize he ever won, except a wheel, which he gave his brother, who is using it at the present time.

\* \* \*

## Crocker and Rowe Again.

Willis B. Troy was in the city for *Sporting Life* and, incidentally, to talk cash prize league. Chicago men have no place in their heart for the cash prize doctrine. Troy stated that he was mainly employed keeping his mouth shut—his statements heretofore having been so misconstrued. He did state, however, that Crocker, Rowe and others of the old time pros. would ride in the N. C. A., but not Prince. The N. C. A. will promote three twenty-four-hour contests for large cash prizes and will make a specialty of twelve-hour contests throughout the country on outdoor tracks.

\* \* \*

## Rochester's Big Track Scheme.

The Rochester Wheelmen's League proposes to have a twenty-five mile course around the city. The league will first attempt to get every rider in the city to join its ranks, assessing each only fifty cents, which will serve as initiation fee and dues for the first year. At half a dollar a head—and considering

nasium and that about the first of next month he would go to Savannah, Ga., to train for his English races, for which Mr. Sercombe and his protege leave May 18 with the American party. Mr. Sercombe did not claim Sanger could defeat Zimmerman, but that after equal chances in training he was willing to risk his pile on Sanger.

\* \* \*

## Local Race Notes.

John Mason, of the Illinois Cycling Club, says the time is coming when the west side will have the Pullman road race. This will not occur within the province of the present generation, however.

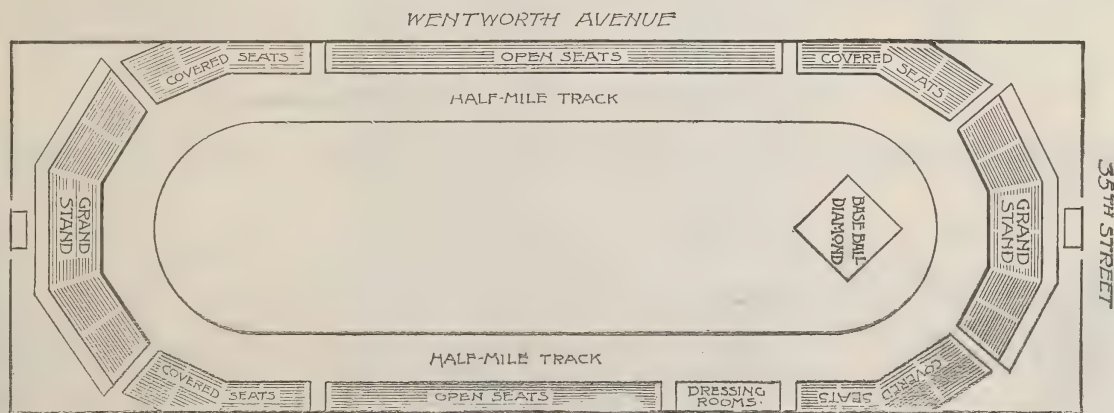
Gus Steele will be a member of the Rudge team this year and leaves for the south the first of March to train with the team which will be under charge of A. L. Atkins and Trainer Eck, who thinks Steele capable of 2:10.

The Lake View Cycling Club has decided to place no racing team in the field this season, but will devote the money to the promotion of road races for club members. So disappointed are some of the club's speedy young flyers that they will adopt the colors of some other organization.

\* \* \*

## General Race Notes.

The clubs in and about New York city will soon organize a road-racing league. The Pawtuxet Valley (R. I.) Wheelmen are considering the advisability of holding a tournament early in the sum-



Proposed Half-Mile Clay Track at Chicago, upon which the International Races will be held.

urge the Associated Cycling Clubs to adopt, should it be found necessary to drop the old Pullman course. The race to be conducted by the Illinois club may be held July 4 this year and about a month later in after years. The meeting of the Illinois division (usually held July 4) in Chicago in August makes the running of the race July 4 possible for 1893.

\* \* \*

## A New Plan for Road Racing.

In order to carry out their programme, and cater for their road riding members, the Catford C. C. have hit upon a very novel plan. No actual race will take place, nor will any competitions be over a distance of less than fifty miles. Each month time competitions will be arranged on a system something similar to sealed handicaps. A route will be selected, and entries received up to a given date, when the handicap will be framed. The competition will start at the beginning of the following month, and extend right up to the end, so that riders may compete at any time during the month that they may think proper, or they may make several attempts over the course, and, at the end of the month, submit proofs of their performances to the committee, when the sealed handicap will be opened, the positions ascertained, and

skating challenges that may be made, and will then rest six weeks before beginning training for the season's bicycle races. Johnson and Eck were not at all pleased with the way they were handled in regard to that southern trip. It was because of incessant rain, Eck said, that no records were broken, but he knew they could have been if the track had been good when the weather was. To substantiate this statement, he told what Johnson, Rhodes and Ballard did in practice, and said he could get any number of affidavits that the times were right.

At Macon, Ballard rode a quarter from a standing start in 31 1-4 sec., and Rhodes a half in 1:02 1-5, standing start. Both of these trials were made when the track was very muddy. Johnson covered the mile at different times in 2:08, 2:08 1-5, and 2:09. All of these rides were simply warming-up trials, Eck said. At Nashville Johnson, paced by a triplet, with Rhodes, Ballard and Farmer up, rode a half inside of one minute. The triplet only was timed, and made the distance in 1:00 1-5, while Johnson beat the triplet out fully seventy-five yards on the sprint. Thus Eck figures it that Johnson's time was considerably under a minute.

When asked why they did not let their

that there are about 5,000 wheelmen in Rochester, no more than half of whom, however, are expected to join—the league will be in a fair financial condition to undertake the building of the circuitous bicycle path. The expenditure will be nominal, inasmuch as the public highways will be used for the most part. There are several miles of cross roads and side paths which are in a demoralized state and in need of the improvement which the league promises. Many citizens who were never astride a wheel have signified their willingness to improve the ground on their premises, through which the path will run.

\* \* \*

## One Bicycle Event.

As a result of the meeting of the world's fair championship committee of the A. A. U., the programme for the athletic tournament to be held at Chicago Sept. 14, 15 and 16, was finally adopted Saturday at New York. It embraces every athletic event, handicap and scratch, including a five-mile bicycle race Sept. 14.

\* \* \*

## Sanger Going South, Too.

Parker H. Sercombe, of the Sercombe-Bolte company, stated while in Chicago that Sanger is now in training in a gym-

mer at the Kent County Park in conjunction with the Naragansett Wheelmen.

The Columbus Cycle Club, of Hartford, will, as usual, hold its annual tournament on July 3 and 4.

As a result of the several indoor tournaments, the Milwaukee Wheelmen have \$1,400 in the treasury.

We should like to know where that \$10,000 championship purse, which the N. C. A. proposes to offer, is coming from.

The St. Catharines Bicycle Club is arranging for a big meet, open to wheelmen from the United States as well as Canada, for May 24.

The Kansas City C. C. has had a meeting to talk over a race meet for Decoration day, and a committee will report upon the matter this Friday evening.

The Peoria bicycle club has definitely decided to give a big meet this year, the first since 1891. This simple announcement is enough—everybody knows how well Peoria can give a meet.

M. A. Holbein will branch out into other twenty-four-hour work this year. He is contemplating walking twenty-four hours, and his friends think him capable of covering a century.



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

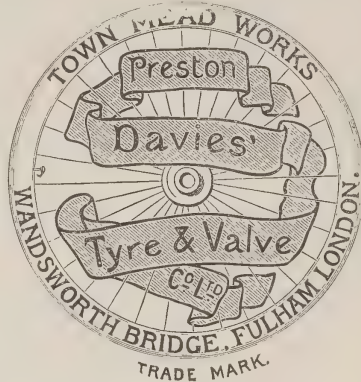
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

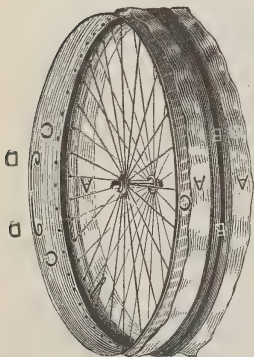
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



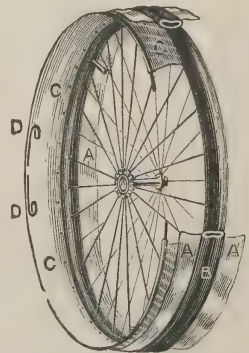
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tire and you are ready to start.



Showing the Tire open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.  
LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.  
COVENTRY DEPOT: 21 Warwick Lane, Coventry.  
AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.  
AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.



## CREATED A SENSATION.

THE REFEREE'S "IDLE BOY" STIRS UP THE AUSTRALIANS.

*Speculation as to His Identity - A Remarkable Four-Day Ride - Tom Busst Getting Well - Australian Race News.*

Your REFEREE of Dec. 2, contained my first letter, and when it reached these shores there was a sensation in wheel circles. A Mr. Schwalbach, who edits the cycling columns of the *Sporting Standard*, and who is also secretary of the Victorian Racing Men's Association, in his paper quoted largely from the letter, premising his remarks with a note that the letter was from the pen of R. M. K. Gollan, who, by the way, is the cycling editor of an opposition paper, the *Sportsman*, and also opposed to Schwalbach, because Gallan helps to run the Melbourne Bicycle Club racing board, which is at loggerheads with the racing association. Seeing that Gollan didn't write the letter at all, you will notice the fun. Poor old Schwalbach was entirely nonplussed by his bold, erroneous statement, and the REFEREE episode was the talk of all the rooms for a week. Gollan spent a morning with a solicitor trying to work up a libel case against the *Sporting Standard* and "Jimmy Mullins, the working chap," Elliott and "L. Hermann, the one-eyed bloke," were also to rank in the case. After a lot of worry the case was allowed to drop and Gollan wrote a strong letter to the paper denying the authorship of the letter.

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As before mentioned there are two bodies here, each trying to rule the roost, the Melbourne Bicycle Club and the Victorian Racing Men's Association. The club is old-established and has a lot of gentlemen riders connected with it; the association has lived through two seasons, and, as a local scribe tersely puts it, is simply a "jockey club." Only racing men are allowed to join, and you can easily imagine what a very nice government would evolve from such a body. Funds were awfully scarce, the printed rules had to be paid for, and the majority of racing men didn't care a darn for anteing-up the five bob a year—some of them hadn't got it—and the M. B. C. laughed up its sleeve at the association. Then Chairman Lennie and Secretary Schwalbach, of the jockey club, said we die or do. They called a meeting last week and passed a resolution boycotting all riders from racing at race meetings run under the association's rules unless they were paid up members. As half race meetings are run under M. B. C. rules and most people hate boycotting, then we anticipate the jockey club will die, and that soon.

We riders who don't happen to belong to the Toff club (M. B. C.) cannot see why Fatty McCulloch—the secretary, Muirhead, the Kerrs, Thorne, Lambton and a mere handful should boss the whole show, but we would like to see a fair club representation and governing council. However, the baby idiots can fight till both sides are *non est* and then we'll step in and do it.

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T. D. Scott, a wiry Victorian rider, has made a record for the journey between Adelaide and Melbourne, a distance of 589 miles in 4 days, 20 hours. The previous record was 6 days, 14 hours. Scott is as plucky as they make them. On one part of the way there is a 90-mile desert, a

lonely hole of a place, abounding with silent salt swamps, sand ridges, and stumpy scrub; hawks, owls, snakes, rabbits and wild dogs are the only occupants of this drear region. Scott reached the commencement of this place late in the afternoon, and rushed into it and spent the night there alone with his tin billy which he boiled when he wanted tea. The moon did not rise till midnight, and when it came it was in the last quarter and gave as much light as a lamp with a damp wick. To finish up he made a plucky ride of 223 miles in 24 hours. Towards the end of his journey he was pretty well asleep on his machine, but Cadby, who paced the last 50 miles, kept him moving all through the night, and from early milkmen and baker's carts they got a feed at daylight, and soon after reached Melbourne.

The ride has surprised a lot of fellows here because it was made on a racing bicycle weighing only 261-2 pounds. The pneumatic tires, no doubt, saved it from collapse. Scott only weighs as much as 184 pounds of potatoes, so no machine would groan under his weight.

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A report has been going the rounds that

took his fee—two yellow bobs—and did me no good. Then I heard of Dr. Rose, I went to him and said, 'Doctor, I want you to tell me what's wrong.' He stripped and sounded me all over and then said, 'Are you a rowing man?' 'No.' 'A foot baller?' 'No; but doctor why do you ask?' 'Because you have strained yourself and are bleeding from the spine, or in other words your life is ebbing away.' Then Busst told him he was the cyclist, and remembered he had strained himself at Adelaide some eighteen months previous, when he was beaten by a few inches by Davis, for the championship of Australia. Most of the fellows here scorn the idea of Busst bleeding from the spine. They say it's his kidneys, affected by all the drugs he has swallowed. Anyhow, he does look a bit faded. The doctor, however, promises to cure him in six months; so some day you may see him race in Chicago and you will see what a wonder he is.

\*\*\*

During the New Year holidays a team of five Victorian road riders met a similar number of South Australian riders in a fifty-mile intercolonial road race at Adelaide, S. A. The Victorians, who

is as good as ever. His wins on Dec. 31 brought him £42. He is wiry in build, and rides like a gust of wind all through.

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Is there any chance of Windle or Zimmerman coming over to the Austral meeting to be run in Melbourne next November? They can depend on a right good welcome and plenty of scope to pick up a few hundred sovereigns at various meetings throughout the town and country. Mind, we have no such word as professional in our dictionary here. All riders are simply cyclists, because, we say, it is not possible to make a living out of cycle racing as a profession.

\*\*\*

James Copland, at one time captain of the Sydney Bicycle Club, and also one of the best known wheelmen in Australia, was found in a house in Sydney in a dying condition. He died soon after, and as poison was found in the room, he is supposed to have committed suicide. He was not in good circumstances.

## Sydney Barton Bowman.

A genial personality, with an energetic and concise way of expressing himself, a very level business head for young man, rather good looking and well developed physically and mentally are the chief characteristics of the up-town New York agent of the Pope Manufacturing Company, and also proprietor of Bowman's Adelphi Hall cycling academy. He is quite young, only just out of his teens, and is a strict vegetarian. "Sid" Bowman, as his intimate friends—and they are many—call him, is a close friend of Zimmerman and H. E. Saltenstall, the donor of the thousand-dollar world's fair competition cup for cyclists, and as a pure amateur of class B he ranks with Saltenstall, as Sid naively declares he was never fast enough to command a salary. Bowman is a member of the Elizabeth Athletic Club's cycling division, New York A. C. and Hudson C. W., and although having just taken unto himself a wife, intends racing this year when business permits, as he declares himself to be in the best condition—from a health standpoint—of his life. Space will not permit us to give a detailed account of his many victories, but it is sufficient to say that he has vanquished from scratch such men as Taxis, Rich, the Murphys, Crist, Van Sicklen and Van Wagoner. This will be his fifth season on the track, and he will doubtless add a few more laurels to our club by leading the van in many a hot finish. Mr. Bowman's record for the mile is 2:14 1-2, flying, and barring the famous Zimmerman, he is without doubt the fastest man in New Jersey. He rode a mile in practice at Springfield last fall in the good time of 2:11, flying start.

## Setting the First Mile Stone.

C. E. Salter, of the Ravenswood Cycling Club, and Ed J. Porter, Illinois Cycling Club, have been appointed a committee to arrange for the laying of the initial mile stone of the Century Road Club. A year and a half ago this stone was donated to the club by the Stover company, of Freeport. It is intended as the forerunner of a complete line to Milwaukee along the Sheridan drive. The committee has obtained permission from the park authorities to lay this stone at the intersection of North avenue and the Lake Shore drive in Lincoln Park. In time, it is hoped, the members of the C. R. C. throughout the United States will adopt the plan of their Chicago brethren, and lay similar stones along the highways.



SYDNEY B. BOWMAN.

Tom Busst was going to die. I suppose you know who Tom Busst is. He is a cycling John L. in Australia. We believed at one time he could, on a wheel, lick creation—Lanky Osmond to boot, and he was going home to try, but the N. C. U. barred the way with their stupid amateur definition. Anyhow, Busst's speed was a street ahead of any other riders out here. A big, powerful, long-limbed fellow, full of animal spirits, a good hearted chap, so high spirited that he would not let his own father boss him even as a boy. An official at a race meeting once tried to prevent him starting in a race, but Tom squared up there and then, and rather than have his clothes spoiled the official preferred to retire. Everyone knew Busst had been ill, but they did not imagine anything serious. Busst stopped me in the park the other day and said, "Well, old man, I'm devilish bad." "You don't look well, Tom," said I. "No, I've been to half the doctors in Melbourne, and only lately found out what's the matter. Dr. Fitz, our leading medico, said I was simply a case of worry. He prescribed some stuff,

have gained a good name as road riders, simply ran rings round the South Australians, beating them by thirty-four points against six points. They well deserved the licking they got, because S. A. riders are noted for their jealousy, and can not smile at defeat, as Englishmen, or rather Australians, should and usually do.

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The fifty-mile road record for the Australian Colonies is 2 hr. 52 1-4 min., made by Keating in Tasmania on Jan. 9.

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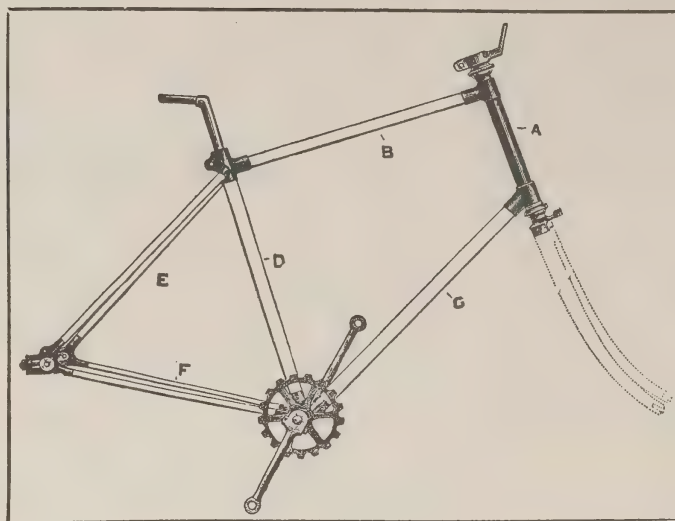
There were 6,000 persons on the Adelaide Oval, S. A., to witness the international bicycle races on Dec. 31. A team of nearly twenty Victorians were racing, but they were most unsuccessful in scooping up the gold, only securing £17 among them. The hero of the meeting was Richard Davis. This man is a daisy at racing, and one of the few riders in the world who can make pace all through and finish up with a running sprint. He has won a hundred races or more, including a £200 Austral, and he



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### NO RIDING IN THE GROUNDS.

*But Provision for the Care of Wheels Has Been Made.*

The world's fair people have decided that bicycles shall not be ridden in the grounds. According to the *Herald*, President Higinbotham made this statement in regard to the matter: "We have decided against allowing them [wheelmen] to ride through the grounds. That course seemed to be necessary on account of the danger to pedestrians, who might be injured by reckless riders. But we have made arrangements to take care of the wheelmen. A number of check-rooms will be built near the gates, where they can leave their wheels. These check-rooms will be inside the grounds, perhaps under the elevated railroad that runs through the park. The rooms will be fitted up with apartments for dressing, so that men can brush the dust from their clothes and remove other evidence of a ride over the dusty or muddy streets. Rooms will also be provided where women cyclists can arrange their toilets after a ride to the grounds. The charge for using these rooms will be small."

The fair management recognizes the fact that on days of special importance 10,000 wheelmen will be at the grounds. Unless some provision should be made to care for their wheels, these 10,000 people would not go to the park by wheels, but would have to depend upon the trains. Inasmuch as the absence of this number from the trains would relieve the transportation facilities, Major Kasson of the bureau of public comfort has originated the plan of building two courts, which has been approved by Director of Works Burnham. This is what Major Kasson has to say on the subject: "We have decided that the 'wheel' presents a means of transportation that

has been overlooked, but which will have a perceptible influence on the travel between the city and park. It would be folly to expect bicyclists to use their wheels unless something were done for their accommodation. In consequence I have laid before Director of Works Burnham for his approval a plan for providing two courts at Fifty-ninth and Sixtieth streets entrances. These courts will be of sufficient size to accommodate 8,000 wheels. They will be each 200 by 40 feet in dimensions, covered with glass and built on rather unpretentious lines.

"Attendants will be maintained in each court, who will receive the wheels, check them and then place them in racks where they will be kept until the return of the owners. There will be assembly rooms for the riders, both men and women, and in connection all toilet conveniences will be provided. From these assembly rooms entrances will be established to the ticket offices, and special gates will open directly into the park.

"No person without a bicycle will be permitted to enter the wheel courts. They will be maintained sacred to the bicycle enthusiast. And right here let me say that the charge for the service will be very light. We are now in consultation with prominent wheelmen as to what it would be right and proper to charge. It is hoped that many wheelmen all over the state and even from other states will be induced to visit the fair on their wheels. But even in and around Chicago there are said to be 60,000 bicycle men, and of these a large number will be ready to take advantage of these courts. The plan is, of course, subject to alteration by Mr. Burnham, but this is the outline of it, and it will be adopted substantially as I have given it to you."

### THE LATE W. H. DE GRAFF.

*A Man of Sterling Qualities and a Lover of All Sports.*

"W. H. De Graff dead?" was the query which went the rounds last week, and the more intimate associates of the dead secretary-treasurer of the New York division would inquire with incredulity, "Billy De Graff dead?" Yes, William Henry De Graff is dead, and the sudden information given Monday morning of last week of his unexpected taking off Sunday was only too true. The Saturday previous a letter from his place of business informed the eastern representative of the REFEREE that W. H. De Graff could not keep an appointment, as he was confined to his home with sickness, and would not be out for some time. This was news, as the late secretary-treasurer was seen on Broadway only a few days before that, looked passably well, and exhibited that look and bluff manner so well known to his friends. It was last summer that the writer became intimately acquainted with him, and the first introduction was given by Frank Egan, cycling editor of *Sporting Life*. A number sat in the press stand at the Manhattan field last summer, when Frank said, "Hello, there's 'Pop' De Graff."

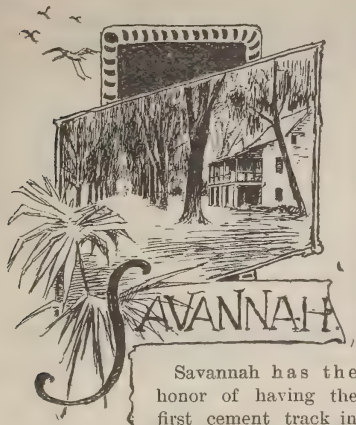
"Who is 'Pap' De Graff?" was asked. "Don't you know Pop De Graff?" replied Frank. "Don't tell him you don't know him; everybody in these parts is supposed to know Pop De Graff. Why, he is the father of the Harlem Wheelmen, and has stood by the club in fair and foul weather. The club has cost Pop a good deal of time and money. You must meet him" went on Frank, and the introduction took place. A little later we were all on the boat that met Zimmerman, and we got more intimately acquainted. I learned to like

"Pop" De Graff. On several subsequent occasions we met him as the most prominent, useful and popular member of the New York division. He undoubtedly was the most unselfish of all the officers of the division. Not one word of complaint or censure have I ever heard against him.

Mr. De Graff attended a boxing competition at Coney Island some two weeks ago with a party of friends. The night was a most miserable one, the train service poor, and a cold was possibly contracted which led to pneumonia and death. He loved cycling with a love next to that of his family, to which he was a devoted husband and father. He loved all forms of manly athletics, and was a hale fellow well met. His services in behalf of cycling can not be well computed; his purse and time were always ready for its welfare. If he had lived he would have been a millionaire, as his father is president of a wealthy New York bank, and owner of much realty. His age at death was forty-one—the prime of life—still the candle went out. The Harlem Wheelmen have lost their honored head, and cycling an enthusiastic friend. Flowers and trees seemingly die in the winter, but there comes a glorious budding and blooming at springtime, when life once more appears. It is hard to think that such a life as W. H. De Graff's is gone out forever. May we not expect many more springtimes of such an existence as his, and the friend of many is not dead forever, but will be seen again in another life, and possibly many. Nature teaches us this lesson, and it is a hope many fondly cling to, for the sake of those who have gone before.

The Press C. C. of Boston made \$6 out of the fall tournament at Saugus.





Savannah has the honor of having the first cement track in this country, and it remains for the beautiful Georgia city to ascertain what merit there is in that material in connection with cycle racing. The track, which is to be the pivotal point of all bicycle sports and contests in the south, is recognized as the finest in that section of the country. All who have ridden on it speak in the highest terms of its qualities. The idea of a park and track originated with the Savannah Wheelmen almost at its inception, and it was hardly organized before the construction of one was discussed. The project was kept steadily in view, and on many a run to Thunderbolt the availability of certain cities was considered, even though there seemed to be no hope of ever obtaining one of them for that purpose.

#### DECIDED TO BUILD.

In the early fall of last year, the conclusion was finally reached that it would not be advisable for the club alone to attempt such a task, and it was decided to effect an organization of wheelmen and outside business men for this purpose. An option was secured on seven acres of ground, on the line of the electric railroad, which was ultimately closed, the price being \$3,500. A stock company was formed and a charter applied for. Four hundred shares were issued at \$25 each, payable in installments of \$1 per month. The stock was all subscribed in less than two months. On Dec. 5 the charter was granted, and on Feb. 13, so rapidly was the work pushed, the track was declared complete. The grand stands were up several days ago, the grass is now growing and a fine turf forming on what was three months ago a pine forest.

#### HOW THE TRACK IS MADE.

In the track proper the greatest inter-

curves to thirty feet. It is banked on the curves for a 2:10 gait.

#### OTHER FEATURES OF THE PARK.

The other features of the park are in keeping, in general excellence, with the track. The grand stand is admirably arranged, as secure as it is possible to make it, and has a capacity of 2,000. The bleaching boards have a further capacity of 1,500. The cost of the track and improvements was nearly \$10,000. The park is not intended to be devoted solely to bicycle sports; it is intended to be a general athletic ground, the inclosure to be used for base ball, foot ball, and other games. The grounds are well situated, being of easy access from all parts of the city. Here all the local games of the southern base ball league will be played this season, and here, it is expected, the foot ball contests and other sports of the city will mainly take place.

#### THE RIFLE RANGE.

A rifle range is a third important feature. Like the track, the range is pronounced by experts to be the finest of its class in the south. The range is 200 yards, and there is a grand stand and shooting box attached. The wheelmen's association has a team of fine marksmen eager to accept challenges from any quarter.

#### COMFORTABLE DRESSING ROOMS.

Every arrangement possible has been

having been taken to beautify the grounds with flower beds.

The value of the park in building up a healthy interest in legitimate sports cannot be over estimated. Its influence

Savannah Track Association's two days' tournament.

Of course Zimmerman was the magnet that attracted the crowd, who struggled through a foot of snow to reach the



The Track and Grand Stand, from Thunderbolt Road.

will be felt, not only in Savannah and Georgia, but throughout the entire south. Already the news of what Savannah has accomplished has aroused a spirit of emulation in a number of other cities, and the probability is that similar organizations and similar parks will be the result elsewhere. The south has been

the good ship Kansas City, which rode proudly at her moorings at the Savannah line pier. Passenger Agent Davis had made every preparation for the accommodation of the cyclists, and a crowd of fifty or more thronged the steamer's saloon to say *au revoir*, among them being Joseph McDermot, L. C. Boardman, Sydney Bowman, Joe Judge, Billy Perrett, John Palmer, H. Kirkpatrick, Tom Roe, Charlie Price and others. Among those who had secured state-rooms were George S. McDonald, John S. Johnson, Tom Eck, Arthur Zimmerman, S. G. Whittaker, Harry Wheeler, S. H. Persons and the REFEREE's eastern department manager. All but the first three answered the roll-call, and the others, through engagements which prevented, were expected to train it to the tournament.

The Recorder artists, Disber and Painter, made sketches of the party, and as the boat whistled four loud blasts of defiance to the El Rio—the new Morgan line steamer—for a race, we moved out from the dock with three encouraging and hearty cheers from those who would have liked to have been with the party. The elegant new El Rio got five minutes start, but before forty minutes had been recorded the Kansas City (the fastest of the Savannah line) drew abreast of her would-be rival, and the Kansas City's passengers were duly delighted. A salute from the K. C. was courteously answered, and the new "flyer" was soon astern and forgotten.

Captain Fisher was aware of the importance of at least one of the party, and Steward T. L. Gains gave us the best positions in the way of staterooms and places in the diningroom. "The ship is yours," said Steward Gains, "do what you like"—and the majority of the passengers did not consider the five young men who came aboard with wheels the quietest lot they ever saw; all agreed they were extremely lively. Whittaker paying special attention to the old lady passengers, who fairly worshipped him. Zimmy's sapped experiences with the waiter, and Harry Wheeler paid special attention to a fair convent pupil of Albany, who informed us that she was going home to see her papa, and who was taken in charge by the champion as soon as she found out his standing in the wheel game, Wheeler being decidedly "out of it." From that time forth the pretty girl in black had eyes for no other than Arthur Augustus, who is extremely sweet and as winning in a love affair as in a race. The contest for first position between Persons, Wheeler and Zimmy



Bonaventure Road, Savannah.

made for the convenience and comfort of those using the park. Below the grand stand, facing the track, are six well-equipped dressing-rooms, 30x20 feet in size. There are also bicycle racks, etc.,

deficient in proper sporting spirit of recent years, but there is reason to believe from such evidences as the Savannah Wheelmen and their park afford that the renaissance is at hand.

#### HONOR TO WHOM HONOR IS DUE.

The five gentlemen to whom the honor of originating the plan of this park, and to whom the work of pushing the project through to success is due, are C. S. Richmond, S. M. Whitesides, R. H. Polk, W. J. Lindsay, and Henry McAlpin. The officers of the association are C. S. Richmond, president; W. J. Lindsay, vice-president; S. M. Whitesides, secretary; W. P. Ott, treasurer. The board of managers consists of these officers and Henry McAlpin, C. Saussy, and R. H. Polk. All of these have manifested the deepest interest in the park project, and, being men of much energy and ability, the management could not have fallen into better hands.

#### ZIMMERMAN'S SEA TRIP.

The Merry Party Which Went to the Savannah Tournament.

SAVANNAH, Feb. 20.—It was a merry party that gathered at the foot of Spring street, New York, Saturday afternoon to see several who, as had been announced in the daily papers, were going to the



Rifle Range and Portion of Track, from Stand of Rifle Range.

est naturally centers. It is of cement, quarter-mile circuit, and banked one foot in five on the turns. It is thirty feet wide in the middle of the turn onto the home stretch, and fifteen feet wide on the back stretch, widening on the

to accommodate the public. Nothing, in fact, has been left undone that was suggested as likely to add to the value of the park or to its attractiveness to sporting men and the general public. The artistic eye will also be appealed to, steps

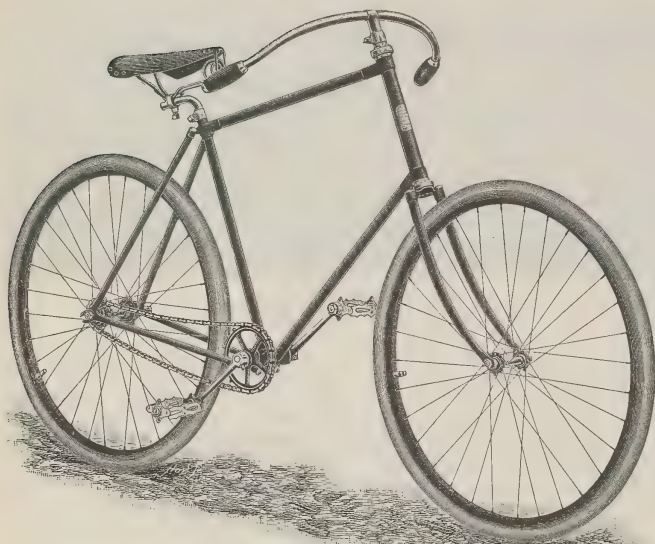


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Yours respectfully,

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more than 250,000 lbs. have left our factory, and has been consumed in the United States.

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And Jobbers Generally Throughout the United States.



was a veritable walk-over for Zimmerman.

The sea was not at all angry, and off Cape Hatteras, when we expected rough weather, we found things tranquil, with only a spouting whale to disturb the placid surface. A quartette from the Syracuse University kindly gave three little impromptu concerts, which everybody appreciated, and the quality of singing was in the championship class.

Our passengers numbered about seventy-five, and were a pleasant lot, and the pleasant lot of officers made the three days on board pass nicely. The parting between Whittaker and the old ladies, and Jimmy and the fair one in black (whom we all were given the privilege of calling sister and addressing as Olive), was pathetic to a degree.

We landed at Savannah, and it looks as if our stay in this beautiful city will be one continued round of pleasure. The voyage has had a wonderful influence on the colds of the party. Everything in the nature of a cough has succumbed to the invigorating and healing warm sea breeze, which prevailed the last thirty hours of the trip.

Zimmerman will not ride at the tournament, but he may give an exhibition just to show himself to gratify the crowd. After the races he will proceed to Brunswick, Ga., his training ground, which is 96 miles from Savannah. His quarters will be at Warren Leland's Orglethorp Hotel.

#### RECEPTION BY SAVANNAH CYCLISTS.

When the steamer Kansas City reached her dock at Savannah Monday evening, a crowd of Savannah wheelmen, headed by President C. S. Richmond, W. P. Lindsey, R. A. Polk and S. M. Whitesides, gave the cyclists from New York a rousing three cheers from the dock. "Is Zimmerman aboard?" was shouted to the steamer. When the gang plank was made safe a crowd of fifty trooped aboard, and little speeches of welcome were made in the saloon, and then the party of visitors were seized and bundled into hacks and whirled to the magnificent De Soto hotel, where a large number was assembled. A second and more formal welcome was extended by the mayor's secretary and others. After rooms had been secured a moonlight stroll around the beautiful park and city was indulged in, and "Zim" and party retired with a high opinion of Savannah and her cyclists. The best racers of the south are here, and Wednesday and Thursday will see some good sport.

#### The First Day's Races.

SAVANNAH, Feb. 22.—The first day's races passed off smoothly. A large crowd voted the meet a success. The weather was glorious, but a high wind prevailed. Zimmerman rode an exhibition quarter against Wheeler, beating him out a foot or so, in 34 1-5 sec. The track was pronounced perfect and good times were made. The summaries follow:

One-mile novice—Johnson, Charleston, 1; Geus, Savannah, 2; time, 3:12 1-2.  
One-mile open—Isaac Baird, Charleston, 1; Harry Wheeler, New York, 2; time, 2:46 1-5.  
One-mile, Savannah Wheelmen—Conneral, 1; Williams, 2; time, 2:51 1-4.  
Two-mile, handicap—Johnson, 275 yds., 1; Wheeler, scratch, 2; time, 5:27 1-2.  
Half-mile, open—Baird, 1; Welch, 2; time, 1:45 1-4.  
One-mile, 2:35 class—Johnson, 1; Williams, 2; time, 3:01.  
Quarter-mile, open—Baird, 1; Williams, 2; time, 35 3-4.  
One mile, handicap—Williams, 120 yds., 1; Geus, 110 yds., 2; time, 2:36 1-4.  
Two-mile, 5:50 class—John Baird, 1; Conneral, 2; time, 5:47 3-4.

The Kansas City C. C. will in all probability give a race meet on Decoration day.

## FRESH FOREIGN NEWS.

### FRANK SHORLAND WILL HEREAFTER RIDE A HUMBER SAFETY.

*Wass Suspended for Having Taken Money for Riding a Certain Tire—Proposed Changes in N. C. U. Racing Rules.*

LONDON, Feb. 11.—A sensation has been caused by the announcement that F. W. Shorland, the long distance rider, is leaving the Crypto Cycle Company, the successor of Ellis & Co., with which he has been ever since he left off being a school-boy, to enter the services of Humber & Co., for whom he will henceforth act as traveler. Needless to say, also, he will ride one of the Beeston-Humber machines in his races. It is a curious fact that for some time past various rumors have been circulating in connection with Shorland's name. First it was stated that he was entering the employ of the Whitworth Works Cycle Company; this was contradicted, and then it was reported that he was joining the New Howe ranks. More lately, and somehow this never oozed out, he was negotiating with the Dunlop tire firm and but for some misunderstanding he might now have been in its employ. How his latest move will be taken to have affected his amateur status remains to be seen.

#### BOWDEN ON AMATEURS.

Talking of amateurism reminds me that a good deal of feeling has been created by some disparaging remarks on the N. C. U. made by Frank Bowden, of the Raleigh company, to an interviewer of the *Irish Cyclist*. Mr. Bowden seems to assume that all the prominent riders are in the pay of manufacturers of cycles or tires. Those who sit in the seat of the scornful thrust their tongues into their cheeks and reply that Mr. Bowden, being a cycle manufacturer, really ought to know something about these affairs; and they smile when they read his later announcements that there is no truth in any statements to the effect that Zimmerman will ride any other machine than the Raleigh, and laugh quietly to themselves when they come across obviously inspired paragraphs to the effect that Jimmy has become a shareholder in the Raleigh Cycle Company.

#### NEW SCHEME PROPOSED.

Although defeated in his attempt to bar all members of the trade from acting as delegates and committeemen to the National Cyclists' Union, Dr. E. B. Turner is by no means discouraged from carrying on his crusade against the shamateurism which at present pervades the racing path. His latest panacea is a general licensing scheme, and I have had the opportunity of perusing the draft scheme, which will probably be placed before the council of the N. C. U. next month, with a view to its coming into action on the first of May. Briefly it provides for the dealing with applications for licenses to race as amateurs from all riders who have got beyond their first year's novitiate. A licensing fee of five shillings is to be charged to each rider, and in the case of riders not connected with the trade, the applications will be dealt with by the committees of the various centers. But trade men and those residing outside of England and Wales who wish to race will have to make application to a special committee, from which all people connected with the trade are to be rigorously excluded. Each applicant of the latter class will be required to sign a declaration defining exactly his position and stating that he receives neither pay-

ment nor expenses for racing, no bonus for winning races, and that he is not allowed undue time for training, racing or record-breaking. Licenses will be granted only on the distinct understanding that the statements in this declaration are absolutely true, and that they may be withdrawn at any time by the N. C. U. licensing committee. Those of the centres of the union which have considered it are strongly in favor of the scheme, and it seems almost certain that it will be carried.

The council meeting at which this is likely to be brought forward is to be held in March, when all the officers and committees for the year are to be elected and any proposed alterations of rules have to be brought forward. It is evidently anticipated that the meeting will be a long one, as it has been arranged that it shall begin at 6 o'clock on a Friday evening and then adjourn at 11 o'clock until 2 o'clock next day.

#### A. E. GOOD SUSPENDED.

The latest addition to the ranks of Midland racing men is Ben Tuke, the Irish Champion C. C. man from Dublin, who is now situated at Coventry. There he will have his old comrade, Arthur DuCros, as a training companion. When in Dublin Tuke could in practice always outprint any of the other men in training, but when it came to races he nearly always failed to come off. A. E. Good, of the Catford C. C., who last year showed almost first-class form, has been suspended for alleged "roping" at Cardiff last September. If what I hear of the evidence against him is correct, he is likely to be absent from the path for some time to come.

#### ROE'S '89 FAKE RIDE.

*The Swarthy Chicagoan Tells Why He Rode On Trains.*

Editor REFEREE:—In your issue of Feb. 17, I notice the "Senator" quotes a few remarks of Mr. Sea, of the New York *World*, who, in '89, was business manager of the Chicago *Herald*. As Mr. Sea has seen fit to open old sores and tell his hard-luck story of "How we got him through," and about my wanting to quit five times, will you kindly allow me space enough to tell Mr. Sea (if it has slipped his memory) why I wanted to quit.

In the first place, I sprained my ankle very badly the fourth day out from Frisco, and if I had had real good horse sense, should have quit at once, instead of worrying along sixty-eight days more on one leg.

Second reason for wanting to quit: The *Herald* during the last half of the trip, sent out a sporting editor to—well, I don't know exactly what they sent him for. He gave Munger, Barrett and myself the magnificent sum of \$5 on which to drink ourselves to death.

From Kansas City to Chicago, twenty-two days, I was allowed the enormous sum of \$5, that is outside of the \$5 I borrowed of Robbins at Peoria for a special purpose (see Munger). For the same twenty-two days out, this alleged manager charged Gormully & Jeffery just \$30 per day as my expenses. Was it any wonder I wanted to quit?

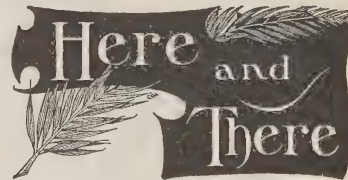
As to how they got me through, that is easily explained. Owing to the condition of the roads through Kansas, Missouri and Illinois, and my bad ankle, I was unable to make any headway, or, at least, not enough to satisfy the *Herald* unless I took the train, which I did in each case at the positive orders of the same manager.

I would get my orders to reach a certain town, say seventy miles distant, by night. "We don't care how you get there," the telegram would read. No

man with two good legs could have done it, much less a side-wheeler with one paddle broken. I took trains, but not freight; I went first-class, disguised as an ordinary American citizen, with the aid of Barrett's glasses and Jack Robbins' hat. I traveled during the trip 2,800 miles, 400 of which on trains by order of the "Chicago Herald, S. Guy Sea, manager." The trip was a fake, pure and simple; no one ever heard me say otherwise. It was what I was paid to do, only I did not get the pay. No Simon pure feeling kept me from taking it.

During the trip I propose to make I want everyone to watch me day and night see if they can discover any fake.

TOM ROE.



Atchison, Kas., has a new bicycle club.

Cycling on the ice on the Hudson has become immensely popular of late.

The Century Wheelmen of Philadelphia are greatly enlarging their club house.

The Buffalo Ramblers will hold a souvenir century run over the Dunkirk course June 25.

Ministers' clubs seem to be quite popular nowadays. One has just been formed at Pueblo, Colo.

A number of Harrisburg, Pa., wheelmen contemplate touring to Chicago in May to visit the world's fair.

Paul H. Caldwell is president and H. C. Fenn secretary of a new club just formed at Sioux Falls, S. D.—name not yet selected.

The cycling thief should not be turned away empty. He should be filled, well filled—with shot.—Cincinnati *Commercial Gazette*.

W. G. Rankin & Co., Providence, will give a twenty-five mile road race about April 15, with ten prizes, consisting of bicycles, gold medals, etc.

The members of the Brooklyn Bicycle Club have subscribed \$2,000 toward the building fund for a summer club house at Bath Beach or Bay Ridge.

The Morey Cycling Club, of Denver, was recently organized by the employees of the C. S. Morey Mercantile Company. It is composed of about twenty members.

Charles Carr, of the Century Wheelmen, Philadelphia, has offered a cup to be awarded to the member attending the greatest number of runs during the year.

W. W. Kern, general passenger agent of the Jacksonville Southeastern road, has just issued neat bicycle permits to league members, over all branches of that popular road.

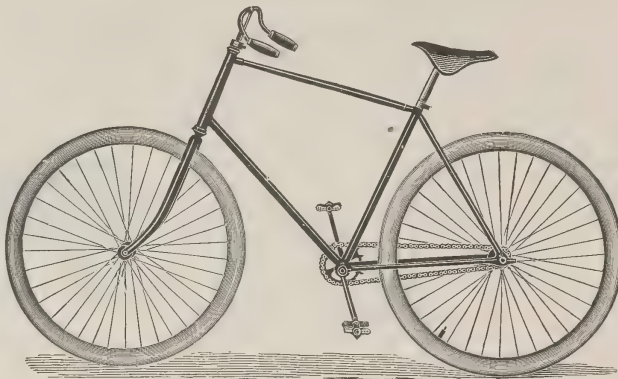
To every member of the East Orange Cyclers who rides over 1,500 miles this season a medal will be given and an extra bar for each thousand miles over that amount.

The Providence Ladies' C. C. has elected officers as follows: President, Miss Ethel Warner; vice-president, Mrs. Q. B. Briggs; secretary-treasurer, Miss Annie L. Rittman; captain, Miss Annie G. Duteemple.

The typewriter backache is rapidly gaining as secure a position among the ills of humanity as the "bicycle stoop." It should be guarded against as far as possible by a high seat and a footstool.—Albany *Express*.



## SMALLEY BICYCLES FOR 1893.



*Four Styles: Light Roadster, Road Racer, Track Racer (New Style Handle Bars), Ladies' Wheel. . . . .*

Agents Wanted in Unoccupied Territory.

RACINE HARDWARE CO., Racine, Wis., (Makers of the celebrated Racine boats)—Agents for Wisconsin, Northern Michigan and all territory west of the Mississippi River.

J. E. POORMAN, Cincinnati, O.—Agent for West Virginia, Tennessee, Kentucky, Southern Indiana and Southern Ohio.

### MARBLE CYCLE MFG. COMPANY,

RETAIL DEPOT:

271 Wabash Ave., Chicago, Ill.

PLYMOUTH,  
IND.

GEO. K. BARRETT, Manager.

*Zimmerman rides the Raleigh. We are agents for Illinois.*

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## TO ALL WHOM IT MAY CONCERN:

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\* \* \* \* \*

# ROVER CYCLES

*Are taking on very fast, and will again be the  
Leading Wheel in the States this season. . .*

---

AGENTS WANTED.

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Address **HARRY NEVILL, Care "Referee,"**

DEARBORN STREET, CHICAGO.,

Representing

**J. K. STARLEY & CO., Ltd.,** Makers, Coventry, England.



## THE ELLIPTICAL SPROCKET.

*Johnson Does Not Think It as Fast as the Round on the Sprint.*

The champion flying-start miler and skater, John S. Johnson, made his headquarters at the REFEREE'S New York office while in the east, and this paper's representative learned many things about that southern trip, elliptical sprockets, the Independence records and several other things of a more or less interesting nature. Johnson was asked, in the interest of the trade and cyclists generally, his opinion of the elliptical sprocket.

"Well, I would not use it in a race again, and I will tell you why. First of all I would say that I never asked or received one dollar for the records I made with the elliptical sprocket wheel, and I quit using it because I found the round sprocket faster on the sprint. Mind you, for a long, steady pull I believe the elliptical sprocket to be a good thing, in fact faster than the round sprocket, but in finishing a hard sprint give me the round every time. I discovered the difference in favor of the round when Fred Patee put me on a Rudge at Chicago after the last tournament, and I have not lost a race since; and rode and won nine. Why, Rhodes could beat me when I used the elliptical, and when I changed to the round sprocket I could beat Billy easily. I will stick to the round sprocket and would not think of using the elliptical again."

Then Eck corroborated Johnson with this: "We tried the elliptical in every kind of way, up hill, down hill, on level roads and long and short sprints, against the wind, with the wind. Nobody gave it such a thorough and practical test as we did, and I found a verdict as follows: The elliptical is a good thing for road races, up-hill work and record-breaking when pacing is had, but a man on a wheel with an elliptical sprocket can't finish a race and sprint home like he can with a round sprocket. You can bet," said Eck, "we would not have changed unless we were satisfied as to its merits. I was under salary to the firm and we changed Johnson's mount voluntarily, and results proved that our conclusion was right. Johnson has ridden the fastest quarter and half-mile ever ridden since he changed, and if he don't open most people's eyes this season I will be more surprised than New York was this week when we won the skating championship from a supposed invincible."

"Was I satisfied with the southern trip? Well, no; not exactly. The weather spoiled what would have been a bigger sensation than the one from Independence, and I'll bet a thousand dollars that what we did there was all right and no one can prove anything to the contrary. There were several hundred people present when Johnson went for those records. They can't keep the boy down with all their fake crying; we are on top and mean to stay there. No one can prove that I ever had a lap scored more than was made, neither can they prove that I ever faked a record. Talk is cheap, but proof is a difficult thing."

"What wheel will you use this year?" "I don't know yet; three firms have been after us. We will use the Burris-Michelin tire in all our races, as I think it is the best made."

## HITS AND SLAPS.

It has taken a long time to drive "the push" to the grave, but from present indications that element is not only to the grave but well into it. At any rate it is dead, and the next act will be to set the

stone with "Here lies," etc., thereon. The push was not, however, the only objectionable element found in cycling; there is the club liar and the fresh young man. The first named is harmless, inasmuch as he allows from 50 to 75 per cent discount on his stories. The fresh young man, however, gives no discount.

He is, in plain words an unmitigated nuisance—at the club house or on the run or on the street—everywhere, in fact. I happened in one of Chicago's largest and most popular cycling club houses recently. I should have enjoyed myself but for the presence of the fresh young man who met me in the billiard room, slapped me on the shoulder and remarked, "Well, ho'd they 'stack up,' old man?" I might not have thought so much of the incident had it been an old friend instead of a nearly total stranger, and what made it all the worse was the f. y. m. treated all alike, even those who were old enough to be his father. I could not begin to remember the slang phrases he used during the course of a half-hour, but "Cop the dough," "I guess nit," "I like that—not," were a few of them.

The f. y. m. is usually the one to use the club house most, while his dues are the last to be received by the treasurer; he it is who manages to break the furniture, scratch the walls and destroy the files. The f. y. m. should be eliminated.

\* \* \*

The fool has planted his memory with an army of words.—Shakespeare.

Never be grandiloquent when you want to drive home a searching truth. Don't whip with a switch that has the leaves on, if you want to tingle.—Henry Ward Beecher.

There are writers on the cycle press who are afflicted with pedantry—and why? Is it because of a lack of argument their writings must appear well, even at the cost of good English, and with a full complement of foreign words and italics? It may do well enough for space writers, but the average reader does not care to be burdened with big words, which at the best seem to have been dug up for no other purpose than to appear big. But, to quote Matthew's "Words; their Use and Abuse," "Solomon tells us that there is nothing new under the sun; and this itching for pompous forms of expression,—this contempt for plainness and simplicity of style,—is as old as Aristotle."

High-flown language is not necessary; as Southey says, "It is with words as with sunbeams,—the more they are condensed, the deeper do they burn."

\* \* \*

What a change has come over the festive traveling cycle salesman! A year ago one could meet this individual and he had sold the entire output, yet he was still on the road, with no prospects of getting home in a hurry. This year it is different. He does not tell you the sales are double the number of wheels he expects to turn out; he tells you he sold a hundred or fifty or twenty-five machines, and more than likely he expects to stay out some time longer in order to dispose of the output. Last year he told you the trade was grand, but it wasn't; this year he tells you "trade is rotten," but chances are it will be remarkably good. A queer genius, this traveling man, and queer stories he can impart.

HOTSPUR.

## Work Against the Crinoline.

The Toledo Blade is correct in the opinion that lady bicyclists will never willingly adopt the hoopskirt. Nevertheless it behooves the goddesses of the whizzing wheel to be up and doing. Let them organize a league and work against crinolines as their brothers are working for good roads.—Minneapolis Tribune.

## IT HAS COME TO PASS.

*The Oak Park C. C. Broken Up by the Social Feature.*

The Oak Park Cycling Club will soon be a thing of the past, if reports be true. The new social membership has increased to such proportions as to almost totally eclipse the cyclists, and is now, through right of power, about to drop the word cycling and make the club a purely social organization. A prize of \$25 has been offered for a suitable name, and a mail vote of the members is being taken this week. This vote can have but one result. The cycling interests of the club must be dropped. The club numbers 212 members, or more, and only a half-hundred of these are cyclists. This same scheme has been attempted several times, and on former occasions has failed. In December last the social element stole a march and brought in sixty members, thereby increasing its strength.

Years ago the cyclists of Oak Park banded together and formed the Oak Park Cycling Club. The club increased and a house was secured. The building fever struck them, and by hard, persistent, and unselfish work, the present handsome \$18,000 club house was built. The cycling membership would not support such a house, and non-riders were admitted by the score. The cyclists needed them; but the non-riding element grew so rapidly it could not help see its power. There are other cycling clubs now going to destruction in the same way, and the sooner such clubs call a halt the better. Better to live in a modest house and enjoy cycling, than to sink all identity in a palace.

Exit the Oak Park Cycling Club.

## THE BIG FOUR TOUR.

*Recollections of the Enjoyable 600-Mile Ride.*

While overhauling a long-forgotten drawer in my secretary, I came across a small book of coupons marked "Touring department L. A. W.; annual tour, 1886; B. B. Ayers tour-master," and it has recalled to my mind some of the pleasantest memories that I have archived. The idea originated in the fertile brain of the prince of wire-pullers and chief of good fellows, B. B. Ayers, along in '888, and developed into what was known as the Big Four Tour Association, L. A. W. The one in question was the third and last, if I remember right.

The clans were gathered at Buffalo and started on a most eventful and enjoyable jaunt from the parade ground on the morning of Sept. 6, and finished on the evening of Sept. 20 at Harper's Ferry. The officers of the party were B. B. Ayers, George Dakin, G. H. Orr, E. H. Wilcox, W. T. Williams, N. B. Schmidt and Charles W. Adams. There were thirty-four men in the original party, twenty-three of whom finished the whole trip, but nearly every day saw additions made up from local clubs, so that at all times the procession was a long one.

Many points of interest were visited, among others Luray caverns, the National Bridge, the Seven Oaks Battlefield, Old Point Comfort and Harper's Ferry. The party was feted, danced and petted all along the line, and in the main had a splendid time. Some magnificent riders were developed and some lasting friendships formed. It was on this trip that George Dakin met with a well nigh fatal accident on a long and dangerous hill near Ithaca, N. Y. His machine ran away with him and finally threw him, fracturing his skull and causing internal injuries that have left him an invalid for life. This unfortunate occurrence very nearly ended the tour and

left a gloomy effect that took some days to dissolve.

Among the boys were several who possessed fine voices, and a glee club was organized, which at every stopping-place amused the crowd, and many a soft-eyed southern maiden remembers, no doubt, the "Good night, Ladies" warbled under her window by Brother Orr and his five assistants. The farmers were notified through the papers of the coming of this new invasion, and in many places they were strung along the highway for miles, with all their children and women folks waiting to see the strange sight of men who had ridden two wheels 600 miles just for fun. Whenever we passed a wagon filled with these people or a crowd on a street corner, on a signal from the leader every hat (for we all wore immense straw hats) would come off at once, and as one man the question would go forth, "How do you do?" The effect was in most instances very amusing. In one case the grizzled old Virginian who drove the mules answered in the slow, positive manner peculiar to his people: "Purty comfortable, thankee. I reckon you'n's is tolerably petered," which was undoubtedly a fact.

The tour as a means of enjoyment was an unqualified success, and the expense per man was very light. I wonder why some geographical genius doesn't get up another on the same lines in these days of the safety and air tires? It would be very enjoyable and a much larger party could be foregathered. Tours to Europe are common—but our own broad land has many attractions, and the expense and loss of time are items of much importance. Why not try it, somebody. PHOEBUS.

## Catches Bicycle Thieves.

Detective Frank Zies, of this city, is a terror to bicycle thieves, to whom he devotes all his time. Last season he recovered forty stolen wheels and sent "over the road" a number of thieves. Mr. Zies rides a wheel, and finds it handy in many a long chase; and he takes to the sidewalk when necessary. Mr. Zies is a large man, and if reports be true, a very speedy rider. He carries, strung by a strap from his shoulder and under his coat, a Colt's revolver with a barrel twenty inches long. One cycle thief pulled a "gun" once, but quicker than his was the drawing of Zies' "barker," when the thief, as he spied that long barrel and the determined eye behind it, begged for his life. Detective Broderick is associated with the above gentleman in the good work.

## [Jimmy a Capitalist.

The Raleigh company writes to this effect: It may surprise many of the friends of A. A. Zimmerman to know that he is becoming quite a capitalist and is interested in various concerns. Prominent among those that Mr. Zimmerman is interested most largely in is the First National Bank of Perth Amboy, N. J., which has lately been organized with Zimmerman as chairman and a director. Zimmerman is also interested to a large extent in the Raleigh Cycle Company, holding a considerable number of shares of that company's stock.

## Entertained C. C. Members.

The members of the Chicago C. C. were treated to some excellent music Saturday night by Edwin S. Timmons, the flute and saxophone soloist. Interesting card, pool or billiard games seemingly had no charm for "the boys" while Mr. Timmons was playing, and it is safe to say his services will again be demanded by the club.



# FOUR FAVORITES.



KING OF SCORCHERS, RACER.

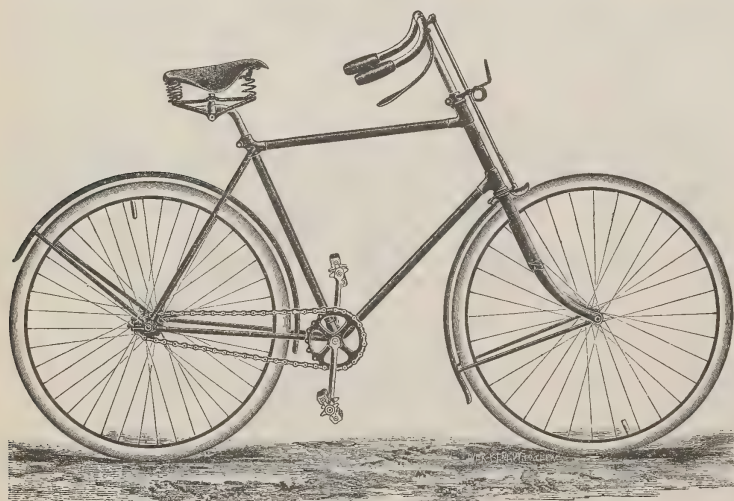
## King of Scorchers, Semi-Racer.

27 POUNDS.

Illustrated and described in the REFEREE of December 30.

—SOLD BY—

HULBERT BROS. & CO., 26 W. 23d St., New York.  
THE MCINTOSH-HUNTINGTON CO., Cleveland, O.  
KINGMAN & CO., Peoria, Ill.  
KINGMAN & CO., St. Louis, Mo.  
KINGMAN & CO., Kansas City, Mo.  
KINGMAN & CO., Omaha, Neb.  
KINGMAN & CO., Des Moines, Ia



KING OF SCORCHERS, LIGHT ROADSTER.

## QUEEN OF SCORCHERS.

34 POUNDS.

Illustrated and described in the REFEREE of January 27.

—SOLD BY—

HULBERT BROS. & CO., 26 W. 23d St., New York.  
THE MCINTOSH-HUNTINGTON CO., Cleveland, O.  
KINGMAN & CO., Peoria, Ill.  
KINGMAN & CO., St. Louis, Mo.  
KINGMAN & CO., Kansas City, Mo.  
KINGMAN & CO., Omaha, Neb.  
KINGMAN & CO., Des Moines, Ia.

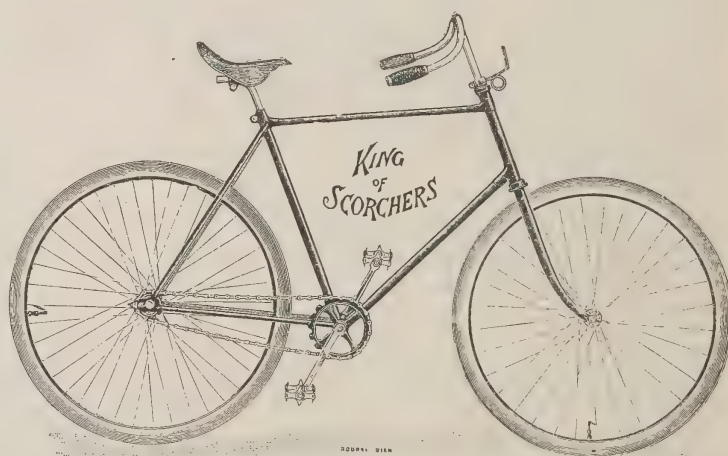
## King of Scorchers, Racer.

22 POUNDS.

Illustrated and described in the REFEREE of December 16.

—SOLD BY—

HULBERT BROS. & CO., 26 W. 23d St., New York.  
THE MCINTOSH-HUNTINGTON CO., Cleveland, O.  
KINGMAN & CO., Peoria, Ill.  
KINGMAN & CO., St. Louis, Mo.  
KINGMAN & CO., Kansas City, Mo.  
KINGMAN & CO., Omaha, Neb.  
KINGMAN & CO., Des Moines, Ia.



KING OF SCORCHERS, SEMI-RACER.

## King of Scorchers, Light Roadster.

35 POUNDS.

Illustrated and described in the REFEREE of January 13.

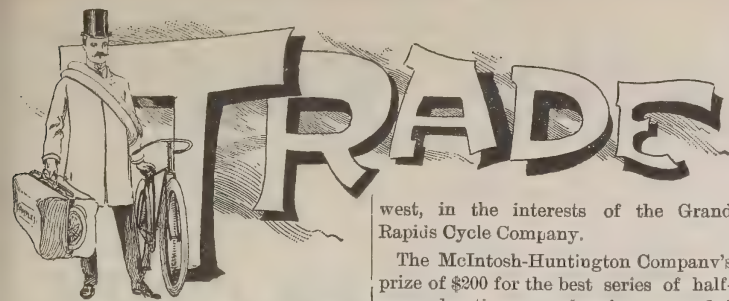
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KINGMAN & CO., St. Louis, Mo.  
KINGMAN & CO., Kansas City, Mo.  
KINGMAN & CO., Omaha, Neb.  
KINGMAN & CO., Des Moines, Ia.



QUEEN OF SCORCHERS.





A CLEVER ENGLISH WRITER.

C. W. Hartung is Recognized as an Authority on Trade Topics.

Probably no writer on the English press is better known than C. W. Hartung, who is recognized as an authority on trade matters. But he does not confine his attention to the trade, for he takes a whack at cycling in general almost every week. His reports of the Stanley and National show were cleverly written, showing the man to be exceedingly well posted in all that pertains to cycling. Mr. Hartung is under no obli-



gations to any man or maker, and on this account, perhaps, can give a better view of things than many others. He is something of a cycling politician, too, as we frequently see his name mentioned in connection with meetings of the National Cyclists' Union.

## CHICAGO TRADE BRIEFS.

Where Traveling Men Have Been and What They Have Done.

Mr. Smalley, of the Marble Cycle Company, was in Chicago last week.

Otto Merpall has returned to his old position with the Taylor Cycle Company.

Burton F. White has begun a suit against the Derby Cycle Company for \$1,500.

At the Hill Cycle Manufacturing Company's plant, 135 hands are employed.

Harry Park, who is something of a track rider, is now with the Henry Sears Company.

L. A. Buchanan has entered the employ of Thorsen & Cassady, for whom he will travel.

D. B. McIlwain, representing the Manne-man Tube Company of New York, was in Chicago last week.

Barney Whymper, Schoverling, Daly & Gales' energetic traveler, was in Chicago Tuesday and left for Indianapolis.

The Sieg company has arranged to take 1,000 Imperials for Chicago trade for this season. This concern handled 600 of these wheels last year.

E. W. Ballard writes that the first man he met on his arrival in Portland, Ore., where he has gone to assume the management of the Columbia Cycle Company, was A. J. Nicolet, who was waiting to sell him a bill of goods. Nicolet is having a successful trip in the

west, in the interests of the Grand Rapids Cycle Company.

The McIntosh-Huntington Company's prize of \$200 for the best series of half-page advertisements, has been awarded to E. A. Wheatley, of Chicago.

Frank E. Weaver, representing the Eagle Bicycle Company, of Torrington, Conn., is traveling in the west. Mr. Weaver was in Chicago on Monday.

Mr. Momford, of Momford & Ellis, Sioux City, Ia., agents for Warwicks, was in the city last week, accompanied by Mr. Henning, a prominent rider.

The James for '93 was on the market in Chicago three weeks ago. The James Cycle Company reports very excellent business, and is in a position to deliver wheels on receipt of orders.

Hal Greenwood resigned his position with Kingman & Co. of Peoria last week, to go with the Thorsen & Cassady Company, for which he left for a short trip in Michigan on Thursday.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

H. C. Tilleston returned last week from a trip west for the Stokes Manufacturing Company. His stops were at St. Louis, Kansas City, Omaha and Lincoln, and his sale: 437 wheels in all, including medium grades.

The Thorsen & Cassady Company now has five men on the road. Mr. Cassady is visiting the large jobbers, L. A. Buchanan is traveling in Illinois and Indiana, C. D. Cutting in Wisconsin, Hal Greenwood in Michigan and Charles Sterner in Iowa.

A. H. Perrigo, the Omaha dealer, was in Chicago last Friday enroute to Philadelphia. His last season's business amounted to \$30,000, and he made a record, carrying over but one '92 model. His line including the Victor, Columbia, Sterling, Cleveland and Hartford.

J. J. Ross returned from the western part of Illinois last week, where he has been travelling for Ames & Frost. He found the trade only fair. Mr. Ross left at once for the south, where he will make only a few of the important towns, returning for a two weeks' trip in Michigan.

Said a local manufacturer last Friday during the severe storm: "Last year at this time we were all swearing because it wouldn't snow, and now we swear because it does. Last season our stock was hardly under way and this season, at the same time, we are prepared to ship any number of wheels."

M. E. Meader, secretary of the Ariel Cycle Company, passed through Chicago last week en route to Goshen, Ind., after a nine weeks' trip to the Pacific coast. Trade was none too good, yet he made several good sales. He met a number of traveling men returning disappointed, several with no orders at all.

The March-Davis Cycle Company is rapidly recovering from its late fire. The factory, now located at 96 North Clinton street, is in active operation, and within a week a number of machines will be turned out. G. M. Davis, father of W. E. Davis, the president of the company, has taken an active interest in the com-

pany, and is now the treasurer. Mr. Davis, senior, is a wealthy manufacturer and a valuable acquisition to the company.

The Hill people are greatly elated over this news from Denver: "The Fowler is beginning to score, even at this time of the year. Sam Van Buskirk, of Denver, recently rode twenty-one miles on the road in 1 hr. 10 min. on a 30-pound Fowler, geared to 59 1-2 inches. This is about an eighteen miles an hour pace, and the time is exceedingly fast for winter riding."

Æolus safeties will be handled in Chicago and vicinity by the Æolus Cycle Importing Company, Messrs. Spooner and Salter, room 527 Garden City block, Randolph street and Fifth ave. Mr. Peterson was a member of the Spooner-Peterson Company, which retired from business last fall. Mr. Salter is ex-president of the Ravenswood Cycling Club. The Æolus is a well-known and popular wheel, and the new concern should do well.

## HE MAKES SADDLES.

A. L. Garford a Rich Man From a Small Beginning.

It would be difficult to find a man who has become more prosperous in recent years than A. L. Garford, of Elyria, Ohio, who is at the head of the saddle making concern, the Garford Manufacturing Company. Mr. Garford began business in a small way and when safeties were made in less numbers than now. But by turning out desirable



goods, his business increased wonderfully, until now there is no concern in the country which does a bigger business than the one at Elyria. He is enthusiastic over anything pertaining to cycling and, of course, cycle saddles in particular.

## GENERAL TRADE NOTES.

Paragraphs About Trade Men, Wheels and Business.

It is said Tom Roe will ride a Niagara on his trip from New York to San Francisco.

The inner tube of a 28-inch Dunlop racing tire is said to weigh but five ounces.

F. C. Gilbert & Co. will open a cycle store at Main and Elizabeth streets, Rahway, N. J., about March 1.

Rouse, Hazard & Co. have just shipped four wheels to Java. An order for nine was shipped in October last.

Howard A. Smith & Co., Newark, N. J., write that their "Encyclopedia of Cyclers' Wants" is ready for mailing.

A test was recently made at Franklin, Ind., of the Dobbins-McKenney closure tire. The test given it by Mr. Taggart was to take a board six feet long, drive it full of wire nails, some being full two inches long, and file them sharp. These were run over repeatedly, the rider

weighing more than 160 pounds, and no signs of deflating were observed.

Sydney B. Bowman, the well-known racing man, will open the Maltby riding school, under his own management, March 1.

A. W. Gump & Co., Dayton, O., write that it will be several weeks before they can recover from the effects of their recent fire.

The American Firearms Company, recently incorporated at Milwaukee by A. B. Myers, Richard Thomas and James Peley, is to manufacture bicycles.

Cushman & Denison's oiler will save you much trouble and annoyance. It is cheap, cleanly and economical, and can be obtained of any dealer for 25 cents.

A. L. Shader has opened a large and nicely furnished agency on O street, Lincoln, Neb. He will do a retail trade with the Union and Columbia as his leaders.

W. H. Dodds, of 29 Lafayette avenue, Detroit, has secured the James and B. & A. agencies. Andrew Rudolph is manager of the business and is credited with being a good salesman.

Tom Eck has written Prince Wells a very flattering testimonial of his stick grapholine, which was used on the wheels ridden by Johnson, Rhodes and Ballard early in the winter.

Sam T. White is now doing Wisconsin, Minnesota, Iowa and Dakota for the Monarch company. C. C. Mead is working south from New York state to Florida, and Coulson has started toward the Pacific coast.

A representative of a New York cap house predicts that there will be a dozen concerns offering bicycle caps to the trade in a few months. This same salesman stated that he disposed of \$10,000 worth of bicycle caps last year.

Bayliss, Thomas & Co., Coventry, are making extensive shipments of Excelsiors to Howard A. Smith, of Newark, and G. C. Cribbs, Milwaukee. A representative of this journal recently counted a hundred cases ready to ship Feb. 11.

F. H. Henning, formerly with Kirkwood, Miller & Co., of Peoria, has embarked in the cycle business for himself under the firm name of the F. H. Henning Cycle Company. The company is incorporated and will do a retail business.

A recent caller at the REFEREE office said: "Trade in small towns is awful. I met six or seven men at one hotel, all trying to sell wheels. The trouble is they are out too early. Every town of 200 people will be visited by wheel salesmen this year."

E. J. Day, of the R. L. Coleman company, Barclay street, New York, reports business as—well, its some German term and means "way up," in English. E. J. wrestles at night, after a hard day's work for Coleman, with patents and the prospective millions there is in them.

Durant McLean, manager of the American Roulette depot, says that a large consignment of these famous English wheels will arrive in New York in about ten days. Two smart looking wheels, a racer and light roadster, together with others, are the in New York depot, 40 Courtland street.

Superintendent Perkins, of the Liberty company, is the latest to announce a perfect valve, and in truth Perkins' little instrument looks as if it were pretty near the correct thing. The valve is the outcome of much experimenting by the man of Rockaway, and he expects that all will use it before many moons.

Twenty-seven traveling men in bicycle interests have visited Omaha during the winter. Immediately upon arrival they

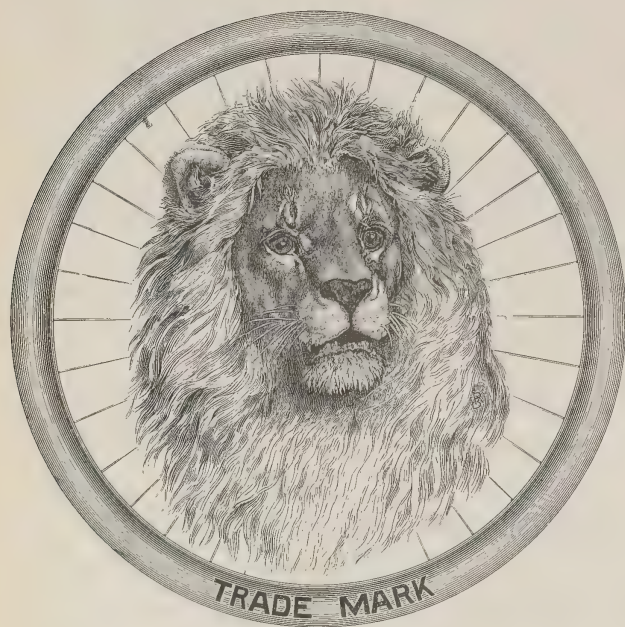


A GREAT MANY KNOW

THAT

# MONARCH BICYCLES

Are the Best in the World

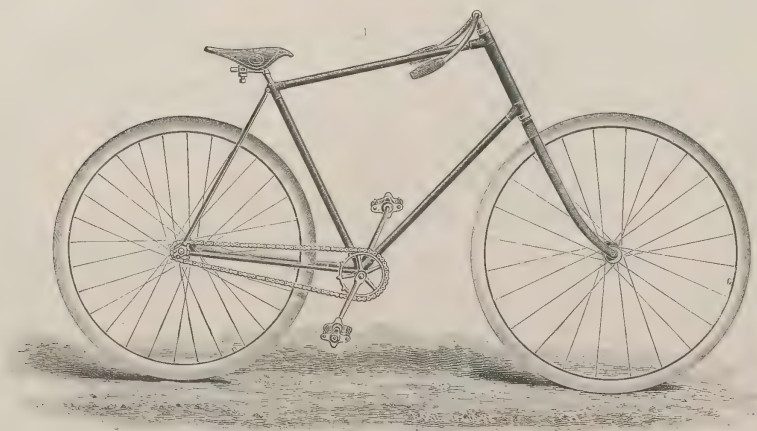


You will be convinced likewise upon investigation. Write for terms and territory.  
1893 Catalogues sent upon application.

THE MONARCH CYCLE CO.,  
42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

## *INNOCUOUS DESUETUDE.*

There is not a semblance of the above in  
THE STEARNS '93.



MODEL. A.

Every line is one of grace, denoting desirable position, comfort, strength and speed.

All riders take to it at sight.

The favorable comments at Philadelphia speak volumes.

The agency can be secured by responsible agents in unoccupied territory at a living discount.

E. C. STEARNS & CO., :::: Syracuse. N. Y.



hie themselves to the store of A. H. Perrigo, who is an ideal host. Mr. Perrigo cannot take all the agencies but is not averse to telling the traveling man where he is most likely to meet with success.

The Nubian Iron Enamel Company's works, at Hasner avenue and the Bloomington Road, Cragin, were entirely destroyed by fire last Friday afternoon. The loss on the building and stock was \$5,500 and \$12,000, respectively, with \$10,000 insurance. The cycle trade used large quantities of the company's goods.

C. E. VanVleck called on the REFEREE last week and stated that at 310 Broadway, New York, the sales of Telegrams and Raglans would be large. It is reported that the cute Fenton Sly Fox, of the Sercombe-Bolte company, had a clause put in Mr. VanVleck's contract that the latter must not sell, give away, or dispose of any other wheel but Telegrams as a domestic article.

Red Cross Specialties.

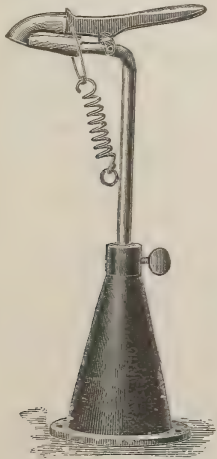
Among the Red Cross specialties of A.

U. Betts & Co. of Toledo, is a cementing needle which is cheap and effective. The sharp point renders it unnecessary to mutilate the tire. The needle is about an inch and a half in length, has a screw thread socket at base, milled head, and tapers gracefully to a point. The needle is hollow to within an

eighth of an inch of the point where there are several small holes to allow a flow of cement. A "dog extermiator," shown in the accompanying drawing, is another of their specialties.

Hearsey's Perfection Stand.

In another column will be found an advertisement of H. T. Hearsey's Perfection stand. It seems to be one of the



simplest yet invented, does not strain the wheel, and, being small, does not detract from the appearance of the wheel. It is operated by a lever and is reasonable in price.

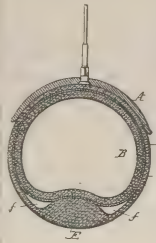
Two Concerns Made One.

The Shelby Steel Tube Works and the Shelby Bicycle Manufacturing Company have consolidated, the new concern to be known hereafter as the Shelby Steel Tube Manufacturing Company. The capital stock has been increased to \$400,000. Over 225 men are employed at present, and the plants, which are located a mile apart, will be known as No. 1 and No. 2. At a meeting of the directors of the consolidated enterprise,

D. L. Cockley was elected president and B. F. Williams secretary.

To Guard Against Puncture.

With an object in view of preventing puncturing a tire, or at least lessening the liability of the same, W. A. Warren, of Buffalo, has invented a tire which is shown in the accompanying sketch. The thickened tread (E) is primarily to raise the air tube out of contact with the inner surface of the outer covering, forming spaces (f) between the tube and covering, thus isolating the tube from the outer covering and putting it out of reach of a sharp stone or other sharp object which might puncture the outer cover. The ridge (or thickened tread) can be made a part of the air tube, only reversed, and the same result will be accomplished.



Fine House Decorations.

Hutchison & Phillips, cycle dealers at Sioux City, Ia., have in their employ an artist who has decorated the store. On one wall he has painted in oil a picture of a road race with a score of riders finishing in a great bunch, with a man on a Union P. D. Q. in the lead. In the center of the ceiling he has a large reproduction of the Columbia calendar, and for a border he has a representation of numberless riders mounted on wheels. The firm's leaders are Unions and Columbians.

Who Wonders at It?

The Louisville Post says that the inmates of Jeffries Brothers' cycle emporium are in a bad way. It all occurred last week. Tom was struck dumb, Howard blind, Joe Bona paralyzed and old Uncle Charlie, the colored porter, caught St. Vitus dance. A man walked into the store during the rainy weather, asked the price of a wheel, laid down \$150, took the wheel and went away. For such an occurrence at this time of the year it's a wonderany of them live to tell the tale.

The "Pusher" Among Cycle Salesmen.

I read a great deal against the "pusher" who goes out to sell goods, and from what some say it might be inferred that these were the most dangerous foes the wheel trade can have. It is stated that some of these gentlemen receive as high as \$8,000 and \$10,000 a year, in addition to their expenses and that, because of this tremendous outlay, they feel compelled to enlarge their efforts and to sell goods at any hazard. This, thus runs the argument, results in many retail merchants being overloaded with stock, which they in turn must unload, often doing so at loss, and the outcome is that the trade is demoralized and the business brought into difficulties easily avoided.

I have heard the story for so many years, not applied to the wheel business but to all branches of trade, that I fear it has lost its power to influence me. My observation is that the man who can sell goods to responsible parties is always in demand, and that that demand fixes the salary he receives. It matters not whether he earns \$1,000 or \$10,000 so far as the house employing him is concerned; indeed the larger his sales the less the relative expense of maintaining him on the road, for the low salaried man eats as much, costs as much for railroad fare, and "incidentals" as does his more highly paid competitor. It is the business done that counts, the "something accomplished, something done" that earns the high salary, and this is what the



It has the best chain.  
being fitted with one of our own manufacture which we believe excels all others. Our catalogue describes it.  
Send for one! The McIntosh & Huntington Co. Cleveland, O.

THE BEST OILER

In the world is the "Perfect" Pocket Oiler. Why? Because it does not leak, and is the handsomest and handiest oiler made. With this oiler it is an easy matter to oil your bicycle properly without covering yourself and the machine with grease. Price 25 cents.



HALF CUSHMAN & DENISON,  
SIZE. 172 Ninth Ave., N. Y.

HOLDERS.



To carry above oiler on a bicycle—No rattling—Easily attached to any wheel. Price 25 cents each. Handsomely nickel plated. Large size holder to carry a pneumatic pump at same figure (25 cents).

Cushman & Denison, 172 9th Ave., New York.

WORKS BIRMINGHAM, ENGLAND.  
HIGH GRADE ONLY...

**Quadrant Cycles**

AGENTS WANTED

WHOLESALE & RETAIL WAREHOUSES & STORES:  
EAST 249 COLUMBUS AVE. BOSTON  
WEST 297 WABASH AVE. CHICAGO

Pneumatics Applied For \$20.00.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in A.1 steel rims for \$30 per pair; frame spreading and general repairing done at proportionate prices; these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 509 Tremont street Boston.



MUNSON'S HANDY STAND

The ONLY Stand made that will support at the center any safety made. Raise Front or Rear Wheel for Cleaning, Oiling, Adjusting, etc. Instantly adjustable. Always in order. Price \$1. For sale by all Dealers. Send for Catalogue and full description to C. W. MUNSON, TOLEDO, OHIO.



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

## HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. . . During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

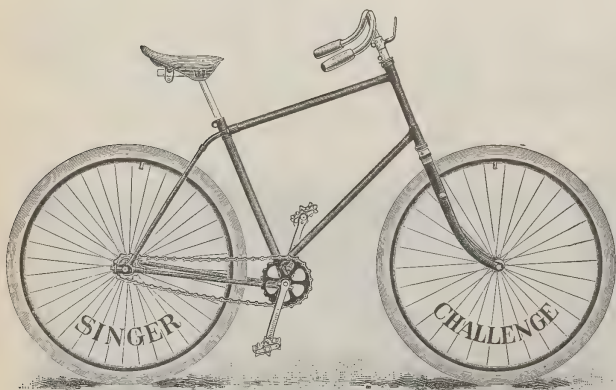
The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

# SINGER CYCLES.



**Specifications:** 28-in. wheels speeded to 56-in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, weldless steel tube frame, handle-bar and forks. Enameled, and with parts plated.

Price, with pneumatic tires, less guards and brake parts as illustrated, - - - - - \$135.00

AVERAGE WEIGHT, as illustrated, less saddle and pedal, 33 lbs.

We fit our safeties with the Dunlop, Acme or Morgan & Wright pneumatic tire, as preferred. Each of these tires is fully guaranteed.

Reliable Agents wanted in the West, including Chicago. Send for our Catalogue.

## SINGER & CO.,

6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS.



"pusher" registers each and every day he is out, and is why he receives the large salary. And for my life I cannot see why it is a harmful thing for the sales to be made by one man, instead of three or four, as is the case when the "pusher" is tabooed.—The Idler, in *Toledo Journal*.

#### Ives & Coleman's Valve.

The I.-C. valve, which is illustrated herewith, is the joint invention of J. F. Ives and F. B. Coleman, and inasmuch as it is used by the New York Belting and Packing Company and the Lozier company, there should be merit in it. The moulded rubber (B) is fitted or sprung into the thread shank (A) and is screwed into the metal stem as shown in C, D and E. The peculiar shape of the valve rubber (B) on the cone-shaped shank (A) admits air around its side at each stroke of the pump, as shown in E, and closes automatically, as shown in B. For deflating the tire a pin is provided on the end of the cap as shown in F, which elongates the rubber and allows the air to escape around its side, as in E. A felt rubber on the shank (A) is provided to absorb any oil from the pump. The standard size of 3-8-inch, No. 27 gas pipe thread, has been adopted for convenience.

#### Some Big Sales.

A writer in the *American Implement Herald*, of Indianapolis, has this to say, among other not over favorable things, regarding Kirkwood, Miller & Co.'s failure:

In 1892 matters looked more favorable. At the beginning of the season their crack bicycle salesman was reported to be selling 100 to 200 bicycles a day, mostly high grade pneumatics; with the implement and vehicle departments in equally good condition.

Little wonder is it that the firm could obtain almost unlimited credit if it could make people believe such stuff. Of course nobody in the bicycle business ever heard of such wonderful doings, else there would immediately have been a suspicion that every thing was not right.

#### For the Repair Shop.

A. B. Hoyt & Co., 21 Park Row, New York, have introduced a valuable adjunct to the repair shop, a machine that will not only roll rims out of the rough metal, but will convert solid or hollow rims to those for cushions and pneumatics, and without removing a spoke. The machine also straightens bent or crooked rims, and will, it is said, do work in twenty minutes what it now takes repairers a day to do. A boy can operate the machine. It stands three feet high, and is illustrated in an advertisement elsewhere. Alsord, the Newark agent, writes that he would not take \$500 for his machine if he thought he could not get another. The price is \$50.

#### Projectile Tubing.

Anglo American company, which will handle the entire output of the Projectile Tubing Company, at least the bicycle part of it, is enthusiastic on the tests that have recently been made by experts. It is well known that the English and American war departments use projectile tubing made by the Projectile Tubing Company. The projectile tubing is cold drawn, and will be guaranteed in every particular.

#### New Tubing is Made.

A new method of making weldless cold-drawn steel tubes, suitable for bicycle making and other machine work where strength, lightness, and accuracy are required, has been invented by Messrs. Taylor & Challen, Birmingham, says the *Practical Engineer*, and is now

being carried out by the Metallic Tube and Flask Company, Birmingham. The steel from which the new tubes are made is of special quality, and is received from the steelworks in the form of sheets. Circular flat discs are then cut out of the sheets; these discs are pressed into the form of shallow cups, which are then pressed successively through dies of decreasing diameter, thus reducing the diameter and increasing the length of the cups until the flat discs of steel have assumed the form of tubes of the required length.

#### The Schulenburg Line.

The Schulenburg Cycle Company of Detroit, which has just been incorporated, is to go into business on a large scale. It will handle the following lines: New Howe, for Michigan and Ohio; Triumph, Michigan, Ohio and Indiana; Derby and Relay, Michigan. Traveling men are already out. The store at 188 Jefferson avenue, in the heart of the city, has been secured, and will be opened in March.

#### Publications Received.

The REFEREE acknowledges the receipt of the following publications: George R. Bidwell Cycle Company, New York, pamphlet—"Air: Its Hard and Soft Side." Louis Jordan, 71 Randolph street, Chicago, catalogue—Shows the Jordan Special light road-

ster, 25 pounds, \$150; Jordan Special roadster, 32 pounds, \$140, also the Sercombe-Bolte and a cheaper line.

Howard A. Smith & Co., Newark, N. J., pamphlet—"Encyclopedia of Cyclers' Wants." Gives illustrations and prices of almost every known sundry; also shows the Excelsior in four styles.

Eagle Bicycle Manufacturing Co., Torrington, Conn., catalogue—Shows the Eagle-Altair, No. 1, 30 pounds, \$150; No. 2, 33 pounds, \$150; No. 3, racer, 21 pounds, \$165.

Nottingham Machinists' Company, Ilkeston, Eng., catalogue—Shows rims, hubs, heads, pedals, cranks, frames, etc.

Stover Bicycle Manufacturing Company, Freeport, Ill., catalogue—Shows Thoroughbred Phoenix A, 33 pounds, \$150; B, 34 pounds, \$140; C, \$150; D, \$140; ladies' Y, \$150; Z, \$140; ladies' Paragon, \$135. As usual the brownies were there.

Lloyd, Read & Co., Coventry, Eng., catalogue—Shows Overstone special light roadster, 34 pounds all on; semi-racer, 25 pounds; racer, 20 pounds; ladies', Popular, front driver, girls' safety and the Overstone saddle.

Coventry Cycle Manufacturing Company, Coventry, Eng., catalogue—Shows seven seven styles of Severe cycles, including a neat racer and a front driver.

#### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. F. Aughinbaugh, patent attorney, Washington, D. C.:

491,563, automatic inflating device for rubber tires; Robert M. Keating, Springfield, Mass.; filed Dec. 5, 1891.

491,578, tilting seat for bicycles; William R. Mercer, Terre Haute, Ind.; filed July 8, 1892.

491,620, pneumatic tire; Willard A. Warren,

Buffalo, N. Y.; filed Oct. 24, 1892.

491,739, cyclometer; Elwin J. Merry, Magog, Canada; filed July 16, 1892.

491,845, trousers protector; Richard T. Mathe-

son, Brooklyn, N. Y.; filed March 17, 1892.

491,937, wheel hub; James S. Copeland, Hartford, Conn., assignor to the Pope Manufacturing Company, Boston, Mass.; filed Nov. 21, 1892.

491,938, ball bearing; Sterling Elliott, Newton, assignor to the Hickory Wheel Company, Watertown, Mass.; filed June 15, 1892.

#### He Was Only Joking.

A prominent manufacturer said last week: "I can very readily see that to be in the bicycle business today I must lie, and lie big. Yes, I have sold my output and am about to greatly enlarge my factory. I will have to start on my '94 line in August to supply orders next spring if business keeps on"—and then he laughed.

#### Bicycle Agents Whipped.

Charles J. Conolly and Robert Thomson are shrewd business men in Rochester, but the cunning of a Penfield farmer got the best of them a few days ago. The rural individual, Frank Mindnich, entered Conolly's place and picked out a \$105 machine, deposited \$10, and gave his note for the balance. The same day he bought a Victor from Mr. Thomson, tendering his note in payment. In both instances Mindnich represented to the agents that he had fifty acres of land in

pressed, the arm (D) is set in motion and consequently the pump (C). It might be supposed that the air pressure would increase with each turn of the wheel, but not so. As the tire becomes harder the pump works the less, so that the pressure is kept at an even gauge.

#### RECENT ENGLISH INVENTIONS.

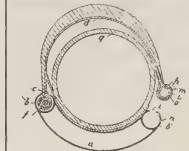
##### New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Jan. 3, 1892, give notice in the prescribed form of such opposition.]

##### AN IRISH PNEUMATIC TIRE.

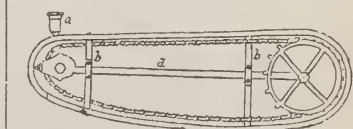
No. 740. A. Nicholson's "Improvements in pneumatic tires for cycles and the like." Jan. 14, 1892.—The object of this invention is to fix pneumatic tires to their rims, that they may be readily detached without the aid of special appliances. The rim (a) is formed with two tubes (b, b1) extending round the rim, one on either side, and provided with narrow slits (c) opening into the tubes and extending round the rim. The canvas cover (d) to which is attached the rubber tread (e) is then laid in the groove of the rim, and afterwards one edge, which is formed as a seam or fold, is inserted through the slit (c) in the tube (b), and is expanded by means of a cane or other suitable core (f) so as to prevent it being again



drawn through the slit (c). The air tube (g) is then placed in position and connected to the inflating valve, and the other edge of the canvas cover (d) is then passed through the slit into the groove (b1) and expanded as above described. The air tube (g) is then inflated, and draws the edges of the canvas cover firmly against the internal surfaces (b, b1) and thus secures them in position. A suitable arrangement for inserting the cores (f) is shown at p. A portion of the rubber tread (e) is pushed up or back from the cover (d), and at this point a portion of the fold of the cover is removed. The rim (a) is provided with a notch and with a slot for securing a tongue (m) on the tread (e) when the edge has been expanded. Preferably the core (f) is inserted in two parts passing, in either direction from the point (p) until they meet at the diametrically opposite point. The opening is then covered by the flaps (o and p), which are secured by passing the hook (m) through the slot.

##### GROSE'S CHAIN COVER.

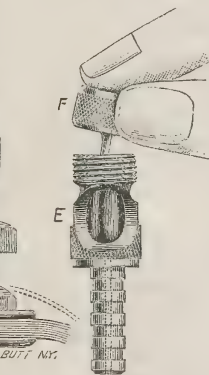
No. 3,162. J. G. Grose's "New adjustable chain and chain wheel cover and lubricator for cycles." Feb. 18, 1892.—In carrying out this invention a light frame of metal is made the proper size and shape, and over it is formed a leather cover with the opening at the bottom, the opening being closed and the leather or similar material being secured to the frame by lacing. To the top of the frame is attached a lubricator (a) through which flows a supply of oil for keeping the chain and chain wheels constantly lubricated. To effect this object more readily, a small wick is passed through the lubricator, so that its end



touches the chain; the wick also prevents the oil from running too freely. The covered frame is fitted over the chain and the chain wheels, and is secured to the machine by means of cross bars (b, b1) the ends of which are secured in the top and bottom of the frame (c), and are clipped to the framework (d), thus securely keeping the cover in position. The back end of the frame (c) is bolted to the rest, so that the back wheel of a bicycle may be taken out without removing the whole of the frame. The bolt holes in the back end are slotted so as to enable the framework to be elongated if required. Holes are cut in the cover to receive the crank axle and back wheel axle, and from these holes slits are cut to the bottom of the cover to enable the same to be drawn down tight. The illustration represents the safety bicycle.

##### OWNER'S TANGENT WHEEL.

No. 3,617. A. Sharp's "Wheels and pulleys, including cycle wheels." Feb. 24, 1892.—This invention relates to the building of wheels generally, but in cycle wheels the spokes are made in

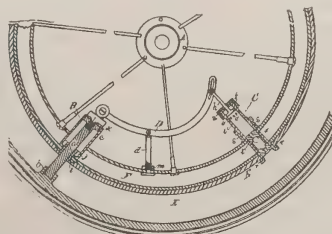


THE I.-C. VALVE.

Penfield, valued at \$165 an acre. He went so far as to give a written guarantee of his possessions. The dealers felt themselves amply secured. Three days afterward a bank official notified the agents of the worthlessness of the notes. The wheels were replenished and Mindnich will be prosecuted for obtaining goods under false pretenses.

#### An Automatic Pump.

To describe the invention of R. M. Keating, of Springfield, Mass., in detail would require a page of the REFEREE, but in short it is an automatic pump. In



the accompanying cut C is the pump, with valve, piston, etc; D is the lever, and B is a piston which operates this lever. When the tire becomes soft and the weight of rider and where compresses the same it operates the lever (D), being connected by bar (A) with the tire. Thus it will be seen that with each turn of the wheel, the tire being com-



# **SUPERIORITY SOLID HIPMENTS** **C** **COUPLED WITH COMFORT** **S** **ATISFACTION** **SADDLES** **WIFTLY MADE.** **BRETZ & CURTIS MFG. CO., - PHILADELPHIA, PA.** Not the Largest but the Best Makers of Bicycle Saddles.

pairs, one piece of wire forming a pair of spokes. The middle of the wire is bent round the hub at b, and its ends are fastened to the rim by nipples in the usual manner. The surface (b, b) of the hub round which the spokes are wound may be smooth, in which case there will be a small flange at the inner ends of the surfaces (b, b) to keep the spokes in place. The spokes are preferably wound round the hub so that half the spokes will leave the hub near the inner edge of the surface (b), and the other half will leave the hub near the outer edge of the surface (b). If the arc of contact between each length of wire and the hub be sufficiently great, the frictional grip of the wires will be sufficient to keep them in place without the hub slipping. To increase the grip and therefore decrease the necessary arc of contact, grooves (d, d) may be made on the surfaces (b, b). These grooves will form right-hand screws at one end (e) of the hub, and left-handed screws at the other end (f). The wheels are so arranged that the driving strain has a tendency to tighten the spokes. When the required tension is on the spokes, the parts of the wires in contact with the hub may be brazed or soldered thereto.



## Cheap Rates to the Inauguration.

For the inauguration of Cleveland and Stevenson at Washington on March 4, excursion tickets, reading via Baltimore and Ohio Railroad, "The Picturesque Route," will be placed on sale at the ticket offices of principal railroads of the west, as well as the ticket offices of the Baltimore and Ohio Company. The fare from Chicago will be \$17.50 for the round trip. These tickets will be sold from Feb. 23 to March 3 inclusive, and will be valid for return journey until March 8, inclusive.

The Baltimore and Ohio is the shortest route to Washington from nearly all points west. Its trains are vestibuled from end to end, and carry Pullman sleeping cars.

No railroad in America is better equipped than the B. & O. to transport with dispatch, safety and comfort the large crowd which will visit Washington to witness the inauguration ceremonies. Its long experience in transporting crowds to former inaugurations, G. A. R. Encampments, Knights Templar Conclaves, and similar gatherings on an extensive scale, will prove most valuable in arranging for the coming inauguration.

For more detailed information as to rates, time of trains, etc., apply to L. S. Allen, Asst. Gen'l Passenger Agent, the Rookery, Chicago, or O. P. McCarthy, Asst. Gen'l Passenger Agent, Cincinnati, O.

-16-2-

## A Woman's Plea.

She is only a woman, but she is doing more real work for cycling than the whole of the Associated Cycling Clubs of New York. Mrs. M. L. Peck is the embodiment of energy, and as a worker for the good of cyclists is unsurpassed. She undertook to form a woman's division in the Columbian parade, and succeeded admirably; she next essayed to form a club comprising both sexes, and, judging from the crowded condition of the club rooms, Excelsior seemed to be a title very becoming to what is now a very healthy young club. Mrs. Peck's latest effort is to impress New York that as taxpayers cyclists should share the benefits of the results of public expenditures on the roads. The following letter, to which the New York World gave prominence (but ran that cute little ad., "When she was a baby we gave her Castoria" right under it), explains itself:

While you are bringing to the notice of the speedways advocated by Mayor Gilroy and Commissioner Heintz, I wish you would call the attention of the powers that be to the fact that there is a large number of men and women who are riders of the bicycle, possibly ten of these where there is one who is the owner of a fast horse. Therefore anything that should be done to open and construct speedways ought to include the interests of cyclists. I, as president of the Excelsior Cycle

Club of this city, with all the other cyclists, desire that provisions for the wheels be made along the side of said speedways. We are taxpayers as well as are the owners of fast horses, and we know that the wheel is a means of healthful exercise and recreation for men and women. As you are always willing to champion the cause of the people, and have done noble work in advancing the cause of good roads, and know that the riders of the silent steed have done and are doing as much for the advancement of good roads as perhaps any other class of people, I hope you will give us the benefit of your influence in securing us a place in any new driveway which may be established.

Mrs. M. L. Peck,  
President of the Excelsior Cycle Club.

## Trick-Rider Barber on Rules.

W. H. Barber writes the REFEREE as follows as to the rules which should govern in a trick-riding contest: "If the four riders whom you mentioned could



be brought together, and could agree upon rules, it would be most satisfactory. The proper thing would be for all to have wheels made exactly alike, allowing, of course, a difference in size, according to the rider's reach. The contest should take place three months after date. It does not matter to me what style wheel be selected. I think you will agree that it would be a very fair way of solving the problem, and determine who has the best control over the bicycle, as you know and everybody else knows, there is nothing in this riding of all shaped wheels, such as a Star and half wheel; and should they be allowed in a competition it would not be a case of who is best or who's who. Mr. Whitaker has been boasting of his victory over a cripple in Philadelphia. I would be pleased to arrange a race with him, either on home trainer or on the track, this summer, for any sum up to \$500."

## And Cahill Collapsed.

Our friend Cahill, of the Buffalo Wheel Company, had a rather amusing experience while in New York. With a view of showing his ladies' wheel to the greatest advantage, he thought it would be a good idea to have a photograph taken of the wheel with a pretty lady upon it. To this Tom Roe expressed approval, and furthermore undertook to get the consent of a very pretty young lady to fill the bill. At the time appointed Cahill was introduced to Miss Lottie Mortimer, and having thanked her for her great kindness in consenting to allow herself to be used as an advertisement, proceeded to arrange details, when he was somewhat astonished by the young lady asking, "Well, Mr. Cahill, would you like to have it in short skirts?"

"Wha-a-t?" said Cahill, in surprise. "Oh, I mean," added the young lady, "I mean in my French dancing costume."

Cahill gasped for more atmosphere, reached the door, and learned from the stoical Roe that the young lady in question was the celebrated skirt dancer now the rage of the New York theatrical world. It took some time before Cahill recovered, as he murmured, in his Liffey banks accents, "Well, I wonder what my directors would think if that deal had gone through?"

## A Quarter of Them Wheelmen.

Of the 450 members and guests of the Rochester chamber of commerce who sat down last Thursday evening, and enjoyed the annual banquet of Rochester tradesmen, at least 100 were riders of the bicycle. This announcement is made by the local representative of the REFEREE with a brilliant spark of pride. To know that nearly a quarter of those who participated in the leading social event of the year were wheelmen, something should be refreshing to bicyclists universally.

## Elaborate but Costly.

The Cook County Wheelmen have signed the lease for the three story and basement house at 274 Ashland boulevard. The monthly rental is \$190. This is a large figure, for a cycling club to pay, but is reduced nearly half by the revenue derived from the rental of four bachelor apartments to club members.

## Editor Carter Now.

E. C. Carter, the well-known cross-country runner, and A. A. U. handicapper, has joined the newspaper ranks by assuming the editorial and business management of that first-class club monthly, the *New York Athletic Club Journal*. Mr. Carter is well known and well liked, and both the literary and business department of the paper will no doubt look up to the mark at all times.

## Sacred to the Push.

Tom Roe recently wrote on a marble slab in an eastern hotel these words: "Sacred to the memory of the Chicago push, which died of S. E. A." Some friends laughed on reading it, and asked what S. E. A. meant. After a sort of thoughtful pause, Tom replied, "Swelled expense accounts."

## Club Run for Sunday.

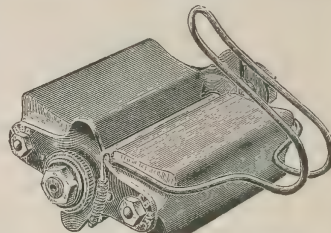
The first run of the season for the Chicago C. C. will be held Sunday, leaving the club house at 9 and riding to Michigan City via Michigan Central railroad tracks.

**BICYCLE BEARINGS OF TOOL**  
Steel. Cones and Bearings made of best tool steel insure smooth running and little wear. We make Bicycle Hubs, Cones, Cups, Ball Bearings, Axles, Nuts, Steps, Nipples. Also, Bicycle Roller Chain with case-hardened roll; Humber-pattern solid link Chain, Coasters, Lamp Brackets and all kinds of machine screws, etc. Send sample or accurate drawings of parts for estimates. We solicit your business and have the best facilities for doing your work. THE NEW BRITAIN HARDWARE MANUFACTURING CO., New Britain, Conn. 9-cow

## BICYCLE CLUBS—

## BARBER,

The celebrated Trick Bicyclist, can be engaged to produce his Wonderful Wheel Act by addressing 9 Merriman St., ROCHESTER, N. Y.



Send For Prices  
AND TRADE DISCOUNTS OF  
**RANKIN'S**  
**PAT. TOE CLIP.**  
Sample Pair by Mail, 50c.

**MUNROE'S**  
**ANTI-FRICTION**  
Compound for Cycle Chains.  
Sample Tube by Mail, 50c.

We will send you cuts of the above for '93 catalogues.

**W. G. RANKIN & CO.,**  
23 Custom House St.,  
PROVIDENCE, R. I.



## Pomeroy Bros. M's.,

67 Orange St., New Haven, Conn.

Superior Hard Brass Bicycle Nipples for all wheels made, both foreign and domestic; Nipple Washers, Nuts, Oil Tubes, Taps and Dies, Studs and Special Screws. Estimates from sample or sketch.



## The Perfection Stand.

Every dealer, agent and wheelman should have one. Price, full nicked, \$3.00; nicked and enamel, \$1.50. A liberal discount to the trade. Write for illustrated sheet. The bicycle is released instantly from the stand by pushing lever down with foot. Manufactured by H. T. HEARSEY & Co., Indianapolis, Indiana.





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S. A. MILES, - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

#### RESULTS OF THE NATIONAL ASSEMBLY.

The puff and bluster of the past year over the *Bulletin's* contract, and the result of last week's meeting in Philadelphia has shown one thing which the average league member will fancy strange. It is that the executive committee is a greater power than the national assembly—that it has the power to make contracts which prevent the league amending its own constitution! Of course, such a thing is ridiculous and absolutely untenable, but that is just what the meeting decided, nevertheless!

The executive committee and its appointees, in caucus assembled, decided, before the meeting opened, which propositions should or should not prevail. In consequence the proposition to have the addresses of applicants published was strongly opposed. The member who offered the amendment explained that, of 1,225 men who had voted on the question, about 1,000 had voted in the affirmative. But that didn't matter. The delegates were not there, apparently, to represent the ideas of the men who sent them—and, in a good many cases, paid their expenses—but to give vent to their own feelings, which they did.

#### Why the Amendment Was Lost.

It was decided that the contract with the Wheelman Company, which says nothing about addresses, could not be broken. The mover of the amendment said he had no intention that it should be, but that he desired to prevent such a contract being renewed. He then asked the chairman whether, in case the amendment prevailed, it would annul the present contract. The chair could not answer, and neither, apparently, could any of the lawyer members. The amendment was voted down, not because the delegates would not have liked the addresses published, but because of the contract. And thus was the sovereign power of the president and his committee established.

Throughout the debate on this question a desperate attempt was made to throw discredit on the cycling press. It was charged with selfishness unadorned in this agitation. Thus it happened that when another amendment relating to the *Bulletin* was reached, the friends of the latter were so afraid of some covert

trick that they refused to accept an amendment proposed wholly and solely for their own benefit. A word as to the "selfishness" of the cycling press.

#### Postal Law Violated.

The Wheelman Company has violated the postal laws from the day its paper became the league organ, by mailing as second-class matter, at pound rates, a paper which was, under the constitution of the league, free to every member.

The postal laws exclude any paper for which no consideration is paid, or even in case its subscription price is nominal. The Wheelman Company has also violated the postal laws by enclosing in its paper a loose supplement, an offence for which another cycling paper was once detained in the postoffice for four days or more!

A complaint from the cycling press containing these charges, the first particularly, would have led to an investigation which would have ended for all time the life of the present *Bulletin*.

If the cycling press is so utterly devoid of consideration for league members, so utterly selfish as the delegates, in their wisdom, seemed to think, why have these abuses been allowed to pass? But to return to the amendment.

#### To Cover Up Defects.

Article 7 provides that the league should distribute an official organ to the members without charge. At the last constitutional convention, Colonel Burdett endeavored to show to a body of men who knew nothing whatever about the matter, how the laws could be turned and twisted so as to allow the *Bulletin* and *Good Roads* to pass through the mails at pound rates. But the colonel was a little befogged himself, and in consequence failed to accomplish much. He put *Good Roads* on a good footing by inserting in the by-laws—in the by-laws, mind—a provision that of the dues collected, twenty-five cents, should be considered the subscription to *Good Roads* and twenty-five cents to the *Bulletin*, forgetting, evidently, the constitutional right of members to receive the *Bulletin* free!

It was to cover this defect that a cycling press man proposed to remove the clause relating to the two publications from the by-laws, and make it a part of the constitution, thus doing away with all possibility of dispute.

#### Mr. Burdett Should Explain.

Colonel Burdett is a lawyer. Mr. Dean is a lawyer. Yet, so bitter were they in their opposition to the cycling press that the colonel declared the proposed amendment would have just the opposite effect to that which the mover professed to desire, while Mr. Dean stated his belief that the proposal cloaked a scheme to injure the *Bulletin*, and was promptly called to order by the chairman (Mr. Sheridan) for his pains. We challenge Colonel Burdett to substantiate his statement. We charge that it was absolutely false, and that the colonel should explain his position. The cycling press has been placed in a false light—charged, almost in so many words, with an attempt to injure the league. It is an injustice to every member of the cycling press of America.

We have no desire to injure the league or to place any obstacle in the way of its *Bulletin*.

We are aware that the Wheelman Company has spent thousands of dollars in perfecting its plant, and that it would be a rank injustice to annul its contract at this time.

#### Wheelman Company Not Forgotten.

We have not forgotten that when, two years ago, the Wheelman Company was entitled to some hundreds of dollars for space used in excess of that named in

the contract, it generously declined to accept the amount.

But we believe that the interests of the membership of the league should be the first consideration, and that, when the present contract expires, it should be beyond the power of the executive committee to bind the league for another five years by a contract similar to that now in force, and which, despite the request of members of the assembly, who surely have the right to hear it, was not read to the meeting.

And so, gentlemen of the league, although you have expressed yourself pretty plainly, your wishes will not be granted this year. It behooves you, therefore, in electing your officers for the next assembly, to select those who will give greater consideration to the desires of their constituents and less to the fads and prejudices of "royalty."

#### Object of the League.

What is the principal object of the league? We presume no doubt exists in any member's mind that the improvement of roads occupies the pride of place. But how far behind it is racing? Not a great way. And yet "racing" is a word unknown among the objects for which the league is supposed to exist. Nor does the assembly think it should appear there.

The one thing on which a man's membership in the league depends hinges on racing—amateurism.

The league has received more advertising and gained more members through racing than from any other two causes combined.

The league is on the verge of promoting the first international championship the world has ever known.

The league has a racing board whose doings excite more attention than those of all other committees of the association combined.

The chairman of that board is also chairman of the international racing association, and his report last week was received with greater enthusiasm than that of any other officer.

And yet, dear reader, racing is unworthy to appear as one of the objects of the league.

#### Racing a Great Factor.

Whatever work the league engages in—that, surely, is one of its objects. A greater number of members are participants in and promoters of racing than any branch of cycling. Unless the promotion or government of racing is included in the objects of the league, what right has it to dabble in it? What are the members? Amateur lawyers? Amateur road reformers? Amateur defenders of wheelmen's rights? No; none of these. They are amateurs as defined for the purpose of racing—a definition which has no place in the constitution unless racing is one of the league's objects.

The president took the floor and argued against the adoption of this resolution, offering as one of his reasons the plea that it would necessitate the government of all classes—a plea without foundation.

We are at a loss to understand this inclination to snub and ignore one of the league's principal objects, especially in view of the enthusiastic reception accorded the chairman of the racing board and the immense interest which is sure to attach to this branch of the sport and pastime during the coming season.

#### Anti-Negro Sentiment Growing.

The southern members of the league showed wonderful pluck on one point. They refused to accept any substitute whatsoever for their pet amendment. It was with them the insertion of the word "white," or nothing. Two methods

were proposed of beating around the bush and providing them with means of keeping negroes out of their divisions, but, by protest and vote, they insisted on standing or falling by the original motion.

They were defeated, as almost every one expected they would be, but it is worthy of note that the anti-negro sentiment has grown wonderfully in the league. At the constitutional convention held in Hartford only eighteen months ago, the meeting positively refused to entertain a motion of this sort. It was tabled without consideration. But at Philadelphia the anti-blacks actually had a majority, 108 voting in favor of and 101 against the motion. It required a two-thirds vote to amend. Under these circumstances it is not unlikely that the question will be raised again, especially in view of the fact that, by the passage of other amendments, the southern divisions are given better representation in the national assembly than they have heretofore enjoyed.

Before leaving the subject it may be pertinent to ask why, when the names of the Ohio division men were called, they asked for the privilege of voting last. They had been instructed to vote against the negro, but it was with great reluctance that they did so, and a strong suspicion prevailed that, had it been necessary to do so in order to defeat the motion, they would have ignored the instructions of their constituents and voted according to their own desires.

#### The New Amateur Rule.

All recommendations relating to the amateur definition were withdrawn. Mr. Raymond became convinced that the two-class movement could not prevail, and wisely yielded, offering, however, some amendments which give the board a greater hold on the racing men, and a chance to convict on circumstantial evidence. All things considered, this seemed to be the best way out of the difficulty, for had the amendments offered been debated, the assembly would have been sitting yet!

#### SACRILEGIOUS ADVERTISING.

L. A. W. 30,006 writes from Hartford to the official organ protesting against sacrilegious advertising. He says, among other things: "A certain firm in a recent issue heads its advertisement with a parody on words of Christ. When manufacturers can only sell their wheels by resorting to the grossest sacrilege, I think they had better close their shops and quit the business. This same tendency extends to other forms of advertising, and if it keeps on we may expect to hear other dealers hawking their wares at the end of a distorted Scriptural quotation." We believe that everyone who has any desire to keep cycling and cycling journalism free from the objectionable features which are found in some other lines, will agree very heartily with the sentiments of this gentleman. On more than one occasion the REFEREE has been favored with advertisements of this nature, some of which have been refused absolutely and others toned down, on our own responsibility, to what we considered reasonable bounds. Hereafter no advertisement of this nature will be allowed to appear in our columns.

#### MODESTY.

Modesty goes a long way toward making a popular and successful racing man. In the long list of prominent riders, past and present, can any one find more popular and successful racing men than Zimmerman, Wandle, Tyler, Taylor and Lumsden? Does the racing man live who is more modest and reserved than any one of those mentioned? We could name other very modest and successful



men—it is not necessary, and we except our foreign friends, inasmuch as we are not acquainted with their characteristics. We hear it said that Johnson is modest, and perhaps he is naturally so, but he is getting out of the habit rapidly. He declined to talk about himself to a Syracuse reporter—but he managed to squeeze in this much:

From the age of fourteen I rode a wheel, and a few years later I won my first event. I attended all the meets in and about my home, and rarely came out second best. The eastern people think I am a green rider, but the fact is I had forty medals and a good track record before I tried for the championship. [?] I rode the mile in the time stated, and can do it again with a few seconds to spare, and I don't brag. One thing is morally certain, I have been misused by the eastern wheelmen. When I get into a race every man in the crowd tries to prevent my winning. You can not understand it, but when a dozen men pocket you it is no easy thing to get out. I have been thrown time and time again, but no attention is paid to it. If Zimmerman or Windle finishes first in a race, the cycling papers make a great howl, and while I often get second place, beating out the best men in the country, no comment is made of it. But this does not bother me, for I am not looking for newspaper notoriety.

Then he said he wouldn't say he could beat Zimmerman, but could "make better time." And again:

I am looking forward to an easy time in the races in the spring. Zimmerman and other fast riders will go to England, so I have decided to remain in America and scoop in the prizes.

These little expressions from the man of 1:56 fame are not only indicative of extreme modesty, but pure amateurism. Fancy, if you can, a "really and truly" pure amateur talking in such a manner, or even having such thoughts in his head. If John S. Johnson used those words, he is no nearer a pure amateur—at heart—than is John S. Prince, who is at least what he pretends to be. We can not recall the name of a single racing man of any note who has talked as much and said as little—except as to himself—as the "Minneapolis wonder." We doubt if Zimmerman, during his stay abroad, spoke as many words in the presence of newspaper men as did Johnson while in Syracuse. There may be a difference in the kinds of modesty—there certainly is between that of Minnesota and the kind found in Jersey.

THE case of George Nesbitt, who was recently sentenced to five years' imprisonment in New York, after confessing to the charge of forgery, calls to mind the fact that few persons in any way connected with cycling have been found guilty of crime. Even further, few have been charged with having committed crime. Cycle thieves are plenty, but not one in a hundred is a cyclist; there are frequent cases of embezzlement, but few in the cycling world. There are very few cases wherein cyclists have been mixed up in any serious difficulties. It is gratifying to know this, and our only hope is that this same condition of affairs may continue and that the general public may be acquainted with the fact.

We have a suggestion to offer the *Bulletin*, inasmuch as Mr. Watts' amendment did not pass. From a name alone one can not distinguish a man's color, and as the addresses are not to be published, it might be a good plan to print the names of white applicants in Roman and those of colored in full face, thus—

34,164. T. Willie Rockingham, ..... Boston  
34,165. Ebenezer Loftus Brown, ... Louisville

This, we think, would do away with any misunderstanding as to the color, and would also give our southern friends unlimited opportunity for kicking.

POOR Johnson! POOR Sanger! Did two men ever have such a hard time of it on the race path as these two? It's doubtful, indeed. Johnson, when he

does not finish first, is always placed in a pocket, a plan prearranged by the other contestants in order to make sure of preventing him from winning. And Sanger, when he does not win, is always fouled, or thrown, or something of the kind, for the same purpose. But Zimmerman, and Windle, and Tyler, and Taylor and Lumsden, and a few others are beaten, fairly and squarely, when they do not cross the tape first. POOR Johnson! POOR Sanger!

#### They Don't Like It.

According to the Louisville *Post*, "the refusal of the assembly to draw the color line has caused not only the local wheelmen but those in all of the southern states considerable indignation. The constitution of Kentucky prohibits negroes from being members of the state association, but the change in the national constitution will necessitate a change in the Kentucky constitution. The Louisville wheelmen, however, will take a determined stand against negroes being members of their division of the



SHE TAKES HIM, YET STURNS HIM.

NOTE:—A two thirds vote is necessary for the adoption of an amendment. Mr. Watts' amendment barring colored men in the league, was lost, the vote being 103 for to 101 against. The League is compelled to take the negro, though a majority are opposed to him.

L. A. W., and should a colored brother attempt to take advantage of the privilege offered him by the national assembly to join the local association, he will undoubtedly have a quietus put on his application. It is not likely, however, that any of the negroes in this city would care to offer for membership in the face of such sentiment." [There has been no change in the league's constitution bearing on the color line. Negroes have always been eligible.—ED.]

#### Another Mile Stone.

The Ravenswood club is the first to respond to the call of the Century Road Club for mile-stones. This club has raised the money for a handsome stone, to be placed at the three-mile point, at the foot of Fullerton avenue in Lincoln Park. The Ravenswoods wished to present a handsome marble shaft, but were informed that all must be alike, 5 1-2 feet long and one foot square, and marked plainly with the mile mark and the Century Road Club emblem.

## THE FACTS ARE GIVEN.

### THE FAILURE OF THE RECENT INVESTIGATION OF THE RACING BOARD.

*Letters Which Place Some Riders in a Queer Position—The Referee's Statements Are Fully Substantiated.*

In a recent issue the REFEREE announced that the investigation by the racing board of charges against men who competed at Milwaukee and elsewhere, had been abandoned, the board being unable to obtain proof that they had accepted expenses, as charged. The REFEREE was primarily responsible for the investigation. Mr. Raymond has since published all his correspondence relating to the matter, and we therefore feel called upon to publish the facts which will be found below:

On December 17 Mr. Raymond wrote

stated, in answer to questions,—most of them under oath—that they were not guilty, but from all of the replies received by Mr. Raymond we shall extract evidence which, combined with the letters we reproduce, will leave no question that the charges were well founded and that the REFEREE was not, as has been charged (we have Mr. Raymond's authority for this), printing this matter for the purpose of "roasting the racing board."

#### THE MILWAUKEE CASES.

Extract from letter from Henry Andrae: "I had heard it said that the railroad fares of Chicago men had been paid by the Milwaukee Wheelmen. \* \* \* The Republican House says that the riders paid their own bills."

Messrs. Schroeder and Lindsley say nothing in their letters concerning the hotel bills. Perhaps, however, the following letter will help to solve the question whether they were paid by Mr. Schroeder, or whether, as stated to Mr. Andrae, they were paid by the men. The original letter is still at the REFEREE office:

#### REPUBLICAN HOUSE,

Charles F. Kletzsch Company, Proprietors.  
MILWAUKEE, WIS. Dec. 4, 1892.—MR. FRED J. SCHROEDER, City.—Dear Sir:—We are in receipt of yours of yesterday with enclosed check for \$102.90, for which kindly accept our thanks. We were apprised yesterday of the fact that one of the Chicago papers published an article which reflected upon the conduct of the Chicago and Milwaukee Wheelmen while stopping with us. We wish to inform you that we have made no complaint and have no reason to make one, and the remarks attributed to us did certainly not emanate from any one connected with this hotel.

We very much regret that such has happened, and trust that it will in no wise affect the good feeling which has always existed between the League of American Wheelmen and ourselves. Yours obediently. C. F. KLETZSCH COMPANY.

There may be some who are still in doubt. Very well then—

Extract from affidavit by H. A. Githens, Chicago:

"I competed at Milwaukee at three different times. \* \* \* On Christmas and New Year's tickets were bought by Milwaukee Wheelmen and sent to me. \* \* \* On Thanksgiving \* \* \* I purchased my own ticket, but when I left I was informed that my hotel bill was paid."

Another.

Extract from letter from H. H. Wylie, Chicago:

"Bill (Nov. 24 and 26) was probably \$15, and was paid by entertainment committee of Milwaukee Wheelmen. Broke the rules at Milwaukee; never before. Willing to stand the consequences," etc.

Mr. Wylie added that he had a — of a time. He had. It was on this occasion that "Inducer" Young laid Wylie out in pugilistic fashion in the hotel, and it was the antics of a few of these members of the "push" which led to the report referred to in the letter printed above.

Still another.

Extract from affidavit by A. L. Leonhardt, Chicago:

Milwaukee, Dec. 26 and Jan. 2, I do not know the amount nor who paid the bill. I was told 'it is paid' when I wanted to pay."

These extracts are surely sufficient to convince any reasonable man on the hotel bill question, and we will pass along to the railroad fares. We desire the reader to note that we offer not one word of hearsay evidence, but that all the matter offered is quoted from letters and affidavits of persons interested.

Let us read together the following letter from the chairman to the inducer:

JOHN SCHROEDER LUMBER COMPANY.

General office, foot of Walnut street.  
MILWAUKEE, Nov. 15, 1892.—MR. W. B. YOUNG, Chicago.—Dear Billy:—In speaking with Githens and also Winship, I think I omitted to say to

We did not say, however, as we might have done, that the Chicago member was well aware of the facts and that proofs of the charges had actually been shown him.

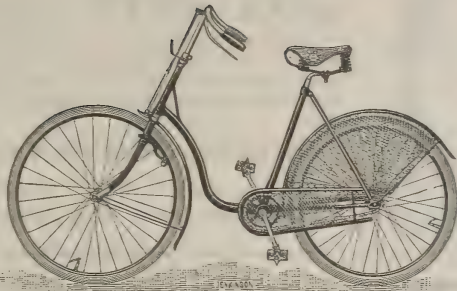
Mr. Raymond then wrote to D. H. Lewis, of Buffalo; L. J. Berger, of Chicago; Rouse, Hazard & Co. and Fred Patee, of Peoria; F. J. Schroeder and A. B. Lindsley, of Milwaukee, all of whom were supposed to know more or less about infractions of league rules. He got no satisfaction whatever. The men who rode at Milwaukee and elsewhere



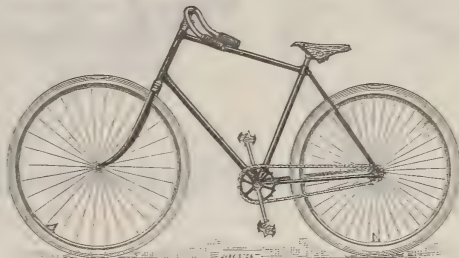
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them that I would furnish them transportation from Chicago to here and return if they will enter and ride at the tournament, and also entertain them free of charge while they are here. Will you kindly see them and mention this. Would do the same with Lumsden and Munger if they would come. Of course I don't expect them to pay any entry fee either. Please do all you possibly can to bring all your best men. Will send you transportation in a few days for yourself, and also will send it to the others as soon as I know positively how many are coming. Yours truly,  
F. J. SCHROEDER.

Extract from letter from R. W. Slusser, Chicago:

"Was approached on one occasion, but negotiations did not proceed to the comital stage. Davis, Young and Keator told me that their expenses were paid to and from Milwaukee and while there."

Extract from letter from L. J. Berger, Chicago:

"My assistant, Sinsabaugh, tells me that Young did offer to pay his fare to Milwaukee but Sinsabaugh did not go. \* \* \* It had been alleged that Wylie had refunded money received by him from Schroeder, so that he would be in a position to "peach" on some others whose expenses had been paid. He mentioned this in conversation with me, and indignantly denied that that was his purpose in refunding the money, so I assumed he had received expense money."

Extract from affidavit by Gus Steele, Chicago:

"Billie Young wanted to give me a ticket, but I would not take it. \* \* \* I could have received expense, but someone told me not to."

More than once reference is made to railroad fares having been refunded. Some of the riders claim to have receipts for hotel bills, and one even sent the receipt to Mr. Raymond, evading a question on this point in this manner. How they became possessed of these receipts is shown by a letter from Mr. Schroeder to the inducer—dated Milwaukee, Jan.

7, if we mistake not—wherein the former tells the inducer how he answered Mr. Raymond's queries, what he said, etc.—for the object, evidently, of posting the inducer on what answers he should make. It was suggested to the inducer that he (the inducer) see the men and tell them that they would be furnished with receipts for railroad fare, etc., and that receipts for board would be obtained from the Republican House for the men who boarded there. The letter closed with this classical expression: "What the h—otel, Bill."

The Milwaukee man appears to have realized that something must be done to head off the investigation. He, therefore, wrote Mr. Raymond an answer as stated above.

#### KEATOR'S TWENTY-FIVE DOLLAR LOAN.

Extract from letter from L. J. Berger, Chicago:

"One day at the rag-shop table, Keator and Spooner were discussing the matter of payment of expenses to Milwaukee. Spooner said something about the \$15 which the REFEREE said Keator borrowed from a Milwaukee man. Keator replied, "It was not \$15 at all; it was \$25."

#### THE EASTERN RIDERS.

*What has Become of the Cases Against the Riders at the Chicago Meeting?*

We have not yet been informed whether or not the charges against a number of eastern men, of receiving expenses to the Chicago meeting, held at Washington Park in October, have been investigated.

The charges are these:

1—That the fares of the men were paid by the Chicago Cycling Club.

2—That their living expenses while in Chicago were defrayed by the same club.

We have no proof to offer, except it be

in the form of an affidavit by two representatives of this paper that the vice-president of the club admitted to them that the charges were true. That gentleman stated that the expense of bringing the men to Chicago, was between \$250 and \$300, beside the expense of feeding them while there.

The gentleman has since denied having made this statement.

We do not know that the captain of the club went east for the purpose of securing the attendance of these men.

We do not know that any statement of the receipts and expenditures of the tournament has been submitted to the club.

We do not know whether the treasurer is in a position to tell how the money was expended, or whether the committee in charge of the races alone possesses the information. There are other things which might be mentioned in this connection, which, however, as they furnish no proof of guilt, need not be mentioned unless some of the gentlemen interested care to prolong this matter by denials. And, by the way, the REFEREE's columns are open to all for that purpose.

#### THE SOUTHERN TOURISTS.

Johnson, Ballard and Rhodes visited Nashville and other southern cities and stayed there three weeks or a month—all attempting to beat records—all mounted on the same make of wheel—all trained by Tom Eck—all under the watchful eye of Atkins—all paced by men who had nothing to gain—and all in search of—what? Why, health, of course! Not dollars, directly or indirectly. Oh, no—health.

Who paid Eck? The men say they didn't. Therefore Eck must have been there in search of health, too. And Tom is, as a rule, a pretty healthy specimen.

Well, they got the health, but they

didn't get the records! Incidentally, they didn't get some other things—except Ballard, and it was necessary for him to go nearly to the shores of the Pacific to get his. While there he will sell the same make of wheel as he rode in the south, and he will ride the same make in his races. Let us hope that with a portion of the salary he receives he will pay off the "note" on which he realized money to go to Nashville.

We are bound to admit that the gentleman who engineered this trip possessed a "great head," and whatever may or may not have occurred, the racing board is not to blame for its failure to convict.

Tried on circumstantial evidence, the men would have probably been convicted. We have in our possession a letter admitting that the house which manufactures the wheel they rode, "is, in a way, connected with the men, but not in such a way as to endanger their amateur status." That may mean little or it may mean a great deal, but it is not proof.

That's all. We have duly noted and reported the charges and rumors. We have submitted such information bearing on them as we possess. Therefore, dear reader, having pressed the button, we leave you to do the rest—viz.: To form your own opinion.

#### To Have a Club Paper.

The Illinois Cycling Club is about to issue a monthly paper, similar in its nature to the Kings County Wheelmen's *Announcer*, a bright little sheet published by the K. C. W. of Brooklyn. This is designed to take the place of the regular monthly bulletin, and to bring out the latent talent of the club. Mr. Whymper, of Schoverling, Daly & Gales, editor of the K. C. W. *Announcer*, was in Chicago last week.





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SPRING FRAME

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MODELS A, B, AND D.

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RUN EASY,  
STAND UP WELL,  
WEAR WELL.

FOR AN EASY RIDER,  
FOR GENUINE PLEASURE,  
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SYLPH SPRING  
FRAMES are BEST

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Want our Model D.  
It Weighs 30 Pounds.  
The Model is PERFECT.  
Is Very Rigid—Reliable.

Our Spring Frame safeties give their riders mere genuine pleasure and comfort—more complete satisfaction than any other cycle on the market to-day. Those who ride them say so; others that try them will say so. We invite you to investigate. Send for catalogue. Good agents wanted everywhere.

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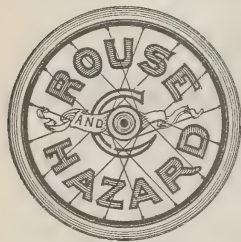
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THE line embraces 20, 24, 26, 28 and 30-inch wheels, thus meeting the requirements of all sizes of riders, from a 5-year-old boy or girl up to a 250-pound lady or gentleman rider. THEY ARE SO POPULAR, SO WELL KNOWN, and meet with such ready sale that no dealer's or agent's stock is complete without them. We are the largest jobbers and absolutely headquarters for these goods in the West, and Guarantee Bottom Prices to the trade. Many of the largest jobbers in our territory have placed their orders with us for '93. We would be glad to hear from others.

We are manufacturers of SYLPH, RUDGE and OVERLAND Cycles in 18 patterns, also offer the largest line of BARGAINS in new machines to be found in the U. S. We invite correspondence from dealers everywhere, and assure them we have exceptional facilities for taking care of their trade and a Superior Line to select from. Agents wanted.

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#### TAKES THE LEAGUE TO TASK.

The *News-Record* had a full report of the L. A. W. national assembly and an editorial comment thereon, part of which follows:

The League of American Wheelmen is not an insignificant body. According to a report made to its national assembly, now in session in Philadelphia, the organization has a present membership of 34,184 and is growing at the rate of 10,000 a year.

The object of the league is not simply sport, though it encourages racing on the wheel—strictly amateur racing, be it understood. It has other and better reasons for existing. For one thing, it aims to bring about an improvement in the highways of the country, which now, as a rule, are well-nigh impassable nine months out of twelve. If it shall accomplish this and nothing more it will deserve the gratitude of all travelers—and this is a nation of wayfarers.

The present meeting is an important one and the legislation enacted will decide the future of the organization. If the delegates do their work with wisdom and good judgment the League of American Wheelmen will go on increasing in power and influence even more swiftly than in the past.

Coming as it does from one of the most fair and influential of the great Chicago dailies, there is much food for thought in its lines.

The *News* has always been friendly to wheelmen, has said many kindly and timely things, and it is a pleasure for one who remembers so well the very sarcastic and sneering paragraphs that were launched at things bicyclic, only a few years back, not only by the Chicago papers, but by news gatherers all over the country, to read such lines,

\*\*\*

I am surprised to learn from the report printed in the same paper of the national assembly, that the color line was not drawn and that for another year, at least, the "darky" may enjoy the rights of L. A. W. membership. Of course it is folly to

comment on the point now, but there has never been so staggering a blow delivered at the welfare of our organization, and I greatly fear that the quasi sentimental notions of the northern delegates will put a stop to the 10,000 yearly increase most promptly.

The report sets forth that only one northern delegate voted against the admittance of the blacks. All honor to him, say I, if he did come from that foreign country, New Jersey. The very soulful remark of Mr. Sheridan, that "there are black men with as white hearts as any man with white skin," is exceeding touching and no doubt very true, but is in no sense germane to the question. It is not his heart, but his skin that is the trouble—not the individual, but the race that is in question. Wherever the negro has been admitted on terms of equality with the white man, there has been turmoil in religion, politics, or society. In business or pleasure, wherever the two races have mixed there has been trouble. It was not sentiment or political preference that the national delegate had to decide upon, but the welfare of the L. A. W., and like a parcel of foolish boys they have followed their leaders into a most uncomfortable and disastrous scrape.

\*\*\*

I sincerely trust that the L. A. W. members south of Mason and Dixon's line will not let their natural feelings run away with their good judgment and withdraw from fellowship, for it is not likely that in their own province they will be troubled with black applicants. It will be only among the high-colored and semi-colored denizens of barber shops and ten-cent restaurants in the north that the new recruits for the new department will be drawn—and it will be seldom that white men will be called

upon to associate in any way with even them.

It seems to me that there is something wrong somewhere, "something rotten in Denmark" in league affairs. It is a great pity that some strong brain cannot be found, some organizing Napoleon, with strength, skill and nerve enough to steer the rudderless ship even with a self-made oar. Between class A or B, cash prizes, the league organ contract, the color line, and Chairman Raymond, I fear that the old hulk is bound to come to grief.

Maudlin sentiment enough has been poured out at L. A. W. banquets, rivers of ink have been wasted, praising this and condemning that, but the same fool business and social policy goeth on forever. What is the matter with making the L. A. W. a man's society, and governing it as men—and white men at that?

PHCEBUS.

#### Aided and Abetted By Zimmerman.

Zimmerman, Whittaker, and Wheeler played a bold game on C. A. Persons while on the boat en-route to Savannah. They were engaged in a game of cards in the smoker's room. Persons became indebted to Wheeler to the extent of ninety-five cents, which he paid with a dollar bill, receiving his nickel in change. He owed Zimmerman forty-five cents, so took out his "roll" and laid a crisp \$5 note on the card table. Whittaker, who was a spectator, slyly picked up the bill and placed it in one of the apertures of the table and the game proceeded, Persons not seeing the move. When the hand was finished Persons thought of his bill and at once asked if anybody had seen it.

Perspiration stood out in small beads on Persons' forehead, and he nervously dashed into every pocket. He counted his money over but could not make

things tally. Zimmie brought out a crumpled \$5 and a \$2 bill and wondered if he had by mistake appropriated Persons' new bill. Wheeler remarked that the same had aged considerably if that was the case. Then Persons thought that it was easy for a bill to look old, particularly when carried as Zimmie does his cash, and said it really looked like his.

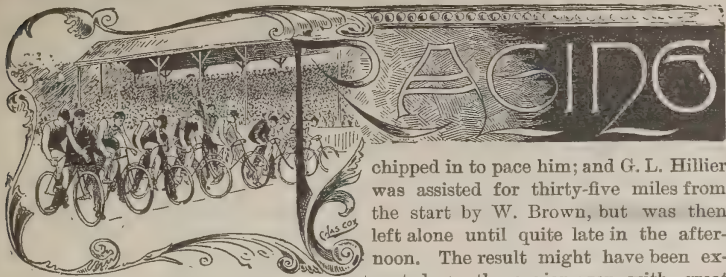
"Well, here it is, if it is yours," said the champion, and Persons eagerly grasped the old fiver. Persons then left the saloon, and Whit pulled out the new bill from its hiding place, and gave it to Zimmie. This balanced the account. Persons forgets that he still owes Zim forty-five cents, and doesn't know the trick played upon him. Persons is not much of a sport after all, the boys think, his limit being a penny.

#### The National Capital.

The City of Washington is an object of perennial interest to all patriotic Americans. Not alone because it is the great throbbing heart of the mightiest and grandest republic the earth has ever known, but also on account of its material magnificence. All Americans take pride in its beautiful avenues, majestic architecture, stately homes, and well stored galleries and museums as things of grandeur and beauty in themselves, apart from the historic interest with which they are invested. It is a hope and aspiration of all "YOUNG AMERICA," at least, to some time or other visit the Capital of his country.

The Baltimore & Ohio R. R. offers unequalled facilities in aid of this desire. All its through trains between New York, Philadelphia and Baltimore on the east, and Pittsburgh, Cincinnati, St. Louis and Chicago, on the west, pass through Washington. Its fast Express trains are vestibuled from end to end and heated with steam. Pullman's latest and best productions in the way of sumptuous Drawing Room Sleeping Cars are attached to all its through trains. The present management of the B. & O. have made vast improvement in the last two years, and the road is to-day one of the foremost passenger carrying lines in the country. Through tickets via B. & O. R. R. can be procured at all the principal ticket offices throughout the United States.—18-2.





RACING AT SEVENTY-SEVEN.

Major Knox-Holmes Covers 115 Miles in Ten Hours.

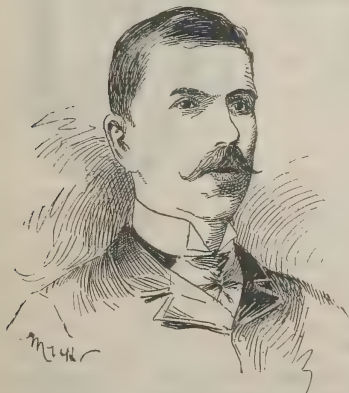
G. Lacy Hilliers, in the *Cyclist* Year book, describes a race which probably will not be equalled. His own language tells the story best:

At this time [Aug., 1886] there was training on the Crystal Palace track the "Grand Old Man" of cycling, the well-known veteran, Major T. Knox-Holmes, who, at an age when many a man seats



MAJOR T. KNOX-HOLMES.

himself in the chimney corner and avoids violent exercise of any sort, took, with juvenile enthusiasm to the sport of tricycling, and during the year 1884 devoted much of his time to long-distance rides upon the Crystal Palace track. As a result of some chaff which went on, a match was made between Major Knox-Holmes on his tricycle and G. Lacy Hillier upon an ordinary bicycle, the condi-



G. LACY HILLIER.—In 1886.

tions being that the major was to receive one mile start for every year's difference in the ages of the two riders in a ten-hours' ride, so that the major received forty-nine miles start. The day chosen for the race—Sept. 29—was singularly unsuitable for long-distance work, as there were constant showers of rain and a strong, cold and gusty breeze, the result being that the track ran somewhat dead, and the riders suffered much from windage. The major was accompanied throughout the whole of the journey by G. Santer on a bicycle, and a number of tricyclists at various times

chipped in to pace him; and G. L. Hillier was assisted for thirty-five miles from the start by W. Brown, but was then left alone until quite late in the afternoon. The result might have been expected, as the major won with great ease. At 101 miles the veteran commenced to create tricycle records, and continued to do so up to 115 miles, which he covered in 9 hrs. 58 min. 58 sec.—a splendid performance for a gentleman seventy-seven years of age, and one which will remain uneclipsed by any man within ten years of the major's age for many years to come. Hillier in the course of the race beat records from fifty-one to fifty-four miles, and from 101 to 146 miles, covering the latter distance in 9 hrs. 59 min. 54 sec. This performance practically brought long-distance path racing to a standstill for two years, no attempts of note being made at distance during that period.

### RACING IN AUSTRALIA.

A Referee Correspondent Thinks Strangers Have a Poor Show.

Editor REFEREE:—I should like to correct an impression which your Australian correspondent would leave in the minds of your readers—that is, in regard to an American rider's chance of "picking up a few sovereigns" over there. To begin with, nowhere is cycling so degenerate as in Australia. As far as I could see that is largely due to the cash prize system in vogue there. Besides, open betting is encouraged at the races. Dozens of bookmakers pay license to the clubs. The result is that the sport is looked down on by the most respectable people. Indeed, very few gentlemen and no ladies ride. I am but writing the plain truth when I state that the sport is in the hands of a most disreputable lot.

I spent six months—from October, 1891, to April, 1892—in Australia, doing a good deal of touring, and was much touring, and was much disgusted to find cycling so unpopular among the better class of society.

A racing man from America, no matter how good he may be, would stand a very poor chance of making his expenses. The prizes are usually small and the races are not numerous occurrences. One must remember that there are few towns of any size in Australia. Melbourne, Sydney, Brisbane, Adelaide and Ballarat are a long way apart. Besides these towns there are not half a dozen other towns of over 10,000 inhabitants. These places will not average two race meetings a year. Supposing they did, then there would only be twenty race meetings.

The Australians pride themselves on the amount of money they spend for sport. However, most of it goes in horse racing and but comparatively little in cycling prizes. The great brag of Australian wheelmen is, of course, "the Austral." It is run during the spring meeting of the Melbourne Bicycle Club. This meeting occurs on one afternoon each November. I have a programme of the 1891 spring meeting before me. I notice that on that occasion the prizes aggregated an equivalent for \$1,680, to be distributed in twelve events. Considering that \$1,000 was first, \$200 second, and \$50 third prizes in the "Great Austral" two-mile race, there did not remain much money to go for the other

prizes. Then, too, there were 811 entries. [But only a handful of starters.—Ed.]

Again, the Australian Wheelmen dislike prizes going to anyone outside the club which is holding the races. Every race is a handicap, and the handicapping is most unfairly conducted. For example: Two Englishmen, Tom Warwick and S. Turner, were out there when I was. They were fairly fast men, but in every race they entered they were either put on scratch or worse. In one three-mile race I know Tom Warwick to have been placed 200 yards behind scratch.

It is almost needless to add that in their three months' experience on the Australian track these chaps were never "in it." Should anyone wish to know more about cycling in Australia, I shall be pleased to furnish him information.

F. M. HUGGINS,  
Mansfield, O.

### THE TRIANGLE ROAD RACE.

The California Cracks all Beated By a Three-Minute Man.

The first annual twenty-five mile road race given by the California Associated Cycling Clubs occurred on Washington's birthday over the San Leandro Triangle. It was a success in every way, but seemed to be full of surprises, the first place going to a mere novice, who had the limit. It was expected surely that either Foster, Bell, Edwards, Alexander or Wells would win the time prize, and a mighty shout went up when George Faulkner of the Acme club pulled in ahead in the good time of 1 hr. 19 min. 4 sec., whereas the scratch men's time was worse than 1 hr. 23 min. The day was warm, a fair wind was blowing, and the roads were in fair condition, but dusty in places. Foster and Edwards, two of the scratch men, seemed to have no difficulty in getting away from others who started from the same mark, but apparently fought each other against making pace. When about a half mile from the finish, Edwards started to spurt, but shortly after Foster passed him and beat him to the tape six seconds. Both of the men appeared fresh and were riding in good form. The probability is that they over-rated their own ability and under-rated that of some of the men who were allowed a start over them. Faulkner, the winner of the time medal, had 3 1-2 min. handicap, and was consequently alone through a greater portion of the race. At any rate, he was placed in such a position as to receive no aid from those ahead of him. He finished third, and it is more than probable that had he had pacemakers he would have broken the twenty-five mile road record and won first place. The order of the finish was as follows:

| POSITION.                    | H'D'CAP. | TIME.       |
|------------------------------|----------|-------------|
| A. Griffiths, B. C. W.....   | 12 min.  | 1 24 24 2-5 |
| J. Sampson, Acme.....        | 7 "      | 1 22 04     |
| George Faulkner, Acme.....   | 3 1-2    | 1 19 04     |
| C. N. Loughton, B. C. W..... | 10 min.  | 1 26 18     |
| W. H. McDonald, Acme.....    | 11 "     | 1 28 09     |
| T. C. Dodge, B. C. W.....    | 6 "      | 1 24 20     |
| Al Burgess, S. J. R. C.....  | 9 "      | 1 27 42     |
| B. W. Bernhard, S. F. B. C., | 8 "      | 1 25 45     |
| Walter Foster, B. C. W.....  | scr.     | 1 22 29 1-5 |
| W. J. Edwards, G. C. C.....  | scr.     | 1 22 32     |
| C. T. Davis, G. C. C.....    | 5 min.   | 1 22 36     |
| Grant Bell, Acme.....        | scr.     | 1 22 38     |

### The World's Fair Track.

Chairman Raymond and probably President Burdett will reach Chicago about the 10th of this month. A meeting of the committee on international racing matters will then be held. Chief Consul Gerould says that the track has been decided upon, a half-mile of burnt clay (the latter not altogether decided), fifty feet wide on the home stretch, thirty feet wide at the back stretch and well banked for so large a track. The

grand stands will be built to almost surround the track (as illustrated in last week's REFEREE) and will seat fully 25,000 to 30,000 people. Upon a final decision of the committee, surveyors will lay out the stakes and work will begin at once. This work will take at the most not over sixty days, so that Chicago's world's fair track, it can be safely said, will be ready by June 1 at the latest, and probably by the middle of May. The date of the meet is Aug. 5 to 12 and the races occur Aug. 7 to 12. The programme of the championship contests has not yet been arranged. The international contests will, however, occur on the last two days.

### Terront Defeats Corre.

The thousand-kilometre (621 miles) race between Terront and Corre, which ended Sunday, was won by the former, who covered the distance in 41 hrs. 58



min. 52 sec. and was ten kilometres ahead of his opponent at the finish. The race was held on the 400-metre lap board track in the Galerie des Machines, Paris, and fully 20,000 people saw the finish. Terront, it is cabled, established a record, remaining in the saddle on the track during the first twenty-five hours, then descending owing to an accident to his tire.

### Will They Turn Professionals?

The air is full of rumors about the probable suspension of several of our best "amateur" racing cyclists, says *Sport and Play*, whom it is well known are in the employ of makers for the sole purpose of riding their machines, though the N. C. U. are reluctant to precipitate matters by suspending the suspects. Personally I should hail with immense satisfaction the suspension of about twenty of the English cracks, because it would then face the question at issue and the legislation of professionalism would soon become an acknowledged fact. There are, I know, at the present time a dozen or more first-class riders who would turn professionals to-morrow if they were assured of having sufficient race meetings promoted, where cash prizes were offered. Of course the desired result can never be attained by the occasional suspension of a single man. If a whole batch of riders were at once declared ineligible to compete as amateurs, I have no doubt there would soon



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

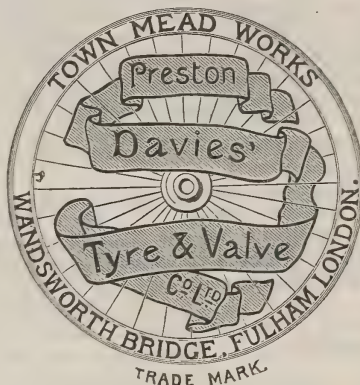
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

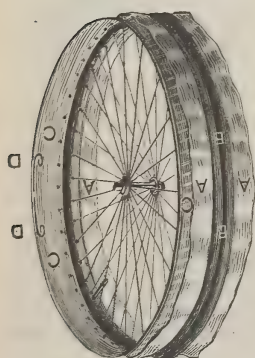
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



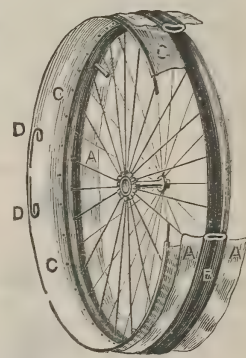
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tire and you are ready to start.



Showing the Tire open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace you tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.

LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.

COVENTRY DEPOT: 21 Warwick Lane, Coventry.

AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.

AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.



be lots of first-class money meetings arranged. *Sport and Play* could be depended upon for three meetings a season with £200 cash prizes at each. Who speaks next?

#### Harris Coming to Chicago.

Any information regarding the movements of our English cycling champions, says *Sport and Play*, is bound to be acceptable at this period of the year, especially in view of the approaching visit of the American riders. A. W. Harris is "getting ready." I have this morning received a letter from Mr. Harris, Sr., in which he informs me that the "lad," who is now in excellent health, commences training to-day (Monday), and every effort will be made to get him thoroughly fit for the early races. He will compete at *Sport and Play* Easter tournament, at which he hopes to make the Brookes challenge cup his own property. After this he will prepare himself specially for the N. C. U. championships, and will leave England for Chicago the second week in August, in order that he may have a cut at the Yankees on their own celebrated speed tracks. Properly fit and acclimated, I have no doubt he would worthily uphold the honors of the old country.

#### Mr. Atkins Makes a Point.

Editor REFEREE:—Why is it the racing board still clings to an eighteen-inch track measurmen? In the olden time, when we had to build our own tracks and only laid a curb and used no fence around the infield, it was all right; but now all our races are held on regular horse tracks, with picket or rail fences all the way round, and as the half length of the standard safety bar is fourteen inches, the man doesn't live who can ride eighteen inches from the curb; instead, as I tested by practical experiment with several men many times last fall at Nashville and Macon, the riders followed a line about three feet out from the curb. The over distance the men have to ride is not so much as it is the bother and expense of a survey, and re-setting or locating anew of all the intermediate poles and distances. Now we have the amateur question all settled perhaps the board can find time to attend to this little detail.

A. L. ATKINS.

#### Savannah's Second Day.

The second day of the Savannah meet was as successful in every way as the first day, the races being even more interesting. The quarter-mile egg race was won by C. C. Boyle, C. L. Wilson being second and W. W. Fretwell third. This may be termed the Richmond egg race, as the school principal is the inventor. It consists of every man having to pick up an egg with a spoon or ladle out of a chalked ring at the start, an egg for each competitor being in the ring, about a foot in circumference. The rider must pick up the egg with one hand, mount his wheel, ride to the second egg, deposit the first egg in the ring, pick up the second egg, bring it to the start, place it in the home nest, ride off and bring in the other egg, and the game is won. China or celluloid eggs were used, and the race created the best fun of the day. The summaries follow:

Half-mile, open—W. J. Baird, 1; J. L. Johnson, 2; Steve Welsh, 3; time, 1:15. Baird won easily by a yard.

Three-mile, handicap—W. J. Baird, 150 yards, 1; J. L. Johnson, 225, 2; D. G. Farmer, 375, 3; time, 8:09 1-5. Baird caught his men in the first quarter and won as he liked; a good race for second place.

One mile, handicap—Isaac Baird, scr., 1; C. L. Williams, 80 yards, 2; D. F. Farmer, 3; time, 2:37 1-5. Baird could have given Williams another

hundred yards and then beaten him. The time is record for the south in competition.

Half-mile, boys—F. R. Anly, 1; A. Meyers, 2; time, 1:41 1-5. It was a neck-and-neck finish.

One-mile, 2:25 class—W. J. Baird, 1; C. C. Boyle, 2; C. A. Persons, 3. A limit of 2:45 was placed on this race, and the younger Baird showed his form to be near that of his brother, the Irish road champion. Persons, the saddle man, was beaten out by the novice, Boyle, but the New Yorker stated that the third prize was better than the second and was out for that.

Half-mile, Savannah Wheelmen—D. G. Farmer, 1; F. K. Williams, 2; W. W. Fretwell, 3; time, 1:27 3-5. Farmer won by five yards.

Quarter-mile, open—Isaac Baird, 1; J. L. Johnson, 2; Steve Welsh, 3; time, 34 1-5. This was also southern record, and was won "hands down."

Ed Wilson had a walk-over in the consolation (being the only one not winning), in 2:50 3-5.

A match race between Steve Welsh, of Charleston, and C. L. Williams, of Savannah, concluded the tournament, Welsh winning in 2:50 3-5. The prizes were distributed on the track by President Richmond, who, in a neat speech, thanked the people for the royal support

signature of the officials being in type-writer instead of the autographs. Eck says the correction was made and the claim given to Mr. Devore of the Freeport Bicycle Company, who was to forward them to Mr. Raymond.

\* \* \*

#### Keator is Reinstated.

Roy Keator has received notice of the raising of his suspension by Chairman Raymond, who says Keator's statements being sworn to and the accusations by Harris of Saginaw, being mere statements, causes him to reinstate him. This, too, is on Keator's promise to steer clear of further trouble of the same sort.

\* \* \*

#### The Pullman Road Race.

The Associated Cycling Clubs will call a special meeting for Thursday of next week, to act upon the report of the committee appointed to determine upon the feasibility of holding the annual road race over the Pullman course, and to in-

on the Milwaukee track have placed him among the leaders in this line of athletic sports. He will give a chance to all the local "flyers" to meet him during the coming season, both on the path and on the road, and will no doubt place some records for the quarter, half and mile in the Pacific northwest this coming season, equal or better than the record now standing in California.—Portland (Ore.) *Telegram*.

\* \* \*

#### Will Have the Track.

Unless something now unforeseen happens, the projected track of the Minneapolis Cycle Track Association will be built. Although no ground has as yet been selected, it is expected matters will be hurried along so that by May or June everything will be finished.

\* \* \*

#### MISCELLANEOUS RACE TALK.

*Little Paragraphs About Prominent Riders.—Future Meets.*

Bliss will likely ride a Rudge this season, so he says.

A new track, three laps to the mile, is to be built at Akron, O.

Jacksonville, Fla., is not to be behind the times and will give a tournament shortly.

The Crescent League of Plainfield, N. J., is arranging for a series of races to be run this summer.

Each member of the Peoria club guarantees \$5 toward paying the expenses of this year's tournament.

Rhodes denies that he will race on a Monarch this year. He is sick of the west, and seeks a job in his old home, Boston.

Monticello, Ill., will have a grand meet this year on the occasion of the Platt County fair, with A. W. Moore as manager.

Chairman Schroeder of the Milwaukee Wheelmen's racing board is said to be training and will be seen upon the path this season.

Steenon, late with Kirkwood, Miller & Co., and later at the Rudge factory, has entered the Liberty factory and will be a member of the Liberty team.

Johnson, in writing to a friend in Chicago, states that he will ride a Stearns racer this season. The company is building him two sixteen-pound wheels.

Baltimore's Associated Cycling Clubs will give races in May or June. The Maryland club will give the Baltimore meeting of the international circuit.

A good reason for annexing Hawaii—It would give Zimmerman more room, as this country is entirely too circumscribed for his abilities.—Peoria *Mirror*.

It is hard to tell for what club Johnson will ride this year. He has been claimed by the St. Paul C. C., Milwaukee Wheelmen and Syracuse C. C. Which will it be, Johnson?

Kelly and Draper, the tandem team of the Schuylkill Navy, are having a tandem built on Raleigh lines, on which they will go for records this season, among other things promising an attack on the world's twelve-hour path record.

The Wilmington Wheel Club is trying to arrange a team road race against some Philadelphia club. It insists, through S. Wallis Merrihew, that the team shall be composed of the members of one club only, forgetting that when the Chicago C. C. insisted upon this same thing in 1890, it backed down.

The following is about as nearly correct as the Milwaukee *Sentinel* usually gets anything pertaining to cycling: "The decision of the League of American Wheelmen to abolish cash prizes and to limit the value of prizes to \$150



As a Christian once did, the pure amateur stands at the cross roads and knows not which way to go.

of the Savannah Wheelmen's first tournament.

\* \* \*

#### A Five Mile Denver Race

The five-mile road race of the Denver Ramblers was held Wednesday of last week over the Sanl Creek course. There were forty-six entries. Considering the adverse wind, good time was made. The order of finish was as follows:

| POSITION. | H' D' C' P. | TIME. |
|-----------|-------------|-------|
| Parsons   | 1:45        | 17:45 |
| Feebles   | 1:45        | 17:50 |
| Pugh      | 1:45        | 16:55 |
| Hurburt   | 1:30        | 17:45 |
| Cyphers   | 2:30        | 18:45 |
| Sylvester | 1:15        | 16:42 |
| Belden    | 1:45        | 17:14 |
| Lynchon   | scr.        | 16:30 |
| Taylor    | scr.        | ....  |

\* \* \*

#### Johnson's Records.

This Friday is the time set for the promised "expose" of Johnson's records by the National Trotting Association. Whether the "expose" will come remains to be seen. At any rate the records have not been accepted by the racing board. The claim for record was sent back to Johnson for correction, the

investigate such other courses as should be offered. Mr. Garden says all difficulties can be done away with and that the presence of the world's fair visitors is a great argument in favor of the old course. These people have all heard of the Pullman and, naturally, are desirous of seeing so great a race run. Mr. Garden thinks, however, that '94 will see some other and more desirable course brought forward, and that the Pullman road race of '93 will be the last.

\* \* \*

#### Race at Houston, Tex.

The five-mile road race of the Magnolia C. C. at Houston, Tex., held on Wednesday of last week, was won by Robert Gill in 22 min. 25 sec. The course was nearer six than five miles in length, and a strong wind prevailed.

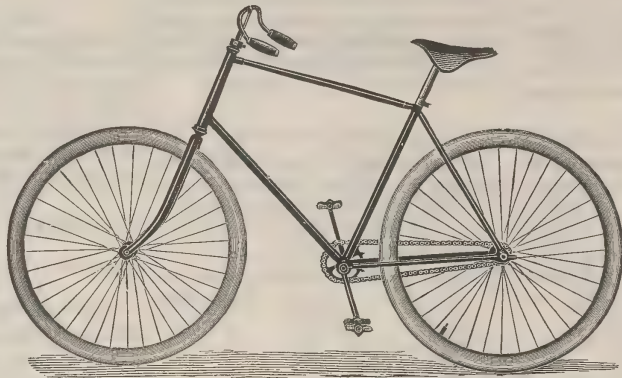
\* \* \*

#### Seem to Fear Ballard.

E. W. Ballard, of Chicago, holder of the quarter and half-mile indoor records, has arrived in Portland and will make his home in this city. Mr. Ballard is one of the youngest bicycle racing men in his class, and his remarkable performances



## SMALLEY BICYCLES FOR 1893.



*Four Styles: Light Roadster, Road Racer, Track Racer (New Style Handle Bars), Ladies' Wheel. . . . .*

Agents Wanted in Unoccupied Territory.

RACINE HARDWARE CO., Racine, Wis., (Makers of the celebrated Racine boats)—Agents for Wisconsin, Northern Michigan and all territory west of the Mississippi River.

J. E. POORMAN, Cincinnati, O.—Agent for West Virginia, Tennessee, Kentucky, Southern Indiana and Southern Ohio.

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RETAIL DEPOT:

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PLYMOUTH,

IND.

GEO. K. BARRETT, Manager.

*Zimmerman rides the Raleigh. We are agents for Illinois.*

## TO ALL WHOM IT MAY CONCERN:

\* \* \* \* \*

# ROVER CYCLES

*Are taking on very fast, and will again be the  
Leading Wheel in the States this season. . .*

AGENTS WANTED.

Address **HARRY NEVILL**, Care "Referee,"

DEARBORN STREET, CHICAGO,

Representing

J. K. STARLEY & CO., Ltd., Makers, Coventry, England.



is one of which no genuine amateur can complain. As soon as the value of the prizes he wins becomes a matter of importance to the rider, his place is among the professionals."

It has been definitely determined that Fort Scott is to have the meet of the Kansas division for 1893. A mail vote of the board of officers resulted in four votes being cast for that city. No other city received any votes. Chief Consul Harris, being a resident of Fort Scott, took no part in the proceedings. The Solid City Wheelmen promise to outdo themselves on July 4 and 5, when the meet is to be held.

Chairman Schroeder of the racing board of the Milwaukee Wheelmen denies the rumor that the Waukesha road race will not take place this year. The reason alleged for not holding the race was that the monthly tournaments of the wheelmen, which are to be held during the summer at National Park, would detract from the interest in the affair. Chairman Schroeder says that during the month when the road race will take place no tournament will be held.

\* \* \*

#### 1893 FIXTURES.

##### MAY.

- 30—Pullman Road Race, Chicago.
- 30—New Haven (Conn.) B. C.'s annual meet.
- 30—Massachusetts division meet.
- 30—Martin road race, Buffalo.
- 30—Irvington-Milburn road race.

##### JUNE.

- 17—English championships on Herne Hill track.
- 17—Alpha Wheel Club's 10-mile road race, South Norwalk, Conn.
- 24—Prince Wells' second annual 10-mile road race, Louisville.
- 27-28—Kentucky division meet, Harrodsburg.

##### SEPTEMBER.

- 13-14—Springfield (Mass.) B. C.'s annual race meet, Hampden Park track.

#### An Anecdote With a Moral.

It was a delightful, sunny day in that balmy southland. He was a well made man and was considered quite an expert on the wheel, and was also something of an inventive genius. He lived in Savannah, and was on his way to the splendid new cement track at the Savannah Wheelmen's park. On this occasion he was riding hands-off. He has been known to ride with his feet off, especially when approaching ladies, and sometimes he even takes his hat off under similar circumstances. Such a thing as being outdone in style or speed never irritated his cerebellum. He sat there as proud as a lord, thoroughly enjoying himself, his bicycle and his surroundings. He rode some distance thus, when alas! The click of a chain! A bicycle was overtaking him. Enough! He pedalled faster, but still that sound kept on. Faster still, and yet that sound was there.

Hurriedly stealing a glance over his shoulder he beheld a mere boy (to all appearances) peddling steadily onwards. With a look of disgust he grasped one horn of his handle bar with his left hand, while the other steadied the pipe in his mouth and the bicycle, responding to the increased power, glided rapidly over the road. He listened, the clicking grew louder. He grasped the right horn of his handle bar with additional speed as the result, but still that sound grew louder. Remarkable he thought. He who prided himself that no other wheelman in Savannah could pass him on the road, to be so persistently followed by a mere lad.

He listened again. Alas! the sound was upon him. Removing the pipe from his oral cavity he leaned slightly forward, but all to no purpose, for still that sound grew louder. Dashing his pipe to the ground he bent all his energies in a vain effort to distance this mere boy, but

to no avail, the sound grew into a whirlwind and like a flash the boy flew by and was soon a dim spectre in the distant future.

"Remarkable," he thought "a mere boy to run like that. I do wonder if that boy has my secret? Can it be possible that he is beating me with the fruit of my own industry? He certainly went like lightning—I wonder if that machine is driven by electricity?"

With a troubled mind and a crestfallen brow he arrived at the park and observing the object of his contempt riding around the track, modestly enquired who that little fellow in blue tights was, whereupon he was told that the little fellow in blue tights was the "Irish champion."

He said nothing, walked away, got his machine, hailed a passing car, placed his machine on the front platform, paid his fare and returned to town a sadder but a wiser man, and is now said to be working night and day on perfecting an electric motor for bicycles.

Pride cometh before a fall.

All men are not fast men.

Moral:—Never allow yourself to fall into slow habits. MOUNT HOLLY.

#### Wheelmen's Club House.

L. D. Taylor, secretary of the National Columbian United Wheelmen's Association, was in attendance at the national assembly at Philadelphia, doing quiet but effectual work for the association he represents. The more that wheelmen look into the plans of the association, the more evident it becomes that their interests will be well looked after during the entire season of the world's fair, as well as during the league meet; and that a membership in this association will assure them in advance that they will be comfortably cared for. The club house is now under roof and will be finished in good season. The association has also secured control of four large hotels during the meet, and will be able to concentrate wheelmen near their club. Clubs as well as individual wheelmen contemplating going to Chicago should put themselves in communication with the secretary, 959 West Madison street, Chicago.

#### Will Charge For Bicycles.

The baggagemen of the New York & New England road have been notified to charge one-half cent per mile for bicycles accompanied by owners, with the proviso that the minimum charge must not be less than fifteen cents. On the Consolidated road the rates are those usually charged for express or baggage. At a meeting of the National Association of Baggage Agents it was decided to send a committee to the meeting of the American Association of Passenger and Ticket Agents on March 21 to urge the placing of a tariff upon all bicycles carried in baggage cars.

#### To Elect Officers Monday.

The Ravenswood Cycling Club election occurs next Monday evening. There has been a clash between the riding and a few of the non-riding members, of a pleasant nature, however, and the cyclists will elect a straight ticket from the following: President, Grant Newell; vice-president, W. H. Chambers; secretary-treasurer, Art Zipf; board of directors, four to be elected, C. H. Newton, K. F. Peterson, H. Oldam, W. F. Cobb, George Burt and T. F. Thorne; captain, J. C. Howard.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list, FLETCHER & CO., 43 E. Van Buren St., Chicago.—Adv.

## FOREIGN TRADE NEWS.

"TWO SHOWS OR ONE," SEEMS TO BE THE GREAT QUESTION STILL.

*The Front Driver Still in the Ascendency, Notwithstanding Great Opposition—Complaint About V-Framed Wheels.*

LONDON, Feb. 18.—Sufficient time has now elapsed since the close of the National show at the Crystal Palace to enable an accurate judgment to be formed of its effect upon the section of the trade which exhibited. Cycling clubdom ignored the show, and although the palace was frequently crowded to the point of inconvenience along the narrow gangways between the stands in the central transept, very little business was transacted, and towards the end of the week many of the stand attendants abandoned their posts from sheer ennui. Had the show been one of birds, or cats, the crowds of children, mammas, nurses and the miscellaneous public would have been there just the same, for the palace pantomime was the real loadstone. During show week *Le Veloce Sport* headed one of its articles thus: "The Stanley Show Has Been Business, the National Show Is a Show," and this tersely and truly described the affair. Since the show closed the exhibitors of cycles have received a drawback of 25 per cent. on their space rent, but this return has been withheld from the exhibitors of tires and sundries (who were already indignant at the high charges and inferior positions they had to put up with) much to the annoyance of this important section. The dissatisfied stall-holders have agreed together not to support another exhibition promoted by the Manufacturers' Association.

#### ARRANGING FOR THE NEXT SHOW.

Two trade meetings were held during the show. At one, called by the Manufacturers' Association, or National Show, limited, instead of a resolution pledging those present to support the next National show, an amendment was triumphantly carried urging the committee to meet the Stanley Club with a view to arranging for only one show annually under the joint control of both bodies. At the second meeting, held the next day outside the palace, and summoned by the Stanley Club, there was a good attendance of the trade and a resolution was passed asking that the club would elect a small committee to meet the National directors and endeavor to arrange for a joint show in or about December next. It is stated that the National Show, limited, has secured the palace for its next show, to be held in December, but no doubt this matter will be arranged should an agreement be arrived at between the two bodies. Up to the time of writing, strange to say, nothing has been mutually settled, and the prospect of one united show, under joint management or otherwise, is still wrapped in uncertainty. The Stanley Club is most anxious to meet the trade and has extended its offer of joint management, with an equal division of profits and risks between the two bodies. On no account, however, will the Stanley adopt the "no show" policy for which all the very largest firms heartily yearn. That there will be at least one big show before the end of '93 may be regarded as practically certain. The Agricultural Hall, Islington, is at the exclusive refusal of the Stanley until shortly before midsummer, when the club will have to definitely decide upon taking it or not. There is room beneath

its roof for more machines than were displayed last November, and if necessary an adjoining building, Berner's Hall, can be acquired for the occasion.

#### ABOUT FRONT DRIVERS.

The half-hearted and laggardly attempts made by the large firms on the Viaduct to produce some geared f. d. safeties for exhibition purposes, do not appear to have yielded them much result, and recently, in the course of a stroll along the great cycle mart, I noticed only three specimens displayed in the windows. No doubt when the season's history teaches its lesson, and the heavy stocks of rear driver parts have been partially disposed of, some further attention will be given to the new mount with which the progressive firms are doing very fair business. Thomson, James, Begbie & Twentyman, Rickard, Jelley & Co., Wooster and numerous smaller firms, unencumbered with large stocks are turning out a good proportion of these machines. All the efforts to boom the rear driver in the correspondence columns of the cycling press, by writers sheltered under *noms de plume*, seem to exert little check on the steady progress of the new type. It is true that some safety men, who have never ridden an ordinary, find it takes a few weeks to become thoroughly at ease on the geared safety, and whilst thoroughly appreciating the comfort of the mount, such riders declare they could travel faster on a light rear driver. But this is not to be wondered at, because the methods of obtaining maximum force adopted on a rear driver are so different. On the other hand, I have not met a single old ordinaryist who has tried a front driver and given it up again in favor of the safety.

#### NEW CRYPTO FACTORY.

The Crypto Cycle Company has taken possession of the long disused factory in Clerkenwell Road, formerly occupied by Linley & Biggs, when Whippets were the boom. It is full of valuable machinery, and, beyond being a trifle defective in its lighting, is the best factory of its kind in central London. The gear-making branch of the Crypto trade will be carried on here for the present. Mr. Boothroyd is entirely unaltered by the success of the Crypto machines; he continues to devote the closest personal attention to their manufacture; he is accessible to any one, and as willing as ever to allow any known rider to fully test a sample machine and become convinced of its merits before placing an order. I believe that this policy largely accounts for the rapid strides the firm has made. Courtesy converts casual inquirers first to customers and afterwards to perambulating advertisements.

#### AGAINST V-SHAPED MACHINES.

There was quite a chorus of disappointment among lady riders who went to the National show at the number of V-framed safeties exhibited. The V pattern frame is fatal to the set of a woman's frock when awheel, and to her convenience in mounting. It is doubtless a shade lighter, easier to build, and possibly cheaper, but I notice that all the best makes still have the curved frame—notably Ridges, the Referee, Raglan, Psychos and the New Howe.

#### THE REFEREE A FINE MOUNT.

Mention of the Referee reminds me that I recently enjoyed some mud-riding on a beautiful specimen of a "Referee Speed Cycle"—as the transfer ran—of 1893 pattern. My object was to test a pair of detachable Dunlop tires, fitted with non-slippers. I soon discovered that they were "everything they ought to be," and then couldn't help noting the many good points about the safety itself. In its naked condition it must



THE REFEREE.

A GREAT MANY KNOW  
THAT



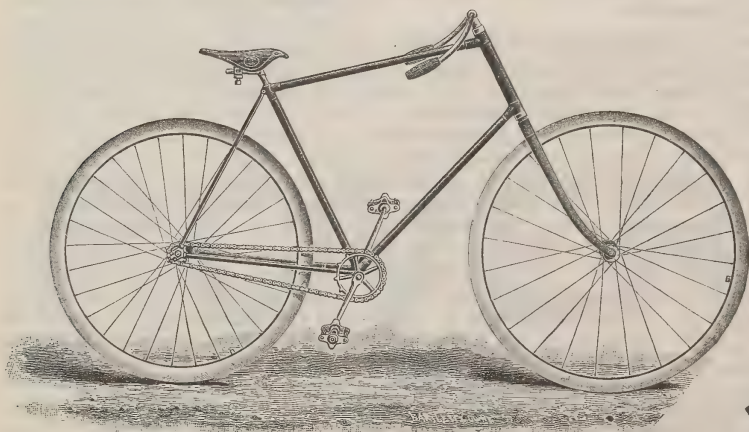
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MODEL A, 28 POUNDS.



# STEARNS



MODEL C, 38 POUNDS.

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have been a really light machine, but it was loaded up as the fullest of full roadsters. Besides brake fittings and foot-rests, it had fine large mud-guards, which really kept the rider clean, a comfortable hammock saddle, a fitted tool bag, Carter's chain case, and rubber pedals. With this wonderful equipment I weighed the machine and found it scaled 41 pounds. The handle bar of one-inch tube lent the machine a fine appearance, and the straight tubes from the bracket to the back axle, the narrow tread and the perfect rake of the steering pillar and forks all added to my appreciation of an undoubtedly high-class rear driver.

#### A NEW CYCLE BOAT.

F. W. Zimer, whose power gear the public would not take on at any price, nothing daunted, is now deeply engrossed in a cycle boat on very novel lines, at present on exhibition at the Royal Aquarium. The boat is very narrow (less than 24 inches at the widest part) and yet by reason of its movable side floats, actuated in a semi-automatic manner by the occupant, it lives safely in rough water. Zimer has fully tested it down in the lower reaches of the Thames, and during the coming summer he will make coasting voyages in the boat and cross the channel. Pedal propulsion, in connection with a pedal wheel or screw at the stern, is employed in the Zimer boat, as in Fred Cooper's hydrocycle. A good deal is sure to be heard of Zimer's invention. The inventor is very sanguine of its great future, which I can not predict until I have made a trial trip in the craft.

There is nothing stirring in the country with regard to the elliptical sprocket wheel. The New Howe company is prepared to fit it to order. Humber's have no intention of touching it for the coming season's machines. Among riders the topic is as dead as a door nail.

#### A CHAIN CASE THE THING.

That a chain case, either with or without an oil bath, is indispensable to every rear-driving roadster, all riders are now agreed upon. Leaving out cost, the Carter case adds a substantial fraction of weight to a light safety, and many riders after wrestling with the subject in preparing their order for their '93 mounts, have hit on some compromise. Not a few have gone for one or other of the many light cases on the market, sacrificing the oil bath. The lubrication of the chain is secured by a piece of lamp wick which depends from a lubricator above the case, and allows oil to drip *very slowly* upon the chain. J. & F. Van Hooydonk of Holloway Road, London, make a very light, efficient and inexpensive case of painted wire gauze, which is pronounced by its many users to be first-class.

#### GOOD FOR MILK BARROWS.

The Persil Flexible Wheel Tire Syndicate, limited, possessed of large capital, is going ahead, I hear, on extended lines. It had a conspicuous exhibit at the National show and I am promised a trial of a machine fitted with the plain, flat, rubberless, metal tires, connected by a series of S-springs with an inner vein. Pending that trial I can't see the ghost of a chance for the invention in cycling. For light milk barrows, ambulance carts, and similar vehicles, it should prove very successful.

#### THE TORRILHON TAKING WELL.

The Torrillhon self-repairing pneumatic tire, limited like the Michelin from France, shows distinct signs of catching on with English riders. The air-tube is fitted inside with a series of exquisitely thin overlapping flaps of rubber. A little water is pumped into the tire before use, and the flaps are instantly sealed

over any escape-holes created by punctures causing an outrush of air. I am in a position to state that under practical tests upon the road this tire sustains all that is claimed for it. It may be treated as a pin-cushion all day long with perfect impunity. Unlike the Closure tire its lightness and resilience are unimpaired by the anti-repairing arrangement. The Dunlop tire is now fitted, to order, with the Torrillhon air-tube—a fact which speaks volumes.

#### FIFTY PER CENT REAR DRIVERS.

Calling the other day upon Begbie & Twentyman, whose business-like methods are very commendable, I gleaned in the course of a conversation on trade matters that at the present time their monthly output of machines was made up of 50 per cent rear drivers, 35 per cent tricycles and 15 per cent front drivers. These figures are rather interesting, but it must be remembered that 75 per cent of the firm's business is outside the United Kingdom, where dark ignorance largely prevails amongst the agents respecting the future of front drivers.

#### HUMBER FRONT DRIVER.

F. W. Shorland has transferred his services from the Crypto firm to Humber & Co., limited, whose sole British representative he now is, and R. L. Ede, late of the Ormonde Cycle Company, has also been absorbed by the Beeston firm, being established at the London depot. Shorland will positively ride a rear-driver this year. He declares he will have to give up racing, however, for serious business duties, although he will assert his claim to retain the Cuca cup. My own private impression is that the autumn of '93 will see Shorland merrily racing on a Humber front driver—as yet in the womb of the Beeston factory, pending the dispersion of the conflicting chain safeties.

#### A LIGHT TANDEM.

Fearnhead & Co., of Little James street, Eray's Inn Road, W. C., are turning out some splendid work from their excellent factory. I lately inspected several of their finished machines which will bear the closest examination of a fastidious critic, having much beside lightness to recommend them. They have just completed a tandem safety weighing 48 1-2 pounds fitted with the new Guthrie chains, and 28 and 30-inch wheels. This racer will be set spinning on the path by sundry tandem pairs during the season. Fearnhead & Co. are also busy with front drivers. They have two patterns, one of which has curved front forks, like the Triumph.

STANLEY.

#### Publications Received.

The REFEREE acknowledges the receipt of the following publications: Dayton (O.) Bicycle Club.—Programme, handsomely illustrated, of its minstrel show, Feb. 2.) A. B. Barkman New York.—Gustav Kobbs's road map of New York and New Jersey suburbs. Prince Wells, Louisville, Ky.—Very complete sundry catalogue. The McIntosh - Huntington Company, Cleveland. Three handsome catalogues, devoted to sundries, the King of Scorchers line and the Crypto line. Ames & Frost Company, Chicago.—Catalogue of Imperial cycles, showing several models, including the racer and a ladies' wheel. Also parts for military cyclists. John P. Lovell Arms Company, Boston.—Catalogue showing fifteen styles of the celebrated Lovell Diamonds. Morgan & Wright, Chicago.—Pamphlet containing price list and instructions in repairing M. & W. tires; also full description of the same and their records.

The Lincoln Cycling Club Cornet Band will appear on wheels this season as a bugle corps, and will take a prominent part in the ceremonies incidental to the laying of the first mile stone of the Century Road Club on election day.

## ALL FOR GOOD ROADS.

### MINNESOTA LEGISLATORS ENTHUSIASTIC OVER THE MATTER.

*Bills Prepared and Now Before the Senate and House—Little Granger Opposition—A Cyclists' Road Not Wanted—Other Matters.*

MINNEAPOLIS, Minn., Feb. 25.—The sentiment in favor of the good roads movement has been quite general here, although comparatively latent, until during the past year the Minnesota division of the L. A. W. commenced an active campaign. First, resolutions were prepared and their passage secured by various political parties and organizations, calling for action by the legislature. We then appropriated \$100 from our division treasury to pay the expense of organizing a good roads convention. With this money and the resolutions above mentioned as capital, the sentiment throughout the state was thoroughly roused, and a large and representative convention of about 400 of the leading citizens of the state was held at St. Paul, Jan. 25 and 26, while the legislature was in session. We held six enthusiastic sessions, three of which were held in the chamber of the house of representatives upon invitation of the house, which adjourned for that purpose. The convention chose for its chairman a judge of high standing who sits upon the bench of one of the leading judicial districts of the state, Hon. H. R. Wells of Fillmore County.

#### EVERYBODY ENTHUSIASTIC.

The degree of enthusiasm exhibited by the members of the convention may be correctly inferred from the fact that Judge Wells, Governor Nelson and other men of sound conservative judgment felt called upon to counsel moderation in the action to be taken in the convention. Carefully prepared addresses were read by prominent men of the state, and resolutions were passed calling for radical changes in our highway system, the most important of which were the abolition of the poll tax and the working out of the road tax, and abolishing the system of supervision by about 11,000 incompetent farmer supervisors throughout the state, etc., etc. These three changes were heartily endorsed.

#### BILLS INTRODUCED.

A committee was appointed by the convention to present its ideas to the legislature in the form of legislature bills. The bills covering all the points have been introduced in both branches of the legislature. Since the bills introduced incorporate the ideas recommended in my address to the convention, and with one exception were all prepared with my assistance and sanction, I am scarcely in position to speak of their merits, except to say that while they do not provide for a complete highway system, I think they go as far as the present condition will justify. The bill which I did not prepare and the convention did not recommend leaves it optional with the several townships of the state whether or not they will make the changes, and to determine the same by a popular vote.

#### LITTLE "GRANGER" OPPOSITION.

But little active "granger" opposition has been manifest here. There are men in both city and country who oppose every specific measure, chiefly because of misinformation or lack of careful consideration. There are also a few in both city and country, who fortunately have comparatively little influence, who make the objection that the movement is in

the interest of bicycle cranks. I am proud to say, however, that the large majority of Minnesota's citizens are too intelligent and too well informed to allow this "argument" to have any weight with them. An individual who expresses long-eared sentiments by attempting in that manner to prevent progress usually brings disgrace and ridicule upon himself. This reform has gained too much momentum, and the majority in this state are too well informed to allow any serious or permanent delays to result from opposition based upon a reason as flimsy and foolish as that.

#### BILLS WILL BE PASSED.

But little progress has been made during the past year in the actual construction of highways. The sentiment has not been sufficiently crystallized until recently, to manifest itself in highway construction throughout the state generally. A permanent State Road Association was formed at the convention, and supplementary organizations are being formed in every county and city. The legislative bills are in the hands of and are heartily supported by the most influential men in the legislature. And having in addition to this the sanction of so representative a body as the convention, we have every reason to believe that they will become laws at this session of the legislature, and that the sentiment in this state so heartily in favor of highway improvement will soon materialize in the form of improved highways.

A. B. CHOATE,  
Chief Consul.

\* \* \*

#### CYCLISTS' ROAD NOT WANTED.

*Clevelanders Against Building a Special Roadway.*

"The wheelmen of the city are about as much interested in the boulevard project which is now being talked of as any other class of citizens," says the Cleveland Plaindealer. "In point of fact they are even more interested than any other class, as the boulevard will mean more to the man who owns a wheel than to the man who does not ride. Among the local riders no one other subject is being discussed pro and con, and the scheme is now perhaps the only theme of talk and discussion in the club houses and in the streets, among the members. Strangely enough none of the Cleveland wheel clubs has taken official action or notice of the boulevard, but some action is likely to be taken in the near future. That most of the local wheelmen are heartily in favor of a boulevard need not be said. A ballot taken among them would result in a decision in favor of the boulevard by a nine-tenths vote. It would not be the strict truth to say that the riders are unanimously in favor of the movement to have a grand boulevard in the city, but that most of them are heartily in favor of it is a fact that cannot be denied."

"There has been a plan talked of to construct an asphalt track the whole length of the boulevard proper for the sole use of the wheelmen. The idea is to have it of proper width to allow riders to ride four abreast. This is to be kept in good condition at all times and would be one of the finest courses for bicyclists in the world.

"Strange to say, although on first glance this would seem to be just what the riders want, there is not the unanimous feeling in favor of the asphalt track that there is for the boulevard itself. It has its shady side as well as its bright one. Said a well-known bicycle rider yesterday to a Plaindealer reporter:

"While I am in favor of the scheme of giving to Cleveland a beautiful driveway and road for riders, I am decidedly against the idea of making a separate road for bicycle riders. It would do



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

## HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel; and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

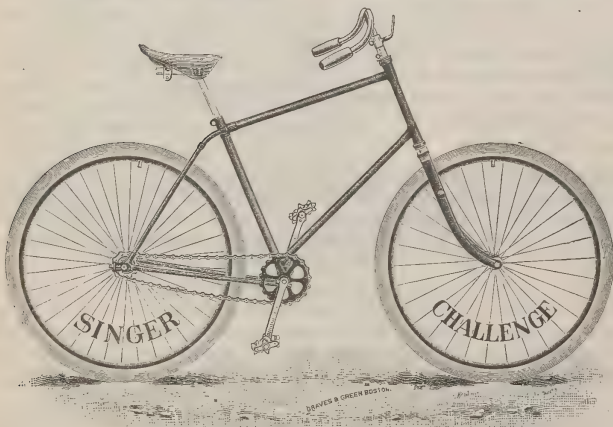
The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

# SINGER CYCLES.



Specifications: 28-in. wheels speeded to 56-in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, weldless stell tube frame, handle-bar and forks. Enameled, and with parts plated.

Price, with pneumatic tires, less guards and brake parts as illustrated, - - - - - \$135.00

AVERAGE WEIGHT, as illustrated, less saddle and pedal, 33 lbs.

We fit our safeties with the Dunlop, Acme or Morgan & Wright pneumatic tire, as preferred. Each of these tires is fully guaranteed.

Reliable Agents wanted in the West, including Chicago. Send for our Catalogue.

## SINGER & CO.,

6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS.



# THE RACING BOARD

The above head line has nothing to do with our bicycles---we simply put it there to attract your attention and to hold you while we call to your mind the superior advantages which our ARROW bicycles offer in the way of special mechanical features. We don't want to bore you with a long-winded article, but we do want you to notice our DETACHABLE REAR SPROCKET WHEEL. This is something which you should not overlook.

An extra sprocket wheel can be carried in your vest pocket and the gear can be changed with no other tool than a small pocket wrench, no alteration of the chain being necessary.

Our catalogue will tell you all about it and several other points of interest and value.

## CENTURY CYCLE MFG. CO., 295 WABASH AVE., CHICAGO.

more harm to cycling than any one thing that I can think of. I'll explain why that is so. You know what a fight the riders of bicycles had before their rights to an equal use of roads with the drivers were recognized. Finally we achieved our ends and now the man who rides the humble wheel is allowed as many privileges as the man who drives a thousand-dollar trotter. Now then, I contend that in the new boulevard, where the rider confined to the track which has been spoken of, people will again believe that his rights ought to be abridged and that he should not be allowed the use of all roads in the city as freely as the horseman. Then again, I don't believe in taxing people to build a road for bicycle riders. I say build the common roads good and then the cyclists will not ask for asphalt.

"There is a great deal of similar feeling in the local clubs and the members are likely to oppose any scheme to build a special road for riders."

\*\*\*

### West Virginia In Line.

West Virginia does not propose to be at all backward in the matter of road improvement. The Edwards bill, now before the legislature, provides "for the making and construction of public highways, and for the employment of convicts thereon." In general terms it is like the bill now before the New York assembly, and will undoubtedly be passed.

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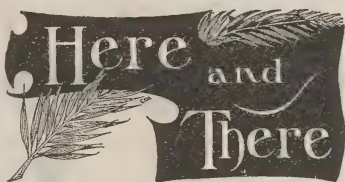
### Hard at Work

The Brooklyn good roads association intends to do all in its power to have the bill passed which embraces the passage of a resolution for a cycling path to Coney Island on the right hand side of the boulevard, which shall be exclusively for the use of cyclists, and shall be made of asphalt.

\*\*\*

### Must Have Them.

"Good roads we must and will have. Vote for them! Work for them!"—New York Recorder.



And now Cincinnati threatens to tax bicycles.

Pasadena, Cal., has just organized a new cycling club.

The St. Augustine (Fla.) B. C. has secured quarters in the Mission building.

The Kentucky division meet will be held June 26, 27 and 28 at Harrodsburg.

We have heard that a Boston girl was so modest she would not ride with a man whose wheel was "stripped."

In all probability the next encampment of the South Dakota National Guard will have a company of cyclists in attendance.

The Lowell (Mass.) C. C. has elected the following officers for 1893: President, G. A. Stevens; treasurer, D. D. Snyder; secretary, Arthur Butterfield; captain, C. E. Snyder. The officers with O. Saunders and H. O. Brooks compose the board of directors.

The Jackson County Wheelmen of Kansas City, recently organized, have elected the following officers: President, A. T. Hillyard; vice-president, J. F. Cannon; secretary and treasurer, P. E. Nelson; captain, E. S. Hall, lieutenant, C. H. Curran. These, with R. A. Bruns and Charles Jaques, constitute the board of directors.

Fresno, Cal., has a new club in the Raisin City Wheelmen, whose officers are as follows: President, J. F. Ewing; vice-president, B. B. Craig; secretary, E. F. Greeley; financial secretary, B. Henry; treasurer, George H. Monroe; captain,

A. H. Greeley; trustees, E. R. Higgins, C. K. Kirby, Jr., T. G. Hart, M. A. Madary and A. J. Seamans.

The wheelmen of Harrodsburg, Ky., are preparing to have a big parade during the division meet there.

C. R. Brown has succeeded C. R. Culver as the Springfield (Mass.) Bicycle Club's gymnasium instructor.

The Ramblers' Company and Cycling Club, Chicago, has been incorporated by Emil F. Verban, F. D. Ehlert and E. G. Ledwig.

T. J. Raisbeck, of the Harlem Wheelmen, has been appointed secretary-treasurer of the New York division in place of William H. De Graff, deceased.

The Alabama division has grown somewhat. Sept. 1, last year, there were but fifteen members; by Oct. 15 there were thirty, and now the number is 150.

The new officers of the Windsor Locks Wheel Club are: President, A. W. Glover; vice-president, Joseph Reed; secretary, L. F. Saxton; treasurer, D. A. Allen; captain, H. M. Johnson.

H. A. Eibach, a Rockford, Ill., bicycle manufacturer, was arrested Saturday for criminal libel upon a warrant sworn out by Rev. G. J. Kannamacher. It is alleged that Eibach wrote letters reflecting on Mr. Kannamacher's conduct toward female members of his congregation.

The West Side cyclists of Saginaw, Mich., have formed a club and elected the following officers: President, A. E. Tomlinson; vice-president, S. W. Jennings; secretary, Charles E. Estabrook; treasurer, Charles Khuen; board of directors, J. C. Hohn, Dr. E. T. Loeffler, Oscar Archard and W. H. Overton.

The Albany (N. Y.) B. C. has elected the following officers: President, Robert C. Folger, vice-president, Charles H.

Armstrong; secretary, Charles E. Frisbee; treasurer, Henry D. Purchase; financial secretary, E. Eddy Safford; trustees, William M. Honig, George C. Angus, John R. Taylor; captain, Edward P. Van Liew.

The Milwaukee board of officers has been invited to hold the spring meeting at Grand Rapids, and has accepted for some time in April.

The Century Road Club election closed last Friday with a total of 251 votes cast. The committee has not counted the vote, and results can not be made known until next week.

California evidently holds records for one thing. Last week 385 applications for league membership were sent to headquarters in Boston. They are hustlers on the coast. Probably the dividing of the state into two divisions had a good effect.

Friday evening last thirty-seven lady cyclists met at the office of Mrs. Dr. J. B. Dillon and organized the Cincinnati Women's Cycle Club. The officers are Dr. Viola Smith, president; Miss Mary Warner, vice-president; Mrs. Dr. J. B. Dillon, secretary; Miss Ella Thielman, treasurer.

The Denver Cyclists' Union has elected the following directors for 1892: G. E. Hannan, E. S. Hartwell, J. C. Epeneter, W. T. Cornwall, J. R. Rivers, Austin Banks, J. J. Rutherford, Louis Block, O. E. Boles, A. V. Stauffer, J. A. McGuire, W. E. Miles, C. A. Stokes, E. Anderson, H. Salmon.

William A. Fletcher, 43 Van Buren street, Chicago, has just received a number of the *Cyclist's* annual and year book for 1892. He has a limited number of copies for sale, also a few National show numbers of the leading English cycling papers. The annual is a most interesting publication.

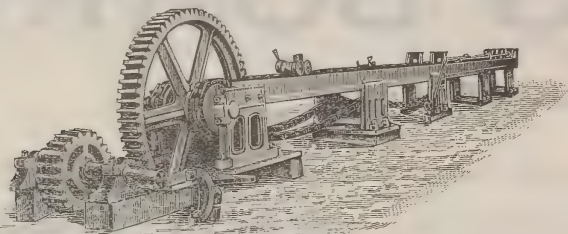


—Machinery and Complete Plants of Most Modern Practice for Making—

## Seamless Cold Drawn Steel Tubes For Cycles

And all other purposes. Seamless and Brazed Brass and Copper Tubes.

Sugar Cane Mills.



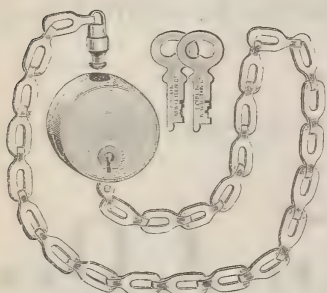
Triple & Multiple Effects

Improved Drawbench for Seamless Steel Tubes.

MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

SAMUEL FISHER & CO., NILE FOUNDRY,  
Established 50 Years. eow BIRMINGHAM, ENG.

## Corbin Bicycle Lock.



(Cut one-half size of Lock.)

NO. 0918 - - - BRASS.  
NO. 0918 1-2 - NICKEL-PLATED.

CORBIN CABINET LOCK CO.,

New York, 24 and 26 Murray street.

Chicago, 63 Washington street.

Philadelphia, 925 Market street.

San Francisco, Mills Building.

New Britain, Conn.

LOUIS JORDAN,

—Manufacturer of the—

## JORDAN SPECIAL BICYCLE

Roadster and Light Roadster,

WEIGHTS 33 and 25 POUNDS.

—AGENTS FOR—

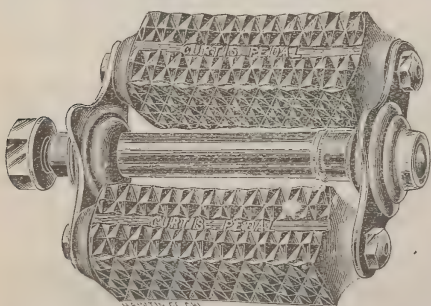
Telegram Cycles and Sanger Racer.

FINEST REPAIR SHOP IN CHICAGO.

ALSO CHEAP WHEELS.

LOUIS JORDAN, 71-73 Randolph St.,  
CHICAGO.

Have You Seen the **Curtis Combination Pedal?**



Either Rubber or Rat  
Trap.

The Best Pedal in the  
Market. Absolutely  
Dust Proof.

—PRICE, \$7.00—

We call the attention of bicycle  
riders and dealers to the fact that we  
can furnish them with a rat trap  
pedal that can be put into the same  
pedals as the rubbers are used in.  
Price, \$2 per set of four, postpaid

REED & CURTIS MACHINE SCREW CO.,  
WORCESTER, MASS.

The  
**Crypto**  
Front  
Driving  
Safety,  
and the  
**Crypto**  
Geared  
Ordinary



combine all the good points of both the "Old Ordinary" and  
the "Rear Driving Safety," without possessing the dis-  
advantages of either. Send for catalogue.

THE MCINTOSH-HUNTINGTON CO.,

Sole Agents for  
United States.

Cleveland,  
Ohio.

## "PERFECT" POCKET OILER



HALF  
SIZE.

Is absolutely unrivalled for neatness, con-  
venience and durability. Do not use a  
leaky oiler when any dealer will sell you a  
"Perfect" for 25 cents.

## HOLDERS.



To carry above oil can on a bicycle. Thor-  
oughly adjustable and easily attached to any  
part of the machine. No rattling. We also  
make a larger size holder to carry your  
pneumatic pump. Handsomely nickel  
plated. Price for either size 25 cts. each.

Cushman & Denison, 172 9th Ave.,  
New York.

WORKS  
BIRMINGHAM, ENGLAND.

HIGH GRADE ONLY...

# Quadrant Cycles

AGENTS WANTED

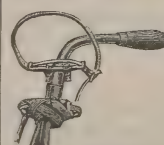
WHOLESALE & RETAIL WAREHOUSE

EAST  
249 COLUMBUS AVE.  
BOSTON

WEST  
297 WABASH AVE.  
CHICAGO

Pneumatics Applied For \$20 00.

TAKE out your wheels, crate securely and ship  
to us by express prepaid. We will apply  
Standard Make Pneumatic Tires, either single or  
double tube, in A 1 steel rims for \$20 per pair;  
frame spreading and general repairing done at  
proportionate prices; these are Snow-On-The-  
Ground prices, but our name is guarantee of work  
and material offered, W. W. STALL, 509 Tremont  
street Boston, 11-1f



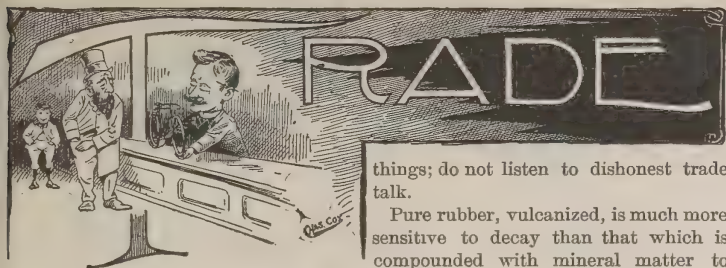
HANDY  
Luggage Carrier

PRICE, \$1.00.

Handy, light, carry any  
size package.

WALL & BOYER, 714 N. Broad St., Philadelphia,





## ABOUT INDIA RUBBER.

Valuable Information for the Purchasers of Pneumatic Tires.

Without going into technicalities, we wish to give riders, in a word, some knowledge of the composition and properties of India rubber and the effect of manufacturing processes. India rubber is vegetable, the sap of trees. There are many varieties of rubber plants, from the common milk-weed to lordly trees in the forests of the Amazon. The supply of commerce is obtained from South and Central America, Mexico, Africa and the East Indies. There are over sixty varieties of rubber in commerce, and there are wide differences in quality and composition. Ordinary crude rubber has two components, fibrous and viscous, and there is much variation in the proportion of these components in different rubbers. When rubber is sheeted out by means of hot calender rolls, the fiber is laid lengthwise of the sheet; hence the sheet will resist stretch lengthwise much more than crosswise. A sheet of rubber warmed, then stretched and frozen, will retain the stretched length, or nearly so. If again warmed it will regain the original length. Rubber dissolves in naphtha, carbon-bisulphide, and mineral oils. Vegetable oils, such as castor, linseed, cottonseed, have comparatively slight solvent action at ordinary temperatures. Rubber distills at 300 deg. centigrade. It resists the action of acids and alkalis to a marked degree. It is a hydro-carbon containing no oxygen. Its specific gravity is about .97, water being 1.00. Vulcanized rubber is made by grinding intimately together rubber and sulphur, and bringing about chemical unity by means of heat. Pure vulcanized India rubber, such as used in bicycle tires, will tear like wet paper if a small nick is first made on its edge; the same piece, with smooth cut edges, will resist a powerful

things; do not listen to dishonest trade talk.

Pure rubber, vulcanized, is much more sensitive to decay than that which is compounded with mineral matter to give it body.

The compounding of rubber with mineral matters is for the same purpose as compounding linseed oil with white lead or oxide of zinc.

Different properties in vulcanized rubber are secured by mixing mineral matters into the rubber before vulcanizing. The properties, such as soft, hard, elastic, rigid, flexible, etc., are of the utmost value in fitting the rubber for thousands of purposes, and the compound is not added for the sole purpose of adulteration. Pure India rubber would be of comparatively little use for mechanical and other purposes.

The successful manufacture of India rubber is the work of a lifetime, and the thinking man can learn something new regarding it almost every day.—Morgan & Wright's catalogue.

## THE TRADE IN ENGLAND.

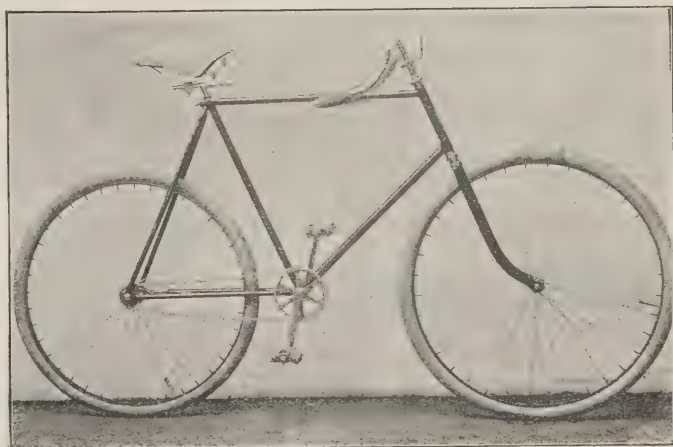
Evidently Picking Up Somewhat — The Persil Tire Concern.

BIRMINGHAM, Feb. 18.—The trade is at last waking up. There is no doubt about it this time. On several occasions there have been little spurts, and for some time past a few houses have been busy with special lines for foreign markets; but now the trade as a whole is hard at it, and this includes not only the cycle builders, but the makers of tires, rims, tubes, stampings, balls, nuts and bolts. Among the busiest is the Triumph Cycle Company of Coventry, which has already as many orders on its books as it wishes to have. It is working from 6:30 in the morning to 9 at night, and machines are leaving the works as fast as they can be made. M. J. Schulte, one of the managing directors, has invented a dust-proof and easily adjustable bottom bracket, which is being fitted to all the company's principal wheels, including, of course, the

have ever been able to do with a 63-inch gear and a rotary wheel. For sprinting on down-hill grades or along the level I did not like it so well, but whenever there was any hard, straight forward shoving required, it answered excellently. The machine itself was a very light one, weighing with mudguards to both wheels only 27 1-2 pounds. It was fitted with the new Dunlop detachable racing tires, and although I rode over much newly-laid metal and over all sorts of rough roads in my endeavors to test both machine and tires most thoroughly, neither showed the slightest sign of weakness or give.

The New Buckingham & Adams Company, of Birmingham, is also very busy, and is, in fact, employing two shifts of

before they could go on to purchase this also. Then they took samples up to the Harrogate Camp and having found one or two men well known in the cycling world to act as directors, they proceeded to work a few professionals and enthusiastic amateur cranks and issued their prospectus. They started the boom in Dublin, where there was big business being done in tire shares. Two brokers went over, one from Bradford, the other from London, and so rigged the market that the shares were quoted at a heavy premium. Then the promoters unloaded. In their conversations they quoted all sorts of people in praise of the invention; said Mecredy thought it faster up hill than a pneumatic and that "Dublin, the home of the Dunlop," had received it



JORDAN SPECIAL ROADSTER.

men, one lot leaving work when the others come on. In this way it is able to keep the factory going 120 hours each week.

Among the tire makers the Northern Rubber Company of Retford seems to be likely to take a prominent place with the Roth tire.

Thomas Smith & Sons, of Saltley, the big factors, have placed an order for 5,000 tires and rims, and mean pushing it thoroughly with the trade.

Mr. Middlemore is doing great business this year with his saddle, and he deserves to do so. The quality of his goods is always first-class, and in Mr. DeLatre, the manager of his cycle saddlery department, he has a thoroughly good man. The latter one day this week booked an order for 5,000 saddles and 4,500 tool bags from one firm alone.

William Bowden, of the Seddon Tire Company, arrived back from America at the end of last week and his return was immediately noticeable in all the cycle papers which this week contained particulars of his successful sale of the American patent, and also the intelligence that in Dublin the shares of the Seddon Company had risen from £3 to £13. Dunlops now stand at £20, and I am told that the directors confidently anticipate that they will before this time next year reach £25. The Persil tire shares which once reached 42 shillings are now back again at par, much to the disgust of the poor investors who bought them under the impression that they would boom in the same way as the Dunlop and Seddon shares had done. As a matter of fact there is nothing whatever in the invention to anticipate anything of the sort. The whole thing has been more or less cleverly worked by a band of company promoters, of the Hebrew persuasion, I fancy, who worked the shares up to a premium and then unloaded. I say "more or less cleverly worked" because I believe that, as a matter of fact, after paying a good round sum for the patent rights they discovered that a previous patent existed and they were compelled

with open arms. The next act is likely to be before the official receivers or the public liquidator of companies.

## CHICAGO TRADE IN BRIEF.

Where Traveling Men Are and Have Been—Small Notes.

E. V. Allison, the Louisville cycle dealer, was in Chicago last week.

Birdie Munger leaves this week for a trip through the west to sell Arrows.

M. A. Meader, secretary of the Ariel Cycle Company, was in town last week.

H. C. Tilletson is now in Wisconsin for the Stokes Manufacturing Company.

Harvey Pound was in Michigan last week for the Quadrant Cycle Company.

Mr. Daly, of Schoverling, Daly & Gales, New York, was in Chicago last week.

Otto Merpall leaves this week for a trip in Michigan in the interest of the Taylor Cycle Company.

The Stokes Manufacturing Company is preparing to supply Chicago cycloedom with bicycle suits, all of the Bloomer style.

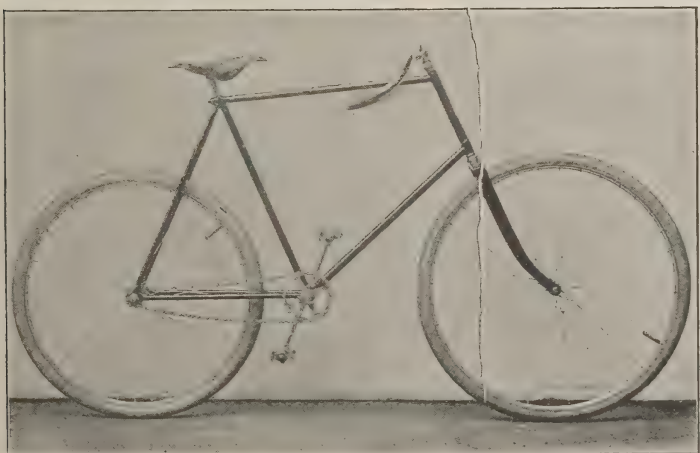
Mr. Pratt, of the Elastic Tip Company, of Boston, called on the Chicago trade last week. He made several nice sales.

The Stokes Manufacturing Company is doing a large sundry business and has sold thus far this season more sundries than it sold all last.

L. W. Conkling will not go to Salt Lake City this trip, but at Lincoln turns back. After reaching Chicago he will take an eastern trip.

A. B. Perkins, of Perkins & Richmond, Grand Rapids, Mich., was in Chicago last week with W. T. Wilmarth, of the Grand Rapids Cycle Company.

Morgan & Wright have had much new machinery put in the factory, and with two shifts of men, working night and day, are making probably as many tires as any concern in the United States. The firm is receiving orders in great

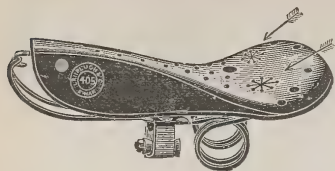


JORDAN SPECIAL LIGHT ROADSTER.

pull before breaking; this is important to know in judging of the quality of a rubber tube or sheet. We have many times seen a heavy man skidded the length of our office by pulling hand over hand on one of our inner tubes, and the same tube can be picked to pieces by an enterprising salesman who cultivates a sharp thumb nail. When testing a piece of pure rubber, look below the surface of

Chicago Triumph. I found him the other day experimenting with an elliptical sprocket, which he believes has not yet been thoroughly exploited. For his own part he is inclined to believe it. At his request I went off for an hour's ride on one of his latest pattern wheels fitted with elliptical sprocket, and although it was geared to 68 inches, I found that I could ride up-hill more easily than I

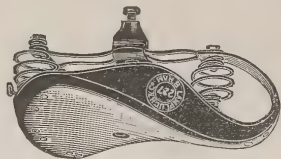




No. 405

"Scorcher" Hammock.

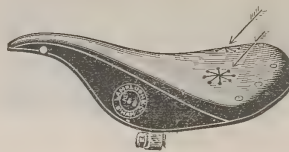
Average weight, 1 lb. 12 oz.



No. 227

Ladies' Saddle.

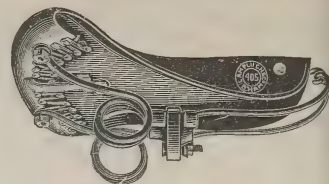
Average weight, 1 lb. 14 oz.



No. 255

Race Saddle.

Weight, 1 lb.



Pneumatic Buffer  
SADDLE,

(PATENTED.)

As shown on No. 405 pattern.

WEIGHT, 2 LBS.

LAMPLUGH & CO., 134 and 135 Great Colmore St., BIRMINGHAM,

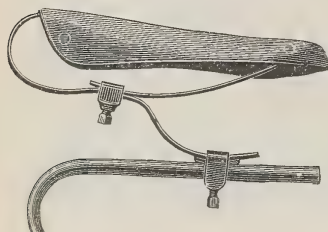
REPRESENTATIVE IN AMERICA: MR. THOS. SAUNDERS,  
Imperial Hotel, New York.

ENGLAND.

**BERGFEL'S SADDLES! NO MORE CHAFING!**

—ASK YOUR DEALER FOR THEM.—

The Light Roadster



LIGHTEST, EASIEST,  
CHEAPEST BEST.

For Lightness, Ease, Comfort and Strength

They have no equal. They are adjustable to suit taste of rider without altering their relative position to the pedals. Write to us for prices and fuller description.

*Our New Scorcher weighs only 21 ozs.*

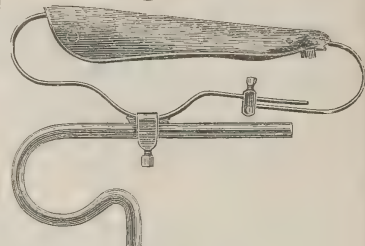
MANUFACTURED BY

NEWARK NICKEL PLATING COMPANY,

44 to 52 Lawrence Street, Newark, N. J.

(eow)

Hinge Saddle.



DO YOU CATCH ON

TO THE HINGE?

Harry Casswell, 11 to 19 Great Eastern Street, London, England,

CYCLE FITTING MANUFACTURER.

*Ball Heads, Frames, Bottom Brackets, F. O. Gears, etc.*

LIGHT AND BEST FINISHED GOODS ONLY. WRITE FOR QUOTATIONS.

Cyclists Who Look For Speed and Life In a Tyre

ARE REMINDED THAT

**LEYLAND TYRES**

Besides comparing favourably with any in the Market for Lightness, Ease of Detachment and Reliability, are so designed that they

**DO NOT CREEP ON THE RIM.**



MADE BY

THE LEYLAND RUBBER CO., LTD., LEYLAND, Near Preston.

WAREHOUSES: LONDON—Basing House, Basinghall Street. MANCHESTER—14, New Brown Street. GLASGOW—27, Ann Street.



## The Manchester Cycle Manufacturing Company, Ltd., England,

MANUFACTURERS OF THE

## BELSIZE AND IRWELL BICYCLES

THE BEAUTIFUL

## BELSIZE BICYCLE

MODEL B—1893 PATTERN.



**Specification:** Patent cold-drawn, weldless steel tube frame, of special light gauge; our patent wheels, 28 and 30-inch; ball bearing throughout, including pedals; enameled black, and bright parts plated. Dunlop Detachable ('93) Tires.

Road Racer,

Weight, 27 1-2 Lbs.

Roadster,

Weight, 36 Lbs.

PRICE, with Dunlop 1893 Detachable Pneumatic Tires, \$150.00.

—Send for Catalogue.—

ALBERT W. MOORE,

Sole U. S. Agent.

Masonic Temple, Chicago, Ill.

numbers from all parts of the country and from unexpected sources.

The Century Cycle Manufacturing Company, of Indianapolis, is rushing things. The Chicago house received a shipment of Arrow safeties last week.

J. C. Patterson is on the road for the Century Cycle Manufacturing Company. Mr. Patterson is well known through his connection with the Chicago Bicycle Company.

The Quadrant Cycle Company now has on exhibition samples of its '93 machines. The light road wheel weighs 27 pounds. The ladies' wheel is a very handsome machine.

E. C. Bode was in the east for the Hill Cycle Manufacturing Company last week. He has made his last trip for the season, the company having practically sold, according to report, its output.

"General" Poorman, the Cincinnati cycle dealer, has written the Marble Cycle Company, expressing himself well pleased with the '93 model and well convinced that the Marbles will be "right in the swim."

W. M. Richmond, a prominent cyclist of Knoxville, Tenn., was in Chicago last week. Mr. Richmond left on Monday to visit the Ariel Cycle Company's factory at Goshen, Ind. He has arranged to handle Ariels in Tennessee and territory adjacent.

F. Howard Tuttle, representing E. C. Stearns & Company, Syracuse, N. Y., was in Chicago over Sunday, having just returned from the west. He carries with him samples of models A and B Stearns, weighing 28 and 34 pounds respectively. The Stearns is certainly a handsome, well-designed and well-made wheel. The brake of the model B is a feature. The rod which connects the brake spoon and the lever extends through the head, entering at the top of

the handle-bar, and is readily removed. The bearings of the Stearns seem to be exceptionally good, inasmuch as the wheels run evenly and smoothly. Mason & Mason have been given the agency for the west side.

Fowler safeties will be handled on the west side by the Graham Cycle Depot, 786 West Madison street, opened this week by C. E. Graham, of the Cook County Wheelmen. F. H. Brown, the likely young flyer of the Cook County Wheelmen, is connected with the company.

Two very clever ideas of Munger's are embodied in the Arrow, made by the Century Cycle Manufacturing Company. These are the pedal attachment, which allows of a material narrowing of the tread, and the detachable rear sprocket wheel, by which the gear may be changed at short notice without taking a link from the chain. The extra sprocket wheel may easily be carried in the pocket.

The C. H. Sieg Manufacturing Company has had its store at 275 Wabash avenue handsomely fitted with electric lights. On the north wall is a large frame with black background, on which a full line of nicked cycle accessories is displayed, and on which a cycle wheel will be arranged to revolve by electricity. Along the rim of this wheel colored electric lights will be placed, the whole presenting a novel appearance.

## SEASON BEGUN AT BOSTON.

*The Prominent Dealers Hold Receptions and Serve Lunch.*

Washington's birthday in Boston is usually the opening of the season in the cycle trade, and as a result a majority of the dealers held their annual openings at that time. The McCune Cycle Company, however, put the mat-

ter off for a week, or, rather, to Friday. The new Boston office at 47 Franklin street has been handsomely fitted up and no less than a thousand invitations were issued to attend the opening, and of that number fully 800 responded. The large gymnasium room was cleared and shortly after 8 o'clock dancing began, lasting until well into the night. Refreshments were served and addresses were made by several of the visitors, as well as the members of the company. Among those from out of town who were present were: E. C. Bode and N. H. Van Sicklen, Chicago; H. J. Hall, Raleigh Cycle Company, New York, and W. W. Taxis, the Philadelphia racing man.

The Union company on Washington's birthday served a fine lunch to all those who braved the storm in order to see what the concern had to offer the trade for this year.

Gormully & Jeffery had a band in attendance, as it was their first day open to the public since remodeling the store.

The Overman Wheel Company's store, which has recently been enlarged and remodeled, was also thrown open to the public on this day.

Sidwell & Sabin had a display of their new wheels, besides a full line of Quintons.

The A. O. Very Cycle Company opened its store with a display of Libertys and Warwicks, which are its leaders, as well as the Royal, Eclipse, Central and Buffalo cycles.

Singer & Co. have a large stock of wheels on hand. They have hit upon a new idea, guaranteeing wheels forever rather than for but one year.

W. W. Stall has a full line of Clevelands, Darts, Hartfords, Bostons, Monarchs and other wheels, besides his own special, ranging in weight from 24 pounds upward.

Mortimore & Co. opened on Washing-

ton's birthday at Houston's old stand, 69 Berkeley street, and showed a full line of Psychos and Vikings.

William Read & Sons, flooded with orders, were anxiously waiting for the snow to disappear so that they could begin shipments. The trade in Boston appears to be in a healthy state and the dealers look for a good business this spring.

## RECENT ENGLISH INVENTIONS.

*New Ideas in Tires, Machines and Other Devices.*

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Jan. 18, 1893, give notice in the prescribed form of such opposition.]

## SLEEVES FOR AIR-TUBE POCKETS.

No. 4,438. J. Moseley and B. Blundstone's "Improvements in and connected with pneumatic tires." March 7, 1892.—This invention relates to pneumatic tires in which the air-containing tube is included within a canvas or similar tube or pocket. In such tires it is frequently necessary to examine and repair the air-containing tube or valve through which it is inflated, for which purpose the pocket has to be opened and afterwards stitched or otherwise secured. The object of this invention is to avoid the necessity for the stitching or patching of the pocket after examination or repair of the air-tube or of the valve, and to make that part of the pocket which may have been opened stronger rather than weaker than before. In order to effect this one or more sleeves of canvas or textile tubing are arranged around the pocket and one is drawn over the opening which has been made in the pocket after the air-tube or valve has been attended to. The sleeve effectively closes the opening in the pocket and permits the tube to be safely inflated. In the case of the sleeve arranged to protect the opening through which the valve passes, a hole is made in it for the passage of the valve, so that when the air-tube is deflated the valve may be readily withdrawn. One of the sleeves may, if desired, be



HAPPINESS WITHIN THE REACH OF ALL.

An even temper and cheerful smile  
Are blessings we all admire;  
Would you have these graces all the  
while;  
Just ride the Cleveland Tire.  
No other can with it compare  
In causing happy faces.  
You'll never once have cause to swe-  
sigh;  
For—you'll win in all the races.



We believe the Cleveland  
Pneumatic Tire to be the ONLY  
Scientifically Constructed  
Pneumatic Tire on the market.

The longitudinal threads  
have been omitted from the  
tread portion, making an ex-  
ceedingly Light, Resilient  
and Swift Tire.

Used in connection with the CLEVELAND RIM.

"I. C." VALVE.

Dust Proof Burwell Bearings.  
Send for Catalogue.

COASTS

Better Than Any Other.

Permanent Repairs in From  
Two to Five Minutes.

If you true happiness desire  
Be sure and ride the Cleveland Tire.

H. A. LOZIER & CO.,  
CLEVELAND, OHIO.

This Cleveland Pneumatic Tire is also fitted to our Cleveland No. 5, the frame of which keeps a lady's dress in position better than any other.

GEORGE E. LLOYD & Co., Corner Canal and Jackson Sts., CHICAGO and Cook Co. Agents.

OVERSTONES==='93

GENTLEMEN:—

We have still some territory to let, and require good responsible agents to work it thoroughly.  
WHEELS ARE RIGHT, PRICES ARE RIGHT. What's the matter with writing for  
prices and terms? If not, why not?

Yours respectfully,

For LOYD, READ & CO., (Coventry.)

ARTHUR E. FLAVELL.

P. O. Box 2225,  
NEW YORK CITY.

AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in  
demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892  
more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                           |                                         |                                 |                                   |                                                   |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|
| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
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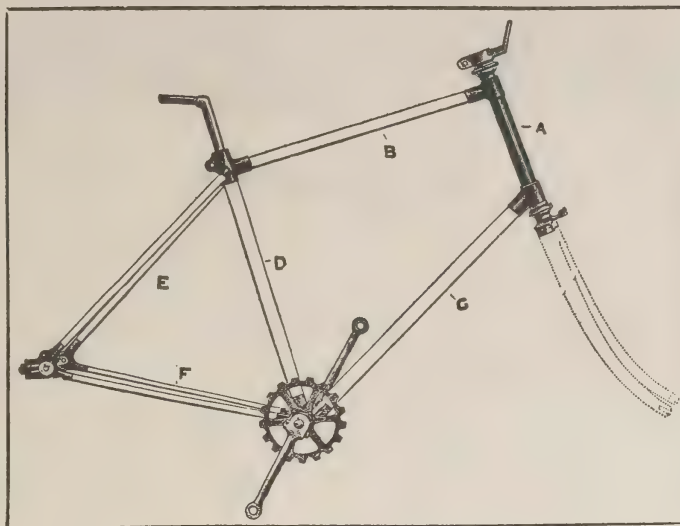
And Jobbers Generally Throughout the United States,



# PERRY'S HUMBER-PATTERN FRAME

AND THE COMPONENT PARTS APPERTAINING THERETO.

GUARANTEED  
THE  
FINEST QUALITY  
OF FINISH  
AND MATERIAL.



MECHANICAL  
ACCURACY,  
LIGHTNESS,  
RELIABILITY  
AND  
SPLENDID FINISH  
HITHERTO  
UNAPPROACHED.

A frame upon which makers or agents may put their "transfer" with a knowledge that the machine will give satisfaction. It is designed for a long wheel base.

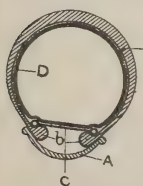
## PERRY & CO., BIRMINGHAM.

A complete assortment of these goods carried in stock by the Anglo-American Iron & Metal Co., 213 Pearl St., New York.

employed to cover the ends of the pocket to strengthen their junction. In most cases, since the deflated tire may be drawn through the pocket for a considerable distance, instead of opening the pocket at the precise spot where repairs to the air-tube are required, it will suffice to have permanent openings at equal distances apart, each of which is normally covered and protected by one of the short sleeves. Thus, when it is necessary to mend the air-tube it is deflated, the nearest sleeve is drawn back, and the air-tube is pulled through the opening until the part to be repaired is exposed. If the permanent openings are employed, their edges may be bound, or be protected by tapes solutioned or otherwise secured thereon. These sleeves are now used on the Heale tire.

### A PROMISING PNEUMATIC.

No. 4,469. E. J. Pippet's "Improvements in and relating to pneumatic tires." March 7, 1892.—This invention relates to an improved method of attaching the outer cover of a pneumatic tire to the rim so as to facilitate its removal in case of repairs or otherwise. The rim (A) is of the ordinary crescent or any other suitable section. The cover (B) is made of rubber reinforced with canvas in the well-known manner and is preferably molded in an approximately arched shape in cross section. The edges of the cover (B) are enlarged in any suitable manner to form beads (b b). Over the rim is placed an end-



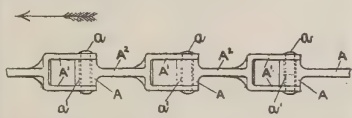
less band or hoop (C) made of any suitable metal or material—preferably tinued steel. This band or hoop may be either flat in cross section or curved, and it preferably has its edges beaded as shown. When the band or hoop (C) is made curved it is preferably made flexible at the centre of its width by perforating it with a series of holes, so that the pressure of the air-tube on it causes it to flatten out and so more tightly grip the cover or to the rim. The air tube (D) is of the usual construction, made of pure rubber, and it is fitted with any suitable form of valve for inflation and deflation.

To attach the tire to the rim the air-tube (D) is first placed over the band or hoop (C). The band or hoop is then pushed over one edge of the rim (A) until one edge of the cover (B) can be placed between the edge of the band or hoop and the rim. The band or hoop is then pushed back over the other edge of the rim and the other edge of the cover is placed in position. The band or hoop is then pushed back into a central position as shown

in the figure, and the air-tube is inflated. To remove the cover to get at the air-tube this process is reversed. An alternative method of removing or attaching the cover is to prise the endless band or hoop up with a screw-driver or lever on one side until the opposite side if the cover can be withdrawn or inserted as the case may be.

### THE REFEREE CHAIN.

No. 4,787. G. L. Morris, W. T. Wilson, N. H. Strickland and H. Parsons' "Improvements in and relating to driving chains." March 11, 1892.—In this chain every link is like the others but the chain may be made in different pattern, the illustration showing one of them. All are on the same principle, the end of one link being made to pass between the forked ends of the next and so on. The two ends of the link may be connected either by a single bar or by a pair of bars; in the latter case they are preferably extensions of the fork. To prevent the sides of the fork closing up as the connecting pins are riveted up the eyes of the



bosses are provided with bushes which keep the sides of the forks apart. As these bushes are loose they may be readily hardened, thus allowing the rivets or pins to be soft, which facilitates the making up of the chain. Referring to the drawing, A represents the boss at one end of the link and A1 the fork at the other end, the boss of one link being fulcrated to the fork of the next by the pin (a). When two side bars are used the boss is preferably recessed to allow the chain to be of one uniform exterior width, and the link may for convenience in construction be divided longitudinally into two parts by splitting it centrally and vertically through the boss.

### The Jordan Specials.

Probably no wheels placed on the market this season have a neater appearance than the light roadster and roadster made by Louis Jordan, 71 Randolph street, Chicago, illustrations of which are shown in this issue. The wheels weigh 25 and 32 pounds, respectively, and list at \$150 and \$140. Weldless steel tubing is used throughout, the joints being lap-brazed, Bown's bearings are

also used. The wheels are 30-inch front and 28-inch rear, handle-bars bent to suit the purchaser, gear and tires as desired. Mr. Jordan's reputation as a fine repairer and gunsmith is a guaranty as to the quality of the material, workmanship and finish.

### The 1893 Road Queen.

The Road Queen for 1893, manufactured by A. Featherstone & Co., Chicago, is a wheel that should strike the popular fancy. A REFEREE representative was shown a sample last week. It was fitted with the Dunlop detachable tires and did not exceed 33 pounds in weight. The dress guards, made of light perforated metal, seem to be all that could be desired; the pedals are small, neat and exceedingly smooth running.

When the machine was lifted and the rear wheel set in motion it ran noiselessly and smoothly and its oscillating properties were greater than the patience of the man lifting the machine, and this while the bearings were adjusted so accurately that not the least side motion was noticeable. All in all the Road Queen is a splendid wheel, handsome in design and finely finished.

### Derby Cycles for Chicago.

The Derby Cycle Company, 162 Canal street, Chicago, is working two forces of men, night and day, to keep up with its orders. J. N. Townsley is now in Ohio. It is said of Mr. Townsley that he never strikes a town but that he places an agency and the agent then appointed is always the leading one in the town. In Chicago, Derby cycles will be handled by Whitcomb, Fowler & Co., 591 West Madison street. Mr. Whitcomb has been for some years connected with the White sewing machine, and is known as a hustler. The firm will handle the retail trade of Chicago from the west

side store and will canvass the city thoroughly and appoint sub-agents among hardware dealers. The Derby catalogue for '93 is an artistic piece of work, the cover being in three colors with the trade mark in the center. This is a wheel with a number of horse shoes in the center. These are of course emblematic of good luck, significant of the happiness coming to a rider of the Derby. Over 150 men are now employed by this company.

### A Good Deal.

Whilst in Detroit this week W. M. Perrett, representing the well-known Quinton Scorchers, was successful in closing with the Schulenburg Cycle Company of that city for the state agency. This house originally intended to make New Howes its leader, but being disappointed in shipments, decided to handle the Bretz & Curtis Manufacturing Company's famous wheel and push it. The fact of the Quinton enjoying a splendid reputation for workmanship, we are safe in saying that the Schulenburg Cycle Company has made no mistake in its selection.

### Contains Interesting Matter.

Morgan & Wright's catalogue made its appearance last week. The designs of the tires manufactured by the firm are shown, together with information regarding the diameter of rims for the various models. A chapter on repairs and how to make them is an excellent idea. Photographs of a rider in the various stages of making a repair indicate very clearly that it is not necessary and is a loss of time to take a tire off the wheel to make a repair. A chapter on India rubber and its properties, another of notable rides of the season, and yet another of records held by riders using the tires, are included in this book. On



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Have You Examined

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THE CREDENDA PNEUMATIC TIRE?

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You will find it a strictly High Grade, Inner Tube Pneumatic, and a mighty good one, too. Not a cheap hose pipe. Not so bad that we have to promise to give you a new one next year before you will have it at all. Do you know that \$6.00 a wheel is a pretty good price for hose pipes? Smart buyers usually get them for \$9.00 per pair. **CRE-DENDAS** are not fitted with hose pipes. We don't build them that way. They are "**GOOD AS GOLD**" and sell for \$115.00.

A word to the wise is sufficient. Send for catalogue.

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**A. G. SPALDING & BROS.,**

CHICAGO.

NEW YORK.

PHILADELPHIA.

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== I M I T A T I O N ==

Cycles  
Cycles

**RALEIGH**

Cycles  
Cycles

*Are being offered the trade throughout the  
Cycling Universe.*

---

**AGENTS** compare the **IMITATION** with the **REAL**. The imitation has none of the distinctive features of the **real** elegance, grace, style, beauty, speed, and the details that make a perfect article.

---

*The* **RALEIGH CYCLE CO., Ltd.,**

Greenwich and Bank Sts., NEW YORK.

*GOOD AGENTS WANTED.*



# SUPERIORITY SOLID HIPMENTS COUPLED WITH COMFORT SATISFACTION SADDLES WIFTLY MADE.

## BRETZ & CURTIS MFG. CO., - PHILADELPHIA, PA.

Not the Largest but the Best Makers of Bicycle Saddles.

the back page, the prize list for '93 is published. This may be seen in the firm's "ad" in this issue.

### Wouldn't Let Him Go.

Hal W. Greenwood was a fortunate man last week, inasmuch as he held two excellent positions in the cycling business. Hal was in the employ of Kingman & Co., of Peoria. This firm wanted to send him to the Pacific coast. He would not go without his wife, so he resigned, and accepted a position with the Thorsen & Cassidy Company. He had arranged to leave for Michigan when a telegram was received from Kingman & Co. refusing to let him go. He could not prevail upon them to do so, and left last week for Kansas City, accompanied by his wife. Kingman & Co. are more than pleased with his work in the past.

### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

492,060, 492,061, 492,062 and 492,063, tricycle; Waldo V. Snyder, Canton, O.  
492,285, bicycle gear; Emil Gundelach, New York; filed July 23, 1892.  
492,375, bicycle saddle; William Steers, Boston, Mass.; filed March 30, 1892.

### Back to the Old Love.

George M. Hendee has decided to return to his old home, Springfield, Mass., where, as a boy, he was the town's idol. On Wednesday last he announced to Hulbert Bros. & Co. his intention of leaving them, which he will do in about two weeks. He goes into business for himself. He has secured the Indiana line for small territory and expects to get the Rudge for the whole of New England. His business will be in operation in about a month.

### Fletcher Is Manager.

W. A. Fletcher, the popular cycle news dealer, 43 Van Buren street, has been made manager of the Columbia Bicycle Livery, the headquarters of which will be at his store, with branches at all the parks in the city. Mr. Fletcher believes that the transportation facilities for world's fair use are entirely inadequate and that many out of town wheelmen will be only too glad to be able to rent wheels. He will rent nothing but new wheels, which will be fitted with 11-2-inch cushion tires. Pneumatics will be kept on hand, of course, but he thinks the cushion will prove most desirable.

### Miscellaneous Trade Talk.

George K. Barrett returned from his eastern trip last Saturday.

George Collister, of Cleveland, and W. E. Metzger, of Detroit, did New York and Hartford together after the Philadelphia meeting.

The National Columbian United Wheelmen's Association has favored the REFEREE with a large, neatly framed picture of its building.

Mr. Wyman, formerly with the Simonds Rolling Machine Company, and now representing the Indiana Bicycle Company, covers all the New England territory for the latter concern. His

headquarters are still at Fitchburg, Mass.

Hammond & Cooley, Batavia, N. Y., now turn out 300 pairs of pedals weekly. Considerable new machinery has recently been added and a large force of men is at work.

O. C. Rellihan, of A. G. Spalding & Bros.' bicycle department, captured the Plzen Cycling Club's order for seventeen bicycles. Victors, at list price and for cash, was the order.

Among the new corporations is the F. H. Henning Cycle Company, of Peoria. The capital stock is \$5,000 and the incorporators Frank H. Henning, George B. Foster and Howard W. Pouter.

W. Christiansen, of the Columbia Wheelmen, has entered the employ of George E. Lloyd & Co., Jackson and Canal streets, who have the agency in Cook County for Cleavelands, and handle Victors and Credendas.

The Truesdail Machine and Arms Company, dealer in sewing machines, bicycles, etc., at 604 North Fourth street, St. Louis, has assigned to Robert H. Hern, for the benefit of creditors. The assets are placed at \$9,000.

Mr. Perkins of the Rockaway Manufacturing Company tells us he has between 500 and 600 men at work, and that the output of Libertys will reach 8,000 this year. The concern has thirty acres of ground and the buildings cover 60,000 feet.

After the Philadelphia meeting, Fred Patee ran over to New York and sold a good order of Indiana wheels to Hulbert Bros. & Co. He also placed the agency for the Springfield, Massachusetts district with George M. Hendee. Patee left for the Hoosier capital Thursday night.

Five cycle salesmen were in Oshkosh, Wis., Sunday—H. C. Tilleston, Stokes Manufacturing Company; S. T. White, Monarch Cycle Company; Martin Bowbeer, Lindsay Bros.; Milwaukee; Crane, of the Racine Hardware Company, and Winter, of Hibbard, Spencer, Bartlett & Co.

The Aeolus Cycle Importing Company has removed from 527 to 727 Garden City block. The location was opposite the entrance of the Italian consul's headquarters, and wheelmen found it impossible to pass through the stench of garlic and cigarettes made by the "dagos" waiting for an audience.

### What The Recorder Thinks.

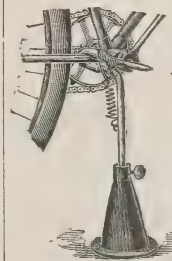
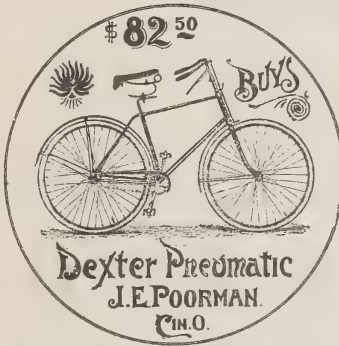
According to the rules, no rider can accept pay from a maker for riding a wheel. Oh, what a farce! What hypocrisy! Within the week three manufacturers, to my certain knowledge, have opened negotiation with Johnson, which includes his trainer, Eck. If the deal comes to light, what will the racing board do in the premises. Every one interested in cycle racing knows men are paid for riding wheels. What show does a man stand in a race against these makers' amateurs? None at all. The former rides at off times, the other is fit and fine, from the opening of the season to the close. One is a racer, the other a roadster. It does not make any difference what distinction is made as long as the difference is shown open and above

board. Take a race meet with sixty to one hundred entries. A dozen cracks take all the big pots, and the novices (?) and second-raters get all on the outside. Stringent rules are now in force and we wait developments. — New York Recorder.

### Wheelmen as Curios.

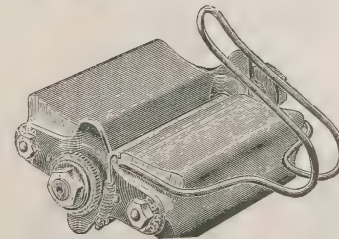
Our bicyclists, about eighteen in number, are wishing for a nice spell of weather so they can take a spin of a few miles, the plan now being to go west. In their behalf, should they go as far as Phillipsburg, the *Journal* asks that they be not monkeyed with, even if some of them do venture out with short pants and a little different from the ordinary paraphernalia. Our bicycle club is all right.—Smith Centre *Journal*.

Phillipsburg always takes good care of Smith Centre people. Send the "curios" over, Brother *Journal*, so that our people can see what they look like.—Phillipsburg (Kas.) *Herald*.



### The Perfection Stand.

Every dealer, agent and wheelman should have one. Price, full nickel, \$2.00; nickel and enameled \$1.50. A liberal discount to the trade. Write for illustrated sheet. The bicycle is released instantly from the stand by pushing lever down with foot. Manufactured by H. T. HEARSEY & Co., Indianapolis, Indiana.



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We will send you cuts of the above for '93 catalogues. W. G. RANKIN & CO., 23 Custom House St., PROVIDENCE, R. I.



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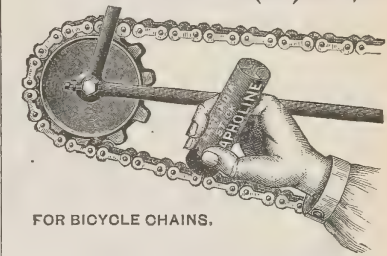
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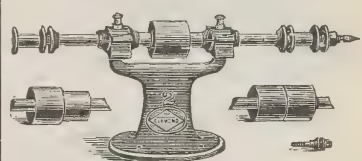


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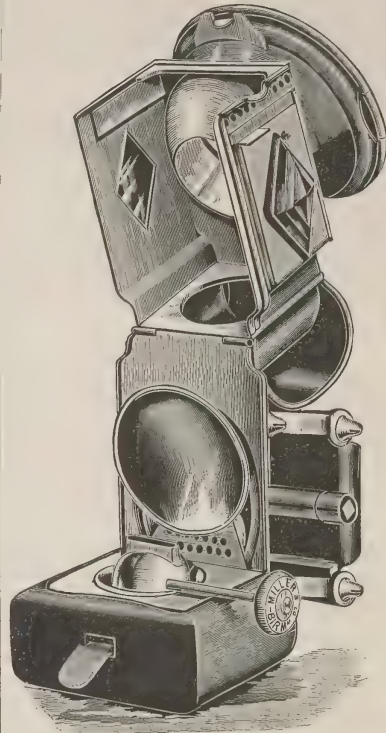
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# THE LITO.



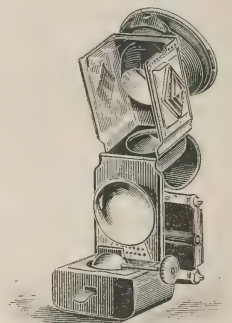
THE demand for light lamps will soon subside if cyclists purchase and use the spurious imitations of the "MINATURE" and "LITO" BELL ROCK Lamps.

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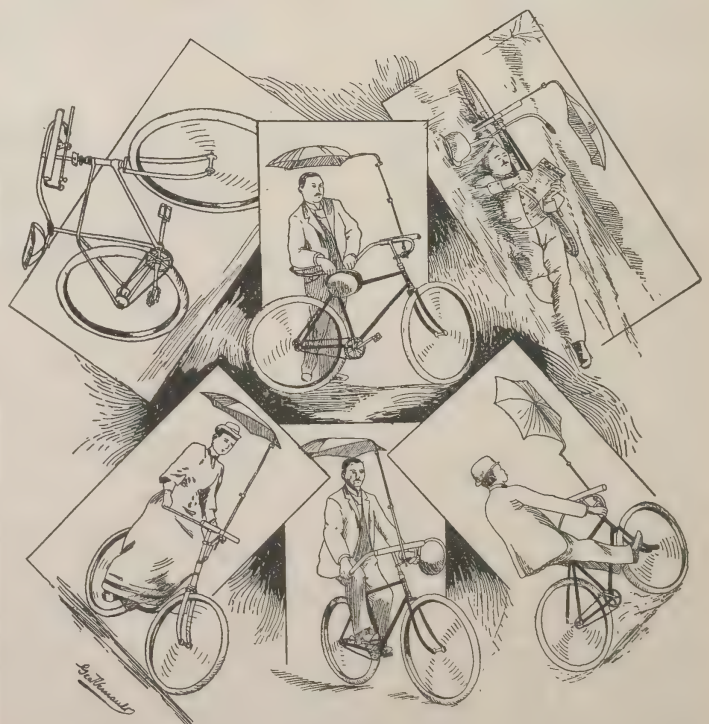
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## TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

## SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - - Editor.  
CHAS. P. ROOT, - - - - - Associate Editor.  
R. M. JAFFRAY, - - - - - Business Manager.

## CONTRIBUTORS ALWAYS WANTED.

We are always ready to pay for live, entertaining contributions. If you have anything to offer, send it along. We want correspondents in cities where the REFEREE is not already represented.

## TO THE NATIONAL ASSEMBLY.

We have about come to the conclusion that any man connected with the cycling press who imagines the rest of the cycling world will, under any circumstances, deem it possible for him to perform an unselfish action, is akin to an idiot. We have tried it and know whereof we speak. Nevertheless we deem it fair to ourselves and to other cycling journals to state that the man who, at the recent assembly meeting, accused all the papers "except the *Bulletin*" of making fun of and belittling the league had either very little regard for the truth or a very limited acquaintance with the institution he sought to rebuke.

Every cycling journal controlled by men of average common sense is a friend of the league. Every one of them realizes that on the league depends, to a very great extent at least, the future of cycling. League or no league, cycling will go on forever, but it is only by organization that the good work now and heretofore carried on can be accomplished.

But the cycling press is not, by reason of its friendship, made blind to the necessities and the shortcomings of the league. The press is in a better position than nine-tenths of the men in power to judge what the members desire. No constitution, no president, no executive committee, no chief consul, no racing board, no official organ is perfect, and if the cycle press can discover in any of these a flaw which can be remedied, what is its duty? To stand idly by? To flatter the administration and find nothing but cause for praise in its actions? No. Rather, we think, does the press show its friendship and its desire to improve and perpetuate the league by pointing out such errors as may be found.

In the constitution of the league the editor of this paper discovered a clause which seemed to him to imperil the life of the league's official organ. He suggested an amendment which seemed to cover the defect. What was the result? The president and the chairman of the

committee on rights and privileges (the latter a member of the organ's editorial staff) took the floor and created the impression that the proposed amendment cloaked a scheme to injure the *Bulletin*. They could not believe it possible that anyone, in the same line of business, should bring forward a proposition which was designed solely for the benefit of themselves and their paper. So they took the bull by the horns and left the impression on the minds of the assembly that the proposer of the amendment had been actuated by selfishness to such an extent as to attempt to rob the league of its official organ.

If the gentlemen referred to have since taken the trouble to investigate the matter they must know that they were guilty of an unwarranted and altogether contemptible action. But they have not thought it worth while to explain away that a tion, or to try to remove the impression they created.

In consequence of this all sorts of preposterous reports have been circulated. Here is a specimen clipped from a late issue of a small cycling journal:

For some time past the REFEREE has had a series of amendments printed therein and the public invited to vote upon them. No one ever noticed one insignificant little line that read thus, "Except as hereinafter provided," and truth to tell that one line did not appear among the questions that the votes are being solicited for.

Samuel sends in his little list of amendments and explains that they are offered in accordance with the mail vote taken.

Strange to say no one analyzed those amendments, and until they were taken up in the assembly for action, no thought was given as to the chance of such a boomerang, and it remained for Mr. Dean, of the *Bi. World*, to see through the little scheme and he forthwith exposed the same. Had the amendments gone through it would have been all up with the league's *Bulletin*.

The man who wrote this accepted, blindly, the statement of the gentlemen referred to above. Had he looked for facts he would have discovered that there is not an iota of truth in his remarks. Mr. Dean "saw through" no scheme. Items of this kind show that it is necessary that some explanation be made. Therefore we rise for that purpose.

We quote from the constitution of the league, as it stood prior to the late meeting:

Article 3, Section 4. (a) Each applicant shall pay to the secretary of the league an initiation fee of one dollar and the sum fixed by the division of which he shall become a member or by this constitution for annual dues.

Article 7, Section 1. The league shall provide and furnish an official organ to be known as the *L. A. W. Bulletin*, which shall be distributed to the membership without charge.

Now let us turn to the by-laws a moment. Here we find this—

Article 1, Section 6, last six lines:

Any division may, by a majority vote of its board of officers, reduce by the amount of twenty-five cents the annual dues and renewal fees to any member not desiring to subscribe to the publications of said bureau [the road bureau] and the *L. A. W. Bulletin*.

It will be evident to everyone that this portion of the by-laws was unconstitutional. The constitution provided that every member shall receive the *Bulletin* without charge, while the by-laws refer in so many words to a "subscription." The constitution furnishes the fundamental laws of the organization; therefore the *Bulletin* was bound to be forwarded free to every member. There was no charge for it whatever; no consideration, no subscription price.

Now, what do the postal laws say on the subject?

We quote then:

## SECOND CLASS MATTER.

The conditions upon which a publication shall be admitted to the second class are as follows:

Here follow the conditions and then (see Chicago Quarterly Guide, page 18),

Provided, however, that nothing herein contained shall be so construed as to admit \* \* \*

publications \* \* \* for free circulation or for circulation at nominal rates. \* \* \* Subscription price must be shown [see page 20, Chicago Quarterly Guide] by the publication, and will be deemed nominal within the meaning, etc., when \* \* \* the publication is issued for and distributed among the members of a society, association or club upon payment of regular dues, with no distinct and sufficient charge for the publication.

Under this law was it legal to mail the *Bulletin* to league members at the second class rate? We think not. But, had we realized that by trying to keep the organ out of the difficulty we should have been accused of half the crimes in the calendar, we would have seen it at the "demonstration bow wows" before moving a finger.

To try to straighten things out, the editor of this paper suggested amendments which would have removed all reference to the matter from the by-laws and would have made those portions of the constitution which have any bearing on the matter read as follows:

Article 3, Section 4. (a) Each applicant shall pay to the secretary of the league an initiation fee of one dollar and the sum fixed by the division of which he shall become a member or by this constitution for annual dues, EXCEPT AS HEREINAFTER PROVIDED.

Article 7, Section 1. The league shall provide and furnish an official organ, to be known as the *L. A. W. Bulletin*, the subscription to which is included in the dues hereinbefore provided for.

Any division may, by a majority vote of its board of officers, reduce by the amount of twenty-five cents the annual dues and renewal fees to any member not desiring to subscribe to the publications of the league.

These suggestions were offered in the belief that they would lead to such amendments as would place the *Bulletin* beyond all harm. If there were any legal points involved which were not thoroughly covered, the league has a committee, composed largely of lawyers, to which all amendments are supposed to be referred, which should have suggested such changes as were necessary. For example, the proposed change did not provide a "distinct and sufficient charge" for each of the league's publications, a point which the committee on Rules and Regulations, whose duty it is to "present in proper form" all amendments, should have covered.

We presume that every intelligent reader has long since discovered that the harmless words, "except as hereinafter provided"—the boomerang, the scheme, the death-knell of the *Bulletin* over which there has been so much anxiety, related, wholly and solely to that clause which provided for a reduction of twenty-five cents from the dues of those members who didn't care to subscribe to the league's publications! Perhaps the people who have maligned us will now have the manhood to acknowledge their error or explain to those who have been misled wherein lies the "scheme" which caused their fear and trembling. We have stated our case. The gentlemen who think so lightly of the cycling press are cordially invited to state theirs. Our columns are open to them.

One word more. We stated last week that the mailing of a loose supplement with the *Bi. World* was not in accordance with the postal laws. We find, however, that the supplements have contained no advertising matter. This being the case, the supplement is legal, and we hasten to correct our error.

## EDUCATE THE FARMER.

"Print and paper are wasted in sending good roads literature to cyclists who are already converted; the farmer should receive it instead." So, very wisely, remarks Mr. Harris, the chief consul of Kansas, in an article in this issue. Kansas, says Mr. Harris, is an agricultural state; all our energies must be directed toward the education and conversion of the farmer. Mr. Harris only voices the

sentiment of thousands in this matter.

We venture to say that one-third of the issue of *Good Roads* distributed judiciously among the granger element and the men who frame our laws, would do more for the cause than do the 35,000 copies sent to league members. It is, perhaps, necessary to keep the league member posted on the progress of events, but this can be done through the medium of the *Bulletin*. What percentage of the league's members reads *Good Roads*? We believe more of them read the *Bulletin*, and are sure that very many more read *Bicycling World*.

The importance of Mr. Harris' suggestion has not been urged with sufficient force heretofore, and the executive committee has, perhaps, been beset with too many difficulties during the first year of the magazine's life, to give it such attention as is its due. But now *Good Roads* is prospering; it has a large advertising patronage; it is, as the president told the national assembly, \$3,200 ahead, and is therefore, doubtless, in such position that its managers will be better able to judge whether the present channels of circulation are the most desirable and the most likely to achieve the desired results.

## WHO AND WHERE IS MR. BROWN?

It matters little to Independence whether one Brown or the L. A. W. racing board, or any other authority accepts Johnson's 1:56 3-5 for a flying mile. Independence has accepted it and so have a majority of independent American record preservers. But who is the man Brown who, it was alleged was about to make such a terrible expose? Is there such a man as Brown in the record town of Independence?

The following letter from Mr. Williams, a man (according to the turf papers) of unquestioned integrity, should seal the already tightly closed mouth of Mr. Brown. Technicalities may prevent the acceptance of the record, but that Johnson's performances were honestly accomplished there seems no doubt. Mr. Williams' letter is as follows:

INDEPENDENCE, IOWA, Feb. 21.—There has never been any question by people living here as to whether or not Johnson obtained his record over this track according to rule. Hundreds of people saw him accomplish the feat, and nearly as many watches timed him during the journey. I drove the runner and timed him as accurately as it is possible for a person to do under the circumstances, and I am satisfied that there is no ground at all for anybody questioning the record. Our track has been measured several times by the county surveyors, and I can furnish you, if necessary, affidavits from them as to the length of same.  
C. W. WILLIAMS.

For the purpose of setting at rest all disputes over the matter, we have requested Mr. Evans, a gentleman whose name figured prominently in connection with these records, to obtain for us affidavits as to the times and distances, particularly from the starter as to the exact distance Johnson was set back at each trial. We have no doubt, whatever, as to the times and the acceptance or rejection of the record depends mainly on whether it can be shown that Johnson traveled the full distance in each trial.

## THE LEAGUE ACCOUNTS.

At the recent meeting of the national assembly L. A. W. Dr. Brown explained in detail the method of checking and paying the bills of the league. It was generally conceded to be an excellent one, but the doctor omitted to explain that the system was due to the inventive genius of the treasurer, Mr. Brewster. But, no matter how perfect the system may be, there was merit in the stand taken by the Massachusetts men that a committee should be appointed to examine the accounts. It was not that they de-

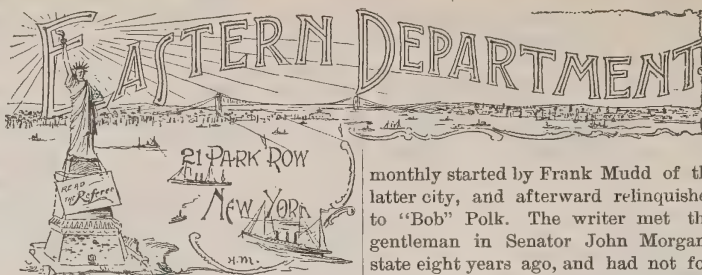


sired to check over the "additions, multiplications and divisions," as the president sarcastically suggested, but they believe, and the average member will probably agree with them, that no committee should be the sole judge of what is right and wrong, desirable or undesirable in the matter of expenditures—in fact, should have absolute control of the funds of the league. In a sense the league is a corporation and every member is a stockholder. Where is the company which permits three of its officers to control its funds, and never calls for an examination? What club permits three of its officers to carry on its financial affairs in this way? As Mr. Perkins very properly stated, it is not a question as to the committee's integrity—it is a question of business. No man, and no committee has the right to expect such a privilege. As well might the treasurer complain because he is expected to give a bond, as the executive committee because an examination of its expenditures is asked. "Some men are bald on the outside, and some are bald on the inside," remarked Mr. Potter, and, judging from the fact that the financial statement was swallowed whole by the assembly, without the least hint being given as to the uses to which the money had been put, we judge that Mr. Potter was right and that the final passage of his remark is particularly applicable to that body of men to which it was addressed. It need hardly be said that no one who took part in the discussion on this question doubted for an instant the accuracy of the report so far as figures went. What they wanted to know was to just what purposes the money was devoted, and they had the right to know it. But, unfortunately, might isn't always right.

## SERVES HIM RIGHT.

On Monday a decision was rendered by Judge Dunn on the sidewalk question. He held that the ordinance of the city of Evanston prohibiting bicycle riders from riding on sidewalks was a valid one. The case came before the court on an appeal taken by Ben W. Lord, who was fined \$10 by an Evanston justice for riding his bicycle on the sidewalk. The defense held that the ordinance was unreasonable and beyond the power of the city to pass, and therefore void. It is to be hoped this is the last of such cases. They only hurt the cause of cycling. Wheelmen have been fighting for years for their rights on the road, acknowledging all the time that they have no business on the walks. And now comes a man living in that enlightened suburb, Evanston, who seeks to spoil all the good work done. Mr. Lord and his attorney should have known that bicycles have been declared vehicles by nearly every state supreme court in this country, and of course, as such, have no rights on sidewalks. But for this Evanstonian's ignorance he must pay well, not only the fine of \$10 imposed by the justice, but the court costs as well. It serves him well right, will be the verdict of all wheelmen.

THE amount of ignorance displayed by supposedly well posted cyclists is astonishing. Right in Chicago, where there exist several cycling papers, and where the dailies devote column after column to cycling in all its branches, there is a frightful lack of knowledge even among league and club members. Several days had elapsed since the close of the National assembly and the publication of reports of its proceedings, yet hardly one in a dozen prominent cyclists knew of the changes in the racing rules and the constitution. It is not expected that all cyclists shall be posted on such affairs, but it does seem reasonable to expect racing men and those who talk nothing but cycling to be familiar with at least the important changes. It would seem that wheelmen would rather hear the news than read it.



Among the callers at our eastern office recently were: Mr. Ensworth, H. A. Lozier & Co., Cleveland; Fred Coningsby, Brooklyn; W. S. Maltby, A. A. Zimmerman, Joseph McDermott, W. H. Kirkpatrick, W. H. Barber; W. G. King, Ames & Frost Company; R. F. Kelsey, *American Wheelman*; Charles Randall, Chicago; Mr. Collins, Collins & Nutall, New York; H. C. Palmer, *Sporting Good's Dealer*; Norman Bartons, Roy Oiler Company; V. J. Kelly, Philadelphia; Henry Crowther, *Bicycling World*;

monthly started by Frank Mudd of the latter city, and afterward relinquished to "Bob" Polk. The writer met this gentleman in Senator John Morgan's state eight years ago, and had not forgotten the genial Robert, but was rather agreeably astonished to find that he was President Richmond's right hand man in the building of the finest quarter-mile track in the south, if not in America. It certainly is the most radical departure in track building, and it is safe to predict a most prosperous future for cycle racing in Savannah—and a prominent national position for the cement track.

Mr. Polk is manager of the telephone exchange and held a similar position in Montgomery, while President Richmond is the principal of the Commercial Col-



Arthur Flavell, Loyd, Read & Co., Coventry; W. Shaw, Baltimore; H. E. Salt-onstall, Elizabeth; A. J. Cahill, Buffalo Wheel Company; Fenton S. Fox, Sercombe-Bolte Manufacturing Company; E. S. and John Seddon, Seddon Tire Company, Manchester, Eng.; Harry Chapman and wife, Leicester, Eng.; George M. Hendee, Springfield, Mass.; Charlie Price, New York.

\*\*\*

## Attractions of Savannah.

Readers have been told all about the sea trip from New York to Savannah, and the warm reception by the monarch of entertainers—the Savannah Wheelmen. It would take columns to record the many—yea the multitude of big and little courtesies extended to the party.

President C. S. Richmond of the Savannah Wheelmen, is to be congratulated, and so is R. H. Polk, known to cyclists of auld-lang-syne as "Bob" Polk, ex-editor of the *Bicycle* of Montgomery, Ala., a

lege Institute in Savannah. Chief Consul Whiteside—a bro'h of a boy surely—W. J. Lindsey (of Lindsey & Morgan, cycle agents), are all prominent in Savannah cycling, as well as others whose names are less familiar to the writer. Jay J. Ross, who sells Imperials for Ames & Frost, did good service as judge, and Stillman G. Whittaker as announcer made the official positions of W. C. Marion, "Birdie" Munger and "Billy" Perrett shaky in the extreme. The Boston announcer mingles comedy and lurid "joshing" for the benefit of grand stand and "bleachers" and the most cruel sallies failed to upset his sang froid.

"Whit" in announcing a six-year-old midget, who gave a quarter-mile dash, stated that "this young man will endeavor to beat Jack Prince's quarter-mile record of 26 seconds, which the L. A. W. won't accept." On the conclusion of the dash, he announced that five seconds had been clipped from John Shillington's performance, which made

the grand stand howl with delight, and Prince, who was present, roll on the grass in the enclosure. Whittaker wore a diamond the size of a teacup, and looked imposing in a ship's officer's gold-laced cap, with English bloomers for leg-wear.

The track itself is bounded on one side by mammoth fragrant Georgian pine trees; and on the other, a little distance away, by a forest of beautiful oaks, draped with graceful wavy moss, which hangs veil-like from the branches. Sweet smelling, budding and blooming fruit trees line the way on the road to the track, and if the American continent had been searched a more charming place for a track could not have been found.

The Savannah climate is simply superb in winter and the blooming camellias in the public park, and the perfect forest of sturdy trees which fill the park and line the street, give the city the right to the title of "the forest city." The people are charming and hospitable, the young men very agreeable, and the ladies—well, my pen cannot do them justice—they are simply "out of sight," to quote champion Zimmerman, and "Zim" ought to know, as he is a much-travelled man.

As a training resort for northern men in winter or early spring, Savannah will command attention. The hotel accommodations are A 1, the De Soto being without a doubt perfection. The streets of Savannah fill the heart of the cyclist with joy and thanksgiving. Bro. Potter and Colonel Pope would undoubtedly hold a thanksgiving meeting if they visited Savannah; for mind you, Savannah streets a few years ago were only noted for the depth of sand that concealed terra firma, and the unsuspecting mule was liable to drop to China before he reached the wharf with his cotton bales.

The principal points of interest are Thunderbolt, on the Warsaw river, where fish and the festive oyster can be raked out, this river being an arm of the ocean, which shimmers less than two miles away. A very good electric car service conveys one from the city to Thunderbolt. A party consisting of Messrs. Zimmerman, Prince, Ross, Whittaker, Wheeler and the writer visited Thunderbolt and was entertained at Postmaster Doyle's elegant residence facing the river there. He also has a passable half-mile track, where lies the remains of Jack Prince's half-mile four-foot board track, and where Jack competed against six able-bodied livery and trotting horses. Negro girls, to the time of exquisite negro plantation melody, opened oysters on the wharf, and hastily ran into a shed when the gray Chicagoan, Jay J. Ross, attempted to take some snap shots at them. But he succeeded in getting a few good pictures.

Bonaventure, the oldest burial ground in the south, is possibly the greatest place of interest in Georgia, as there, beneath the giant wide-spreading trees, draped with flake-like moss, repose the illustrious southern dead. Men whose deeds in war and peace are emblazoned on the pages of southern history sleep side by side; men whose slaves would willingly die for them lie here, and men whose slaves, no doubt, would and did skip from them are also laid away.

Thursday night, being moonlight, in company with Prince, we rode to Thunderbolt (four miles) and returned by the oldburying ground, whose tombs looked ghostly enough as the pale moonbeams struggled through trees and moss, and faintly lit up the surroundings.

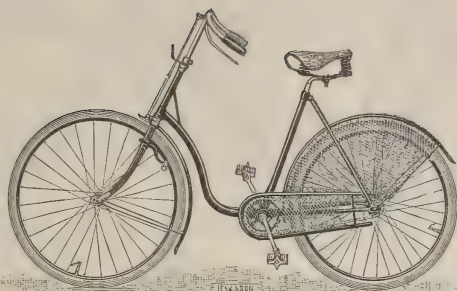
"They say," said Jack, "that ghosts and goblins promenade here at midnight," but we climbed the fence, and after strolling through dead-land finally



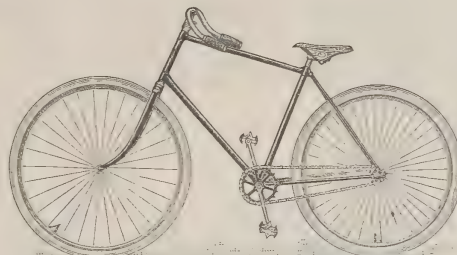
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perched on the gravestone of one, who, the faint lines on the flat stone said, "had been noted for his charity."

We talked of slavery days, and the debate on the negro at Philadelphia, and the images of Lloyd Garrison and Wendell Phillips arose before me, and their burning and impassioned appeals for liberty were in fancy followed by the dropping of shackles, and a loud hosanna of thanksgiving to one who said: "All men are equal before God."

We talked of the petty tyranny of society and social status, and then agreed that all men must die, and we felt comforted.

"It is 12 o'clock," said Jack.

"And no ghosts," I returned, and we scaled the fence and pedalled in turn a disabled pneumatic tired wheel, famous for its three straight lines when chasing rabbits! Jack had burst his tire, but my Imperial had defied shells and ghosts.

Another point of interest is the Hermitage, where an old slave plantation still stands, and where the wail of fathers, mothers, sisters and brothers have in the dim and misty past risen in their hour of bereavement. It is, happily, over. Giant moss-covered trees abound here. It is one of the favorite runs of the Savannah cyclists.

The streets of Savannah, by the way, are full of cyclists. Fully 600 fly around the streets of asphalt on high grade wheels, with Ramblers and Ormondes in the lead.

Then comes a time of parting and resuming the stern duties of life, and it was with regret that I parted with Zimmerman, Richmond, Polk, Whittaker (the latter continued south,) Prince (who went to Florida,) Ross (who was hunting up Imperial agents,) Harry Wheeler (who was looking after Premier interests), and many others who came to the dock. Thus concluded one of the most

pleasant outings of my life, and after another pleasant two days' captivity with Captain Fisher and Purser Bridges and the other jolly officers of the Kansas City, we reached New York Sunday, Feb. 26, and once more mingled with the surging throng of Broadway, with pleasant recollections of Savannah, her cyclists and people generally.

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*She Wore Bloomers.*

A REFEREE man was talking to Elliott Mason in New York the other day, when he heard the words, "I am to deliver three lectures on physical culture for ladies in New Jersey, and would like to get an 'ad.' for my programme."

The voice was pleasant and that of a woman. Its owner proved to be a well, a female—anywhere between the ages of thirty and forty—that uncertain age in woman when ten years are but a span. "Yes, I'm to deliver a series of three lectures and the bicycle clubs are to be present," and here she deftly picked up a gray skirt and exposed a beautiful pair of "bloomers," from whose capacious side pocket she drew the advertising programme "dummy," and with a graceful sweep again dropped the skirt. Mason, although a married man, looked staggered, and as for Richards, the willowy, curly-headed salesman, he looked as if he would like to be anywhere but there. His moustache looked blue. "Your Newark agent, Eldridge, only offered me five dollars for a page and it's worth twenty-five," continued the woman, "and my lectures are given always to crowded houses." She kept up a volley of praise on her scheme that would out-do Sam Jones. The cruel Richards referred her to the Newark agent again, and she confided to the REFEREE man that bicycle agents "are close-fisted anyhow," and once more

picking up that skirt she dropped the "dummy" into the pocket of the carmine "bloomers" and walked out into the cold world in a stately manner.

\*\*\*

*Roe as An Artist.*

In his spare moments, when not supplying the newspapers with "copy" about his proposed ride across this both blooming and barren land, Tom Roe puts in his time painting and printing signs. When the usual occupant of the REFEREE eastern office got back from Savannah the place presented an appearance similar to John Wanamaker's famous bargain counter. Mottoes were everywhere:

"No money loaned to amateurs."

"Heaven help the rich, the poor can beg."

"—— class B."

"Time is money. I have ten years to wait.—Tom Roe."

To the latter Artist Merrick added: "I have not. Will call again Feb. 24, 1903."

Then there was a handsome monument in cardboard with the inscription: "Class B. The Push. R. I. P."

Tom is popular, humorous, and withal not as bad as he is painted, his large expense account, erratic and eccentric conduct notwithstanding. As a press worker, too, Tom is a marked success, and for a man who owns up that he has "faked" and will "not do it again," Tom Roe succeeds in getting himself much talked about.

\*\*\*

*Made Off With the Pants.*

A good story was told last week about "Doodle" Robinson, the English apostle of amateur purity, who floated to our shores in 1884. He only had one pair of trousers, and that needed attention by the tailor, so "Doodle" asked if the

tailor would give him a pair to wear while the repairs were going on. The distinguished air of the customer and that large Ducker diamond medal impressed the tailor, who loaned Mr. "Doodle" a new pair of superior American make, and the Englishman was so impressed with the quality and style of the American goods that he forgot to redeem his old pair. That Washington tailor would like to see "Doodle" even at this late date!

\*\*\*

*Seeming Indecent Haste.*

Before the late treasurer of the New York division was fairly laid to rest his successor was appointed. This was to many an exhibition of indecent haste. W. H. De Graff did his duty nobly, and a reasonable time should have been allowed to elapse before his successor, Mr. Raisbeck, was notified that he was to fill the dead treasurer's shoes. Mr. Raisbeck, however, is a worthy successor to the late De Graff, and was not responsible for the seeming haste of his appointment. He is at the head of the Raisbeck Electrotype Company.

\*\*\*

*Apologies.*

H. L. Saltonstall of Elizabeth, donor of the international championship cup, called at the REFEREE office to say that he is not a class B amateur, neither is Sidney B. Bowman. The "comps" made me say, in the Bowman sketch, that both of the Elizabeth men were of that class. Apologies to both of the class A racers.

Philip Green, of the Cook County Wheelmen, is now a resident of Farnham, Erie County, N. Y., and is connected with the Sprague Corn-Cutting Machine Company.



PERMANENT  
SUCCESS.

## RUDGE CYCLES.

For twenty-one years Rudge Cycles have been on the market in one form or another, and have given such uniform satisfaction in the many countries in which they have been sold that their name and fame is known all over the world.

Their Success Has Been a Permanent Success and Indicates That They Give An Honest Equivalent to Their Riders.

Stand Up Well,  
Wear Well, and  
GIVE SATISFACTION.

## RUDGE CYCLES



RUDGE SCORCHER, NO. 1.

are now being manufactured in the Rudge American branch factory, Peoria, Ill., from finished bearings, forgings, etc., direct from the parent factory. The American product will stand the closest investigation. Write for catalogue and terms. Good territory open for live agents.

**ROUSE, HAZARD & CO., - 89 G Street, - PEORIA, ILL.**

EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.

F. L. DOUGLAS CYCLE CO.—284 and 286 Wabash avenue, Chicago—Agents.

## MILWAUKEE MENTION.

*Club Houses in Demand—A Gift to the Mercurys—Winter Amusements.*

The club house fever has broken out in earnest in cycling circles in this city, and from present indications it will be but a few months before all the leading clubs will be quartered in houses of their own. The Milwaukee Wheelmen, by almost unanimous vote, on last Saturday evening authorized their board of directors to purchase the Morawetz residence on Milwaukee street, on the east side, for a club house, the cost of which is \$10,000. The club will furnish it in first-class style, with gymnasium, bath, etc. As the location is central and the property well adapted for the purpose, it will be popular and fill a long felt want.

The Mercury Cycling Club has instructed its board of directors to look around for a suitable house on the south side, with a view to rent or purchase. Both of these clubs have been very successful in their financial efforts during the past year, which has put them on their feet and gives them courage to go ahead.

Last Monday evening P. H. Sercombe, of the Sercombe-Bolte Manufacturing Company, presented the Mercury Cycling Club, of the south side, with a life-sized figure of Mercury, mounted on a pedestal, which will hereafter ornament the parlors of the club. The Mercury Cycling Club is in every way worthy of its name, as it is one of the most progressive hustlers in the club line in the city. A speech of acceptance was made by the ex-president of the club, and other members made timely remarks, all thanking the donor for the beautiful gift.

The handicap pool tournament of the Milwaukee Wheelmen gives every evidence of being a great success. Sixteen of the crack wand pushers of the club

have entered to contest. On Monday Coleman and Savage, and Wegner and Stinner will open the tournament, which will continue through the week.

## A Russian Contemporary.

The REFEREE has been favored with a sample copy of a Russian cycling paper—that is, it appears to be Russian, having come from St. Petersburg. But not being Russians we cannot even tell the name of the sheet. This is the name, however:

## ВЕЛОСИПЕДЪ.

We notice that the Gormully & Jeffery Manufacturing Company has a page advertisement of its tire. The following is reproduced from the paper, not because it is of any especial interest, but simply to show an apparent conglomerate of transposed, inverted, upside-down and wrong-end-to of English letters:

## Письма из редакцию.

Милостивый Государь,  
Г-н Редактор!

Для жителей провинции, не имеющих возможности лично осмотреть несколько систем велосипедов за отсутствием такого магазина, где можно было бы увидеть разную конструкцию машин, и выбрать действительно хороший велосипед, удовлетворяющий современным требованиям техники, бывает необходимо выбирать для покупки велосипед по прейскурантам. Но тут-то и представляется не малое затруднение. Каждый продавец, конечно, хвалит свой товар, выставяя его хорошие качества и скрывая недостатки. Таким образом, много, часто очень ценное (регулировка и т.п., конструкция спущь, пере- ) выписывается, а такими же словами, как "часть прекрасного никелирования" и "лучший холостой прейскурант".

## Now He's In Jail.

Readers of the REFEREE will remember that a short time since Jacques Licco Adutt, Vienna, Austria, world's fair commissioner from Turkey, purchased a bicycle in Chicago to go there with all the fixin's. Saturday Adutt was arrested on a charge of forging notes to the extent of \$30,000 in his native city,

## ARRANGING A PAUL REVERE RIDE.

*The Massachusetts B. C. to Study History While Asheel.*

The Massachusetts Bicycle Club is arranging what it terms a Paul Revere ride, to take place April 19. The Boston Post describes the programme as follows:

"Captain Peck will call a club run for that morning before daybreak. The participants will be assembled, awaiting, possibly, the display of two lanterns aloft in the belfry tower of the old North Church. The signal given, the party will start and follow with historical accuracy the exact route taken by Paul Revere, departing from his example, however, in endeavoring not to alarm the good country folk. Briefly sketched, the route will be about as follows: Charlestown, Main street, skirting Bunker Hill to Charlestown Neck, Sullivan square, Winter Hill, Craddock's bridge to Medford, to West Medford. High street to Arlington, Arlington avenue, turning Heights, following the main street to Lexington.

"The club will breakfast here. The exercises of the day will find an appreciative audience in the new arrivals. To Concord the cyclists will then wheel, following the route of the British soldiers, stopping to examine all historical spots and listen to facts and explanations from members of the committee who will have been appointed to look into the historical details of the events which the different houses, monuments and stones mark. The noonday exercises at Concord, the bridge and the use with the British musket ball embedded viewed, the club will return, following directly the road over which the red coats retreated, even to Cambridge Common, and from thence the party will return to the club house. It might

be added that doubtless the evening before the ride there will be a club meeting, at which papers will be read relative to the Concord and Lexington battles, and the facts leading up to the beginning of the American Revolution."

## MEN WE ALL KNOW.—NO. 9.



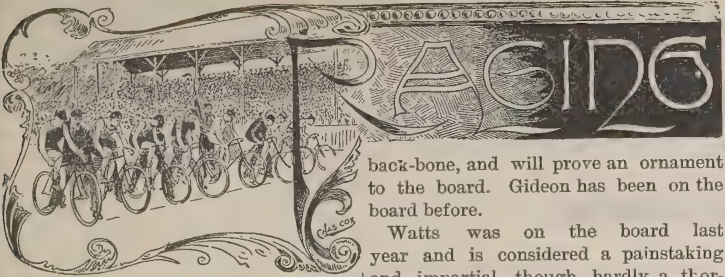
C. R. FRANCIS,  
The capable young attorney of the Illinois Division.

## Steady, Boys, Steady.

The Portland Review states that the L. A. W. has 300,000 members! Papa Bassett will surely have to give way when that strength is reached. The life membership is placed at 15,000! The Review has a readable cycling column, however.

Thomas Stevens is abroad lecturing on "Across Asia on a Bicycle."





1893 FIXTURES.

MAY.

- 30—Pullman Road Race, Chicago.
- 30—New Haven (Conn.) B. C.'s annual meet.
- 30—Massachusetts division meet.
- 0—Martin road race, Buffalo.
- 0—Irvington-Milburn road race.
- 30—Rome (N. Y.) Cyclers' meet.

JUNE.

- 3—Press C. C. meet, Buffalo.
- 16-17—Century C. C. meet, Syracuse, N. Y.
- 17—English championships on Herne Hill track.
- 17—Alpha Wheel Club's 10-mile road race, South Norwalk, Conn.
- 24—Prince Wells' second annual 10-mile road race, Louisville.
- 27-28—Kentucky division meet, Harrodsburg.

JULY.

- 4—Watertown (N. Y.) Cyclers' meet.

SEPTEMBER.

- 13-14—Springfield (Mass.) B. C.'s annual race meet, Hampden Park track.
- 26-27-28—Inter-state Fair Association meet, Trenton, N. J.

THE NEW RACING BOARD.

Reduced to Five Members and the Trade Excluded—Far West Not Represented.

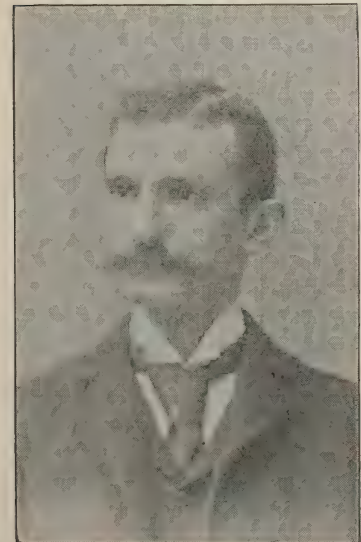
On Thursday morning J. M. Erwin of the Lincoln Cycling Club, ex-secretary of that organization and of the Associated Cycling Clubs of Chicago, received telegraphic information of his appointment as a member of the national racing board.

Mr. Garden was first recommended for the position, but it was given out that trade and cycling press men would be rigidly excluded. This plan has not been carried out.

The board, we understand, consists of Messrs. H. E. Raymond, chairman, L. A. Miller, George D. Gideon, W. W. Watts and J. M. Erwin.

Mr. Raymond needs no introduction. He is already famous.

Miller is a resident of Connecticut. He is an old racing man and, during three



H. E. RAYMOND—BROOKLYN.

or four terms of office, has proved a docile subject.

Gideon is a Philadelphian, was a racer before many of the high moguls ever saw a bicycle, has an abundance of

back-bone, and will prove an ornament to the board. Gideon has been on the board before.

Watts was on the board last year and is considered a painstaking and impartial, though hardly a thoroughly experienced member. We know of no better man in the south. Watts is the "editorial writer" of the *Southern Wheelman*.

Erwin—"William Twinkle" Erwin—will probably find favor with all Chicagoans. He is well posted, reliable, witty. Official handicapper in '93, and gained much experience. He is connected with the *Chicago News-Record*.

LATER.

NEW YORK, March 9.—[Special.]—The National Cyclists' Association convened at the Fifth Avenue Hotel at 1:50 o'clock to-day. President Byrne was chairman and Frank Egan secretary. New York was represented by P. T. Powers and G. B. Talcott; Brooklyn by Mr. Byrne; Washington by F. S. Elliott; Buffalo, St. Louis, Milwaukee and Baltimore by proxies; Philadelphia by Daniels, Dayton and Egan. Members of the press were debarred from the meeting, which promises to be a prolonged one. The constitution is elaborate and comprehensive and was the first matter discussed. Little interest is manifested by outsiders, but the leaders say success is assured.

NEW RACING ORGANIZATION.

West Riders Form a Club Different from Any Now Existing.

At a meeting held late last week at the residence of H. J. Winn, an organi-

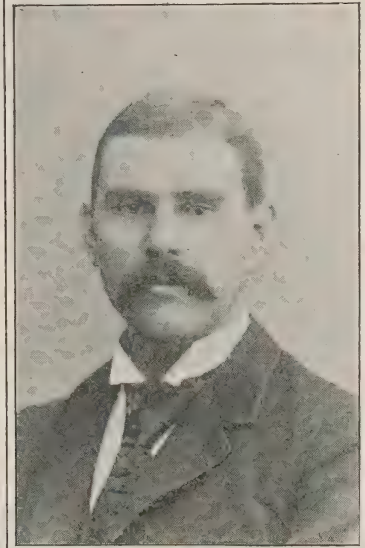


J. M. ERWIN—CHICAGO.

zation was born which is to be known as the Chicago Racing Wheelmen. Temporary officers were chosen as follows: President, F. W. Morgan, of Morgan & Wright; vice-president, Frank T. Fowler, Hill Cycle Manufacturing Company; secretary, A. D. F. Simmons; treasurer, H. J. Winn; captain, Charles F. Smith; first lieutenant, C. H. Stephens; second lieutenant, Emil Ulbricht. The organization has for its object the encouragement of track and road racing. It is designed as a cycling and athletic club with, no social features whatever, inasmuch as not one cent of the club funds can be expended except for the direct encouragement of cycling. No expensive club house will be maintained. The money received from dues and initiation fees will be expended in fitting up training quarters in

different sections of the city, providing them with baths, sleeping accommodations, etc. Competent trainers will be engaged. The club membership will include active and associate. Into the first will go only those capable of riding under the official timer's watch inside certain specified times as set forth by the governing board. Loafing among active members will not be allowed; the man so accused will be suspended and relegated to the associate class, if the charges are substantiated, from which he will be taken only upon displaying the requisite speed and interest in the sport. An associate member may have a trial against time and, succeeding, be forwarded to the active class. No dead-wood will be permitted to remain, a man giving up cycling or losing interest in the sport being requested to resign.

Thus it will be seen that the funds of the club are always in the hands of the active riders, the board all being active riders, an officer being liable to suspension just as quickly as any member. The club has plans laid out for a track. The



L. A. MILLER—MERIDEN, CONN.

charter list was opened with fifteen names. The organization proposes to be represented by a crack team at all the meets this year.

ZIMMERMAN WILL RETIRE.

Like Stars in Other Lines He Will Make A Farewell Tour and Then Become a Spectator.

Zimmerman intends to make this year his last of racing and has an eye on some active manufacturing interest for '94, but says: "Even when I retire I'll want to go to all the tournaments to see the boys race. There is a fraternity among racing men—a sort of interest—fascinating and binding, which makes it so hard to quit racing and relinquish all interest in it."

SHORT RACE TALK.

What the Flyers are Doing—Preparing for the Season.

The Bordeaux-Paris race is set for May 27.

The Riverside Wheelmen will give a meet some time in July.

Another six-day professional race is being arranged at Glasgow, Scotland.

The Bay-City Wheelmen of San Francisco are contemplating building a track.

A. C. Banker thinks the L. A. W. should amend the rule limiting prizes to \$150 in value so as to give the racing board the privilege of allowing a special prize of any value to be offered at meets,

the magnitude of which should warrant it.

Rhodes, despite rumors to the contrary, will remain in Chicago this summer. He is preparing for an active season on the



W. W. WATTS—LOUISVILLE.

path and declares he is after Zimmie's scalp.

George Gatehouse, the old-time English racing man, will again be seen on the path.

Gus Steele left for Indiana last Saturday to recuperate ere beginning active training for the season.

A. C. Edwards, the English crack, will continue to ride under Polytechnic colors, notwithstanding rumors to the contrary.

The Montgomery (Ala.) races were postponed from Feb. 28 to March 8. The events on the programme are two quarters, a half and a mile.

W. F. Heumann, of Elgin, is now on the road for the Freeport company. Heumann is Stringer's only opponent in Elgin, and is a man of fine physique.

Rather a large machine to get lost, yet one of the Rudge triplets, used for pacing in the south early this winter, has been lost ever since the team's return.

John S. Johnson and his trainer, Tom Eck, left Minneapolis early this week for Hot Springs. Johnson is to go into active training. It is rumored other speedy pedalers will join Eck there.

Arrangements are being made to have a third or half-mile track built in the Toledo exposition building. It is to be built with a brick-dust surface. It is proposed to charge \$5 for season tickets.

We are informed that J. S. Johnson has arranged to ride a Stearns wheel the coming season, shod with Burris-Michelin tires, and that a trip to Hot Springs will contribute to his preliminary training.

Cycling has offered a five-guinea gold medal to the first Britisher who beats Zimmerman in a championship event. They evidently fear that Zimmie has already a pretty good hold on the events.

C. A. Stringer, the Elgin flyer, has been sick since Jan. 1 with inflammation of the bowels. This may destroy his chance on the path for the early races of the year. Stringer's victories on the path last season numbered nearly two score.

According to a Philadelphia paper, at the last meet of the Associated Cycling Clubs, held last September, the entire team of the Chicago Cycling Club was entered officially by the club, Lumsden and Munger being successful in winning prizes. After the meet the club refused to pay the entrance fees of the team,



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

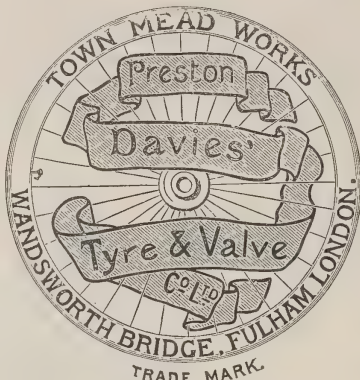
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

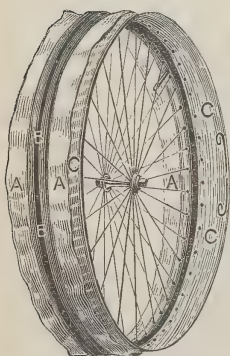
Above all, NO SEWING, SOLUTIONING, OR SPECIAL RIMS REQUIRED.



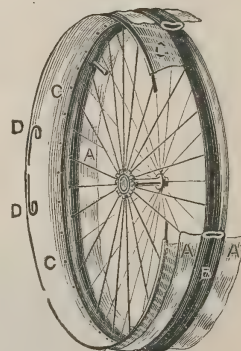
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tire and you are ready to start.



Showing the Tire open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.

LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.

COVENTRY DEPOT: 21 Warwick Lane, Coventry.

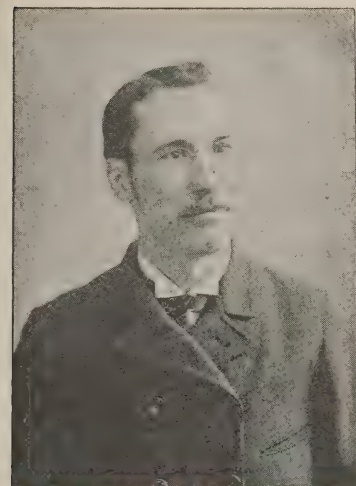
AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.

AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.



and the committee has refused to award the prizes won. The two men in question, desiring to secure the prizes, sent money to cover their individual entries, but the committee still holds the prizes, claiming that the entire team was entered by the club, and until the club pays the entrance fees due, no member of the team has any claim to the prizes.

The Associated Cycling Clubs of Chicago meets this Thursday evening in parlor 1, Grand Pacific hotel, to consider the subject of the annual Pullman race, and listen to the report of the committee, Messrs. Garden, Herrick and Fanning.



G. D. GIDEON—PHILADELPHIA.

America is not to have a monopoly in "queer" prizes. R. L. Ede, the English crack, has been presented by his club with an iron fender and fire irons for breaking a record.—Chicago Journal.

What records would Ede be apt to break with an iron fender or fire irons—or both?

That "Barney" Whympier is getting frightfully gay is evidenced by the announcement in his own paper, the *Announcer*, that he will ride a French Humber this season and will train with W. F. Murphy. The young man of New York and Brooklyn will need watching by the more sober members of the K. C. W. and *Announcer* staff.

#### The New Herne Hill Surface.

The new surface of wood, with cork as a crevice filler, that Hillier will adopt for the Herne Hill (London) track, will be a radical departure in track laying. It will be a successful experiment, however, if laid correctly, as many have believed that road surface (especially for an indoor track or in dry weather) makes the fastest track. A third or half-mile road track will enable a top-notch to beat all records when the conditions are favorable. The remarkable performance by Johnson in the mile over the ten-lap track in Milwaukee goes to prove this, as do the performances on the various indoor tracks in this country and England. The new surface is to be laid, according to *Sport and Play*, by a company which has "collected the business processes and methods which have gone to make the new surface a possibility, for it is wood, prepared wood, laid under a new system, and possessing many merits as a track 'skin.' It will prove very fast; it will not slip in wet or dry weather; it is absolutely anti-suction; it is much less injurious to fall on than cement, and much easier to mend; it will not crack; in short, wood, as treated by the new company, will form an ideal track surface, and as this concern will lay tracks under their system, employing a staff of practical workmen, at a

cost considerably less than that of any good racing track in the kingdom, there is little doubt that the new surface will rapidly become popular."

#### L. A. W. Racing Rules.

Jack Prince tells some amusing stories of the lack of knowledge about the L. A. W. south of Mason and Dixon's line. It was at Orlando that Jack recruited a club for the L. A. W. Many of the members had not heard of such an institution. One young man, thirsting for knowledge, asked Jack what the L. A. W. meant and what were the chief objects of the association.

"Well, you see," said Jack, "it is an organization of young men to promote racing."

"Well, what are the chief rules of the scheme," persisted the amateur.

"Oh," said Jack, "the principal rules are the front man must keep the pole."

And the thirsty man went away satisfied as to the simplicity of L. A. W. rules.

#### All the Champions Coming.

What a crowd of cracks will take part in the international races at Chicago in August! This, of course, providing all reports be true. Harris' father says he will be here; the *Irish Cyclist* says its editor, McCreedy (who, by the way, has been racing a dozen years or more, and will never see thirty again), will try for championship honors; Africa will send W. Newby-Fraser and L. S. Meintjes; Tom Busst of Australia wants to take part; Protin, the "Belgian Zimmerman," is likely to cross the pond; Canada will send Wells and others, and Uncle Sam will have a dozen or two on hand, including Zimmerman, Windle, Tyler, Taylor, Lumsden, Taxis, Munger, Bliss, the Murphys, Dorntge, Sanger, Johnson, Barrett, and—well, nobody knows who may turn up in the meantime. It will require about a score of heats to kill off the little ones, and then it will be a battle royal for first, with—(whom do you say?) a strong favorite.

#### Raymond Wants Aid.

Chairman Raymond has addressed a letter to all the chief consuls of the league asking for correct lists of the local consuls, in order to place in their hands a copy of the new racing rules when out, and to ask them to spread the information in the neighborhood in order to "protect the racing man to the extent that he may know what he is about if he breaks rules." There will be about twelve pages in the book (in addition to the regular rules) which will contain definitions of rules, official entry blanks, score sheets, timers' sheets and hints to race promoters. The divisions are asked to order a number of copies of the rules (at 4 cents each) to be distributed among the racing men and the clubs. Mr. Raymond's scheme is a good one, for the average racing man is ignorant of the racing rules.

#### The Boys Want a Chance.

TORONTO, Can., Feb. 28.—Editor REFEREE:—You will greatly oblige me by publishing in the next issue of the REFEREE something to the effect of having in Chicago at the time of the international races a boys' championship of the world. I think the most favorable distance would be one-half mile, and age, under fifteen years. Any older than that could hardly be called boys, and a long race would not be a fair test. I can assure you that it would be well attended by boys from all over the world, especially from the United States and Canada. I know that this is what the boys of Canada want, to have a fair

test with other boys of different countries, and I hope this will be carried through. A CANADIAN BOY CYCLIST.

P. S.—Please show this to Mr. Raymond, president of international races.

#### Indoor Meet At Buffalo.

Saturday night at Buffalo 3,000 people saw eight interesting bicycle events, given under the auspices of the Sixty-fifth regiment A. A. at the arsenal. The Press C. C. riders captured a majority of the events. Charles J. Griffith was referee; D. H. Lewis, R. M. Harding and C. F. Richter judges. The results were as follows:

One-mile, open—first heat—Louis Noeller, P. C. C., 1; W. A. Grinnell, P. C. C., 2; time, 3:39.

Second heat—John C. Penseyres, P. C. C., 1; L. A. Callahan, P. C. C., 2; H. S. Thompson, R. W. 3; time, 3:13.

Final heat—Penseyres, 1; Callahan, 2; Thompson, 3; time, 3:00 3-5. Penseyres ran away from the others, who fought for second.

One-mile, novice—W. G. Holden, P. C. C., 1; F. A. Foell, P. C. C., 2; H. W. A. Becker, M. A. C. C., 3; time, 3:02. The winner made pace all the way and crossed the tape only a little in advance of Foell.

Two-mile, lap—E. C. Bald, P. C. C., 1; J. S. McFarland, M. A. C. C., 2; M. Dirnberger, P. C. C., 3; time, 7:15 2-5; Ball, 42 points; McFarland, 33; Dirnberger, 37.

Two-mile, open—J. C. Penseyres, 1; H. S. Thompson, 2; H. G. Holden, 3; time, 6:35 3-5.

Five-mile, open—E. C. Bald, 1; J. C. Penseyres, 2; L. A. Callahan, 3; time, 14:59 2-5.

#### Worcester Wheelmen are Jubilant.

"In spite of the howling of a little clique of Boston wheelmen who have aspired to run the cycling world," says a Worcester paper, "the only race tournament which can be held in the Massachusetts division, L. A. W., on Memorial day, will be held in this city over the Agricultural grounds track. The few wheelmen who have attempted to knife the aspirations of the Bay State Bicycle Club and have been ingloriously defeated, will, of course, be disgruntled, but everybody else in the division will undoubtedly be satisfied that the big race meet of the spring is to be held in Worcester.

"May 29 and 30 will be days of cycling glory in this city, for all wheeling New England, except a small part of Boston, will be on hand to take in the excitement of what will be, given favorable conditions, the biggest cycling race meet ever held in Massachusetts."

All this means that Worcester has obtained the racing board's sanction for a race meeting on the date named. The club will spend \$1,000 on entertaining visitors. Windle has been admitted as a non-resident member.

#### They Want a Board Track.

For the purpose of sounding a number of persons on the board track question, the REFEREE recently submitted to them for signature a form containing the following:

The undersigned desire that the track to be laid for the world's fair races be constructed of boards, believing that faster time and better general results will be attained thereon than on any other surface.

The persons to whom it was presented signed, almost to a man. Among them were the following: E. W. Ballard, H. R. Winship, R. D. Garden, J. M. Erwin, D. H. Lewis, W. A. Rhodes, R. M. Slusser, A. C. Banker, John Palmer, M. A. Hosford, L. D. Munger, C. W. Davis, J. P. Bliss and J. M. Lyon.

#### They Don't Like the Limit.

"What do you think of the \$150 limit, boys?" asked the REFEREE of Zimmerman and Wheeler.

"Holy smoke," replied Wheeler, "is that true?"

"I think little of it," replied Zim, whose face was a study. "Do they

think I am going to travel away out west to win a \$150 prize? Well, that is tough. No more teams or pianos. But," and a smile lit up the faces of both men, "that lets in bicycles. They must have thought of tournament managers and manufacturers when they put in that limit. There is some balm for our wounded feelings, after all. But it's tough, isn't it? No teams, no pianos and no real estate!"

#### Wheeler Wants to Go Abroad.

H. C. Wheeler is making every effort to be Zimmerman's companion to Europe, and as the boys are very companionable, it would be a good move to have Wheeler go with Zimmerman, as he is lively and will keep the champion in good humor all the time, and there's much in that. Wheeler would make a good stable companion, and if trained with Zimmerman would be of much benefit in open events as a pacemaker and ally. Wheeler, however, is a good-natured, lazy youngster, and would require a stern trainer to keep him up to the work. McDermott could do that.

#### What There Is in It.

Purser Bridges, of the steamer Kansas City, is totally unsophisticated as regards what constitutes an amateur, so one day at the dinner table he asked:

"What is there in racing for an amateur, anyhow, Mr. Zimmerman?"

"Oh," replied "Zim," "if you are any good you can get a wheel free, and if you are an extra good flyer a manufacturer will pay you a good salary!"

And a smile flitted over the faces of two of the three New Yorkers present.

#### Springfield's Leading Events.

The Springfield (Mass.) Bicycle Club has announced as the two principal events of its diamond tournament, Sept. 13 and 14, a Springfield invitation race for the first day, and the Springfield international race for the second. Five prizes of diamonds will be offered in each race, valued at \$150, \$125, \$100, \$75 and \$50.

#### The Permit Granted.

President Garden, of the Associated Cycling Clubs, announces that he has obtained from the South Park commissioners the necessary permit in order that the Pullman road race may be run over the south side boulevards. This assures a continuance of the great road race over the old course.

#### The National Cycling Association.

NEW YORK, March 9.—The National Cycling Association meets at 12 o'clock to-day. There seems to be every prospect of success. The eastern minor base ball men are likely to become interested with the gentlemen already named.

#### Tricks in All Trades.

Stories continue to pour in about cruel jokes the New York to Savannah crowd played on the innocent C. A. Persons, the saddle man. The boys had a hack placed at their disposal to carry them from the hotel to the race track and Persons was invited to go along. On the way the price of the hack was discussed. When one of the party proposed a dollar per head assessment for defraying the cost of the hack. Each of the party "ponied up" a dollar, including Persons, Jay. J. Ross acting as treasurer. All except Persons had their dollars refunded, and poor Persons was not even allowed a taste of the good things his dollar provided for the conspirators later on.

Brooklyn has a Sabbath Observance Bicycle Club—nice name, anyhow.



Should Not Be Mentioned in the Presence of a Lady:

Any Bicycle as Being Superior to the

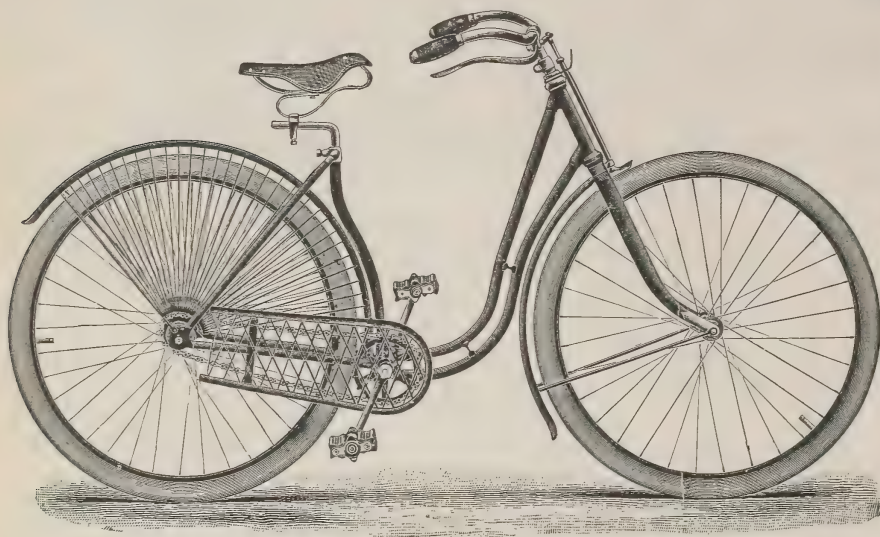
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Ever Produced.

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and Finish.

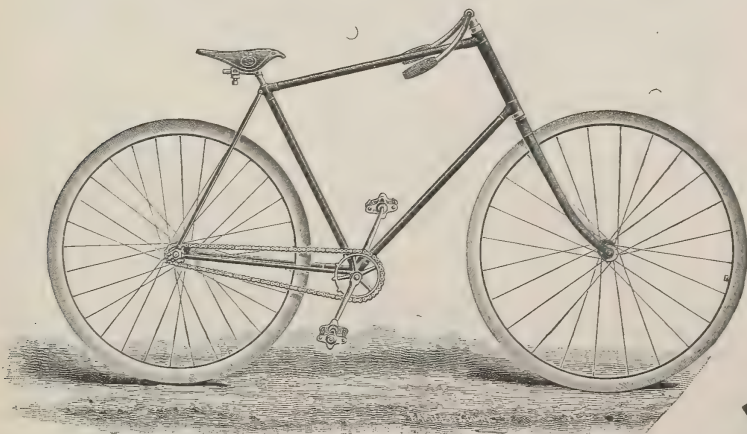
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Three Styles of Gent's Wheels, which  
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MODEL C, 38 POUNDS.

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## THE ROADS OF KANSAS.

WHEELMEN THE SOLE WORKERS IN  
THE GOOD CAUSE.*Progress of Three Years—Plan to Encourage Wide Tires—No Politics in Road Reform—An Unexpected Delay.*

FORT SCOTT, Kas., March 4.—The only steady and consistent agitation of road improvement that has ever been carried on in Kansas has been the work of wheelmen, and, it is almost needless to say, of wheelmen belonging to the L. A. W. Compared with a majority of divisions ours is small, and our income is correspondingly light, yet it is safe to say that within the past three years the movement has received a greater impetus in Kansas than almost anywhere else. It was a singularly fortunate circumstance that Mr. Davis, until recently our chief consul, besides being in love with the subject, was the owner and editor of an excellent newspaper, and still more fortunate that he was willing to devote the necessary time to the work. Widely differing from him as I do as to the means of obtaining better roads, I deem it the barest justice to set down here my appreciation of his zeal in keeping before our people the end desired. Indeed, Mr. Davis was a pioneer in one branch of the agitation which is now recognized by the national governing body as of the greatest importance. The *Kansas Wheelmen's Library*, published by him quarterly, commencing more than two years before *Good Roads* was started, filled with excellent arguments favoring the reform, and distributed by thousands among the people of the state, paved the way for the latter publication, and was, I believe, for a long time the only magazine of the kind. When I state that the membership of the division at no time during this period exceeded two hundred, the magnitude of the undertaking will be appreciated. The idea was perhaps not original with him, but he was at least the first to put it in successful operation.

## THREE MEASURES PROPOSED.

After three years of faithful service, Mr. Davis retired from office in December, 1892. The new board determined to strike at once for tangible results. According to our plans three measures were to be proposed to the legislature of 1893 for adoption. The first provided for macadam roads by bonding townships containing cities of the third class; the second authorized the commissioners of counties containing cities of the first and second class to levy a general tax of four mills annually for the same purpose; the third abolished the system of "working" the roads, made all road taxes payable in money, to be expended under contract, and sought to encourage the use of wide tires by forgiving a certain proportion of taxation to every person using wagons with tires of not less than four inches. The three bills, taken together, formed, to my mind, an admirable body and comprehensive body of legislation; they were clear and well worked out in detail. It was believed that with the strong support which had been promised us by members of both houses, one or more of them might pass. Of the three measures

## THE THIRD STOOD THE BEST CHANCE

of being enacted into law, mainly because it provided for the expenditure of little money, and thus tended least to antagonize the granger mind, and because the idea of issuing bonds was lack-

ing. As an entering wedge it would have been excellent, and under its provisions many miles of Kansas could have been made good for travel during all but three months of the year, and passable at all times.

Unfortunately for the bills, as, indeed, for legislative business of all kinds, the lower house of legislature split in twain on the first day of the session. Two houses have been in existence since. A long and threatening political dispute resulted, and the legislature will shortly adjourn without having transacted any business beyond passing appropriation bills—matters which, somehow, are never forgotten. All that we can do is to wait till the next session, two years hence, in the meantime waging a campaign of education.

## INTELLIGENT MEN FAVOR REFORMS.

The intelligent opinion of the state is strongly for the reforms we urge. Lawyers, business men, artisans in the large towns, are practically agreed. The question is not regarded by them as in any sense a political one, but rather as a business proposition, affecting the nearest interest of all. Nor do we lack newspaper support. The most influential papers of the state are with us. These include the *Fort Scott Monitor*, *Topeka Capital*, *Wichita Eagle*, *Junction City Tribune*, *Humboldt Union*, and a large number of others. Of the members of the present legislature we relied on Mr. Thatcher of Lawrence, Mr. Butler of Fort Scott, and Mr. Glenn of Tribune, himself a wheelman and member of the L. A. W., in the house. If all the members averaged with these gentlemen in point of intelligence and reasonableness, the bills would have been plain sailing; but in our legislature, as in most others, the farmer is present—and present, as it happens this year, in great numbers.

## WHERE AMMUNITION IS WASTED.

The American farmer, as everyone knows, is the real Bourbon of the race—slow to acquire ideas, but extremely tenacious of them when once attained. It is upon him that the force of the agitation ought always to have been, and must in future be directed. Print and paper are wasted in sending good roads literature to cyclists, who are already converted; the farmer should receive it instead. Ours is purely an agricultural state. The farming class is the chief repository of power, and is quite aware of the fact. For years almost without number its members have been accustomed to witness the formal ceremony of "working" the roads; most of them have never seen an improved highway; they are quite reconciled to the present crude and wasteful system. And just now

## A FIT OF ECONOMY IS ON.

Hatred of railroads, of money lenders, is voiced by thousands; the words "bonds" and taxes are in ill repute. There is only one way to obtain the money necessary to improve the highways, and that is by pledging the public credit, which involves the use of both bonds and taxes. It may be guessed that any plan calling for these would hardly receive the support of the farmer element, a majority of which is at present violently discussing political questions—the iniquity of capitalists, the danger of monopoly, their own oppressed condition—without perceiving the immense importance of the practical question that is at their gates.

## THE GOOD WORK GOES ON.

So, for the present the movement is blocked. The agitation will be kept up, converts will be made, and I trust that two years hence some good bill will pass. The farmer means well and wants to do right; he can be persuaded, but

not driven; it must be our task to show him that his prosperity is largely dependent on good roads. To this end we are not only willing, but eager to combine with all classes of citizens. We want county and state organization, the most earnest agitation, the most thorough discussion of the subject. If our present plans do not miscarry we can promise this.

I am glad of an opportunity in this connection to commend the brave and consistent action of Chief Consul Choate of Minnesota at the road convention recently held in that state. If we do anything in aid of this movement, let us do it openly as members of the league, without whose intervention the question would have been postponed a hundred years. Let us say to the world at large:

"It is true that we desire these reforms, largely because we are interested in the sport as makers, or dealers, or riders. But to a great extent is interested every business man, every artisan, every man who plants a corn row or threshes a bushel of wheat. We do not pretend to be disinterested. All are interested alike, for better roads mean a larger share of prosperity to each."

HENRY E. HARRIS,  
Chief Consul Kansas Division L. A. W.

## FRED MERRILL'S SKYCYCLE.

*The Oregon Man Proposes to Fly to the World's Fair.*

Fred T. Merrill, of Portland, Ore., is a practical joker. He can tell a wonderfully improbable yarn with a wonderfully straight face; in fact he tells his stories as though he meant them. When



Fred T. was in Chicago in December on his way to the show, he told the *Tribune* a long yarn about a man seventy years old who had never seen a railroad or a train, and who was so afraid the locomotive would leave the track and chase him that he actually hid behind the depot. The *Tribune* people believed him and printed the story. Now he has worked off another story on the dear old sheet, which, seeking to be enterprising by publishing Washington editions, fairy tales, etc., bit savagely at Merrill's "skycycle" story.

When Merrill was returning home after the show, he stopped off a week in Chicago. He called at the REFEREE office and said he had something great to spring on the public, and intended to give it to the *Tribune*. He wanted a picture drawn, and was referred to Mayer, the REFEREE artist. Mayer not being in at that moment, Merrill called on Cox of the *Bearings* and the picture was duly drawn. Then it was tucked away in the *Tribune* office for a month or more, and finally, with Merrill's story, brought to the public's attention last Sunday. In order that the

skycycle may not be misrepresented, the *Tribune's* story is printed in full:

A "skycycle" to fly through the air from Portland, Ore., to this city is one of the latest announcements of attraction coming to the fair. Bicycles to run on land and water have proved a success, the former especially so, and now Oregon, the web-foot, moss-backed state, is trying a new field for the wheel. Fred T. Merrill, a dealer in bicycles in Portland, who was recently in Chicago, has a new machine which is intended to navigate the air. It is called a "skycycle," and was invented by a brother of Joaquin Miller, the poet of the Sierras, who resides at Eugene, Ore. Mr. Merrill is making arrangements for the manufacture of the new machine to be commenced as soon as a few minor changes have been made. He gave a partial description of the machine, refraining from minute details because the inventor has not yet patented some parts on which he is now experimenting. With a view of reducing slightly the weight of the machine. Mr. Merrill said:

"We have already used a heavy machine made of wood, ascended thirty feet from the ground, ridden 200 yards, made curves and described a circle of 100 feet in diameter, alighting safely. The machine, all of aluminum, we intend to have weigh less than forty pounds, and can reduce it to thirty pounds if we can get along with a lighter balance wheel than now used.

"Each machine will have a parachute attached to the handle bar, which can be opened at will should the machine descend too rapidly in case of breakage, or if the rider should stop pedaling. Our intention is to ride but a short distance above the ground, that being determined by the nature of the country over which we are traveling and the strength of the wind currents encountered, as well as their direction.

"As to speed, we intend to average thirty or forty miles an hour, and with the wind favorable at least fifty miles can easily be made. The machine is propelled by the ordinary motion of the feet, as with a bicycle on the ground. Gearing attached operates the wings, and the steering is by the handle, which moves a fan tail or rudder. Beneath the machine hangs a swinging balance weight to prevent the wind from turning the machine over and to give better steerage way, the same as a center board is used in a sail boat to keep its course against the wind.

"In starting we imitate a crane or other large bird, which runs along the ground a short distance, using its wings at the same time, then rising in the air. Our skycycle will run on the land even with but a single wheel, and at the same time the wings are set in motion. All other machines made for aerial navigation require either steam or electricity for motive power, and thus, adding materially to the weight, require a large and more cumbersome machine. We dispense with that, as the motive power is furnished by the rider, and our machine is consequently much lighter than any other ever invented.

"The wings and rudder are steered or changed in position by the hands of the operator, and he is left at perfect liberty to look over the country above which he is traveling, simply keeping his feet in motion. When high up in the air and desirous of sloping downward, he can cease pedaling and turn the wings in such a manner that with the momentum already attained he gracefully comes sailing down like a bird that stops fluttering and floats with extended wings.

"I hope that Mr. Miller and myself will ride here on skycycles from Oregon and visit the world's fair. That is our intention."

But Merrill didn't tell the *Tribune* what he proposes doing with the balancing weight when he is making his run-along-the-ground start, nor of what material the wings are to be made, nor how they are to be worked. But this is where the secret end of the affair comes in. Yet the dear old *Tribune* swallowed the story.

## The Ever-Talkative Trick Rider.

W. S. Maltby arrived in New York last week, and has been looking around for a site for a riding school, as he found buildings in Chicago were quoted in the many thousands this world's fair year. Maltby may take hold of Charles Schwabach's school on Flatbush avenue, Brooklyn, which is the most magnificent of any around New York. Maltby says if Kaufmann will meet Barber in a trick-riding contest under equitable rules, he will find part of Barber's stake money. Barber called at the REFEREE eastern office last week and stated he would shortly leave a forfeit and challenge to Kaufmann.

W. F. Cameron, vice-president of the Chicago C. C., is in the south for a month's vacation.



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

## HIGHEST GRADE ONLY.

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THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

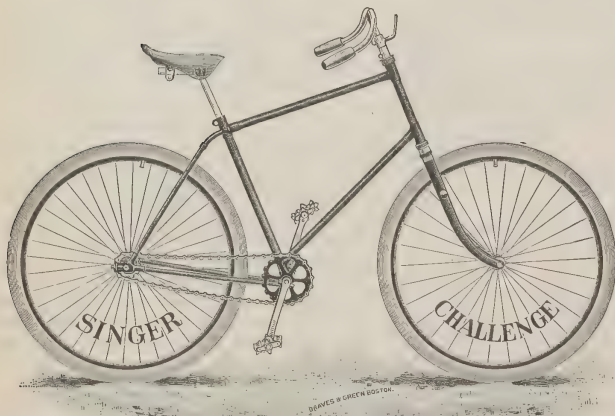
The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

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### Specifications:

28-in. wheels speeded to 56-in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, weldless stell tube frame, handle-bar and forks. Enameled, and with parts plated.

Price, with pneumatic tires, less guards and brake parts as illustrated, - - - - - \$135.00

AVERAGE WEIGHT, as illustrated, less saddle and pedal, 33 lbs.

We fit our safeties with the Dunlop, Acme or Morgan & Wright pneumatic tire, as preferred. Each of these tires is fully guaranteed.

Reliable Agents wanted in the West, including Chicago. Send for our Catalogue.

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6 AND 8 BERKELEY STREET,  
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BOSTON, MASS.



## GOOD DAKOTA ROADS.

NATURAL HIGHWAYS UNEXCELLED  
EVEN BY THOSE IMPROVED.

*The Soil is Such that the Passage of the  
Settlers' Wagons Makes Them  
Nearly Perfect—A Letter on  
"Bill No. 215."*

MITCHELL, S. D., March 4.—The great question of road improvement, which the League of American Wheelmen has been so intelligently and aggressively agitating, has been looked upon by the South Dakota members of this organization with the heartiest approbation. The conditions in this state are such that all they can do is to approve what is being done in other states and not join in the crusade locally. The conditions referred to are that this state is blessed with a system of *natural* highways that can hardly be excelled in any section of this country, no matter whether the roads be as nature made them or roads upon which there have been expended much time and money by man. All over this broad prairie state there is a network of excellent roads, formed by the continued passage of the settlers' wagon, aided by no other means whatever. The soil of the entire eastern portion of the state is such that it absorbs moisture readily, hence there is but very little mud at any time of the year; it packs hard and hence makes a hard bed, and there are but few days in the year that the farmer cannot draw a heavy load of produce to market. About the only improvement made in the road is an occasional filling up of a "slough" or "dry run," as the low places are called.

There is only one section in the state known to the writer where road improvement could be agitated upon the grounds that improvement is needed. This, however, is only necessary in the valley of the Missouri river, running from Yankton to the south-eastern boundary of the state, but even the uplands of this section abound in good roads. It is a very small part of the state.

There being, therefore, but little necessity for road improvement agitation but little of it has been done, either by the league or through the efforts of any other organization or individuals. The South Dakota division of the league is at this time but in its swaddling clothes, and the officers have expended so much time in bringing up the membership from three in the spring of 1892 to 103, its present mark, that but little else could be done other than in trying to bring our riders into the league fold. By a short time, as soon as the new league year is at hand, it is hoped that the present membership will be at least doubled, when other and equally important work will be assumed and pushed vigorously for the league's benefit, the question of road improvement notwithstanding.

The South Dakota cyclist now resides in an unusually favored country in respect to its natural roads, but the league is appreciated by him as a body in which he can see great possibilities and he joins in the hope that the eastern cyclist will soon be able to enjoy his spins over as good road surfaces as he himself enjoys, for everyone of us who at present reside in Dakota came from some section in the east but a few years back, where a good section of road was a scarce article and where good riding for any great length of time was unknown. Having had experience in the eastern states the cyclist of this state cannot but help pray for the day when good roads

the country over will be an actual condition, and whatever they can do from their northwestern situation they will cheerfully do.

W. J. HEALY.  
Chief Consul.

## OPPOSED TO BILL "NO. 215."

*A Prominent Indianian's Letter of Good  
Sense and Justice.*

Hon. Joseph K. Edgerton, of Indiana, is a friend of the wheelmen and has taken occasion to condemn that notorious bill, No. 215, which, if passed, would compel wheelmen to dismount when meeting horses on the road. Mr. Edgerton has written a very strong letter to the members of the Indiana general assembly. It is not only interesting as pertaining to this case alone, for there is much information in it which will, at some time or other, be of great service to wheelmen. For this reason we reproduce the letter in its entirety:

AN EXPRESSION OF OPINION.

I have received from Fort Wayne a type-written copy of house bill No. 215, which I learn has a favorable report from the committee on roads of the house. I must confess to great surprise that in this age of improvement in public roads, and in all manner of vehicles for their use for pleasure, health and business, a legislator of Indiana should have been found to father such a bill as No. 215; and much more am I surprised, that a road committee of either house could recommend its passage. To make it a law would be simply an outrage upon the rights of, I may say, tens of thousands of owners and riders of bicycles in Indiana, who have, by the decisions of our supreme court, as much right to use the highways of the state as the owner of a carriage, or buggy, or any other vehicle drawn by horses. Why not? This bill would seem to be the narrow expression of some man's spite, who has possibly had a foolish or half-broken horse scared by a harmless bicycle, and would visit his revengeful wrath upon every bicyclist, man, woman or child in the state. The business of making and vending bicycles has become one of the large industries of the United States, employing millions of capital and thousands of skilled workmen. A first-class bicycle is a perfect work, both in material and mechanism, requiring a high order of mechanical talent. The vehicle itself is one of great utility, both in a sanitary and a business point of view, and the means of pleasure and recreation to multitudes of men, women and children. Its large and increasing use in all civilized countries is proof of this. In Fort Wayne more than one thousand bicycles are in daily use, during the proper season for their use, and there is scarcely a town of any importance in the state which has not its bicycle riders, if not bicycle clubs, including the most intelligent of its citizens.

BICYCLES HAVE EQUAL RIGHTS.

Upon what principle of justice or common sense is the bicycle to be selected from all other road vehicles for virtual condemnation by the law-making power, and made to give way, as a dangerous thing, to every other vehicle that may, perchance, have a fool horse attached to it, or an ill-tempered or stupid driver. Upon what basis of facts or figures, as to the danger from the bicycle, or damage done by its riders on public highways, as compared with other vehicles, is it, that this bill is proposed? Assuming the constitutional right of the legislature, which is denied, to pass such a bill, subjecting this class of road vehicles to burdens and inconveniences not imposed upon vehicles of other classes, the proof of the necessity of the bill to the public welfare, should be of the strongest character. There is no such necessity, nor proof of it. The bicycle, in accordance with its nature and use, has a right to its proper use of any public road. The right, like any other rights, is to be used, and not abused, and the legislature has no constitutional right to say that it shall have less of road privilege, proportionate to its nature, than any other vehicle. Its right to the proper share of the "beaten path" can not be gainsayed. The legislature might just as well say that a farmer's wagon, loaded with wheat or any other grain, must "give the beaten path" to the fast driver of a fancy fast team, who wants to use the public road at a 2:20 gait. "The beaten path" of any highway is supposed to be wide enough for vehicles to pass each other without collision. A bicycle occupies but little of this "beaten path," and there is no reason to say that it must be stopped at the roadside, perchance in a ditch, because some horse may look askance at it.

CYCLISTS BOUND TO BE CAREFUL.

The bicycle is no more dangerous to travel than any other road vehicle. Its rider has usually intelligence and skill. His own safety requires both. He is bound to use his vehicle and the roadway so as not to injure any one else lawfully using it, and he is responsible for his careless or

unlawful use of it. In no way has he any inducement or interest to obstruct a public road, or cause damage to any one lawfully using it. No law can prevent accidents on public highways, because of frightened horses, nor define what will frighten a half-broken or foolish horse—an umbrella, a wheelbarrow, a child's wagon, a barking dog, a squealing pig, an unsightly stump, an exploding pistol or a firecracker, a boy's kite, or a wind-blown piece of paper, or a stone cast by a bad boy—in fact, a multitude of unforeseen things may start a horse on a runaway, or cause some horses to "indicate that they are frightened." The man who takes the road takes its risks, and if he is unlawfully injured by the act of neglect of a bicyclist, he has his lawful remedy, the same as in any other case. Why should he have more? The law's protection is sufficient now, without any such unjust and revengeful law as that proposed. If lawful vehicles need additional protection by statute, the bicycle needs it quite as much as any other, because of the fact that no vehicle in use is liable to be obstructed, and harassed by vicious boys, and ignorant and ill-tempered men, as the bicycle itself, however innocent and harmless be its use.

WHEELMEN DOING THEIR PART.

There is one consideration expressly appealing to the legislature of Indiana, calling for justice, if not favor, to the bicycle. No state is more concerned in having good roads. They are the crying want in our own county and in many other counties in the state. With no class of citizens using the public highways is there stronger desire or greater effort in behalf of road improvements than with the men who make or own or ride bicycles. The bicycle, above all other vehicles, demands for its perfect and safest and most profitable use good, if not perfect, roads. The bicyclist is doing his part to that end. The road literature which has for several years past given the public the best ideas and plans for good roads, has emanated from the brains and pens of bicycle men. To no two men, perhaps, is the whole country more indebted for intelligent and well directed help in the cause of good roads than to Colonel Albert A. Pope, president of the Pope Manufacturing Company, makers of the Columbia bicycles, and his able coadjutor in roadwork, Mr. Isaac B. Potter, chairman of the highway improvement committee of the League of American Wheelmen and editor of the magazine, Good Roads.

BICYCLE A PUBLIC BENEFACITOR.

The bicycle is a public benefactor, not a public enemy, and entitled to the favor of the laws rather than to be obstructed and injured by the narrow and causeless hostility which has inspired this bill No. 215.

It is about time Indiana had emerged from the era of corduroy roads, and the twilight of the dark ages of civilization, and learned that the world is moving onward, not backward, and that the bicycle is one of the vehicles of its more rapid and profitable movement.

I trust our legislature will have the good sense to reject this needless and unjust bill, and that your influence as a representative as well of the bicyclists of Allen County as all other citizens will be used to defeat the bill.

JOSEPH K. EDGERTON.

\* \* \*

## The Road Movement in Dakota.

GRAND FORKS, N. D., Feb. 25.—Editor REFEREE:—Your letter of recent date received and contents noted. In reply will say that up to six months ago there has never been anything done for the cause of good roads. All that has been done at all has been done since I was appointed chief consul last December. I have had some letters printed in the papers, and there have been several articles written on the subject. This winter I got a resolution through the legislature requesting our congressmen and senators to do all in their power to help push through any movement for good roads that may come before congress. No one has ever taken any interest in good roads but the wheelmen in our state, until this winter I got the editors of the papers interested in the work.

I am not prepared to say what the feeling of the granger element is as to good roads. I have not talked with any of them on the subject. We have not done much here as a division, because our membership is very small, and what is done I have to do alone, and I can not give it the time it requires. I am doing all I can and hope and feel quite encouraged that next year I can get a bill before the legislature; but we have to get the people educated up to the subject.

MILES E. HARBIN.

Chief Consul North Dakota.

## WHAT BRADT CLAIMS.

*His Record of Eighty-Six Days from  
New York to the Coast Still Stands.*

Nelson A. Bradt, of Johnstown, N. Y., is now in Chicago. Bradt lays claim to the trans-continental record, New York to San Francisco, in eighty-six days, April 9 to July 4, 1891. He rested twenty-four days in all, riding sixty-two days, averaging 71 1-3 miles a day, and covered 4,420 miles, nearly 1,200 miles more than was covered by Stevens, who consumed 103 days in the trip. Bradt rode an Eagle ordinary, solid tire, and clings lovingly to his g. o. o. He weighed at the start but 113 pounds and added five pounds to this on the trip. He states that the expense of such a ride need not exceed \$3 per day throughout. His expense was \$420, including a month's touring in California and a return ticket. He says further that he has enough money and time to spare to go after Tom Roe's record, should it be lower than his own. Bradt says Tom will have to ride 75 miles every day to make the trip in sixty days. The way in which the trip should be made is to ride as rapidly as possible to the centre of Kansas, resting there several days before beginning the toilsome ride across the prairies.

Bradt undoubtedly holds the New York-Chicago record, but which he has never claimed. He took a different route from either Neilson or Checkley, following the line of the Delaware, Lackawanna & Western road to Buffalo, thence via the route of the relay ride. His cyclometer recorded 870 miles and his time was nine days and two hours. From Chicago his route lay through Quincy, Kansas City, straight through Kansas, Colorado Springs, Denver, with a detour to Leadville, Salt Lake City, Reno, Nev.; Sacramento and San Francisco. Bradt never has demanded recognition of this ride for record purposes and probably never would had Tom Roe not announced his trip as being for the purpose of establishing a record.

## A Friend in the Post-office.

August W. Machen, of Toledo, has been appointed to the position of third assistant postmaster general, and cycling will have a staunch friend in the incoming administration. Machen will push the interest of cycling in the proposed delivery of rural mail by cycle-mounted carriers. He will also put in his best efforts for good roads, and as Postmaster General Bissell, of Buffalo is said to be an earnest road advocate, much good may result from the appointment of Mr. Machen, especially as the suburban delivery will, it is said, come under his care.

## The National Capital.

The City of Washington is an object of perennial interest to all patriotic Americans. Not alone because it is the great throbbing heart of the mightiest and grandest republic the earth has ever known, but also on account of its material magnificence. All Americans take pride in its beautiful avenues, majestic architecture, stately homes, and well stored galleries and museums as things of grandeur and beauty in themselves, apart from the historic interest with which they are invested. It is a hope and aspiration of all "YOUNG AMERICA," at least, to some time or other visit the Capital of his country.

The Baltimore & Ohio R. R. offers unequalled facilities in aid of this desire. All its through trains between New York, Philadelphia and Baltimore on the east, and Pittsburg, Cincinnati, St. Louis and Chicago, on the west, pass through Washington. Its fast Express trains are vestibuled from end to end and heated with steam. Pullman's latest and best productions in the way of sumptuous Drawing Room Sleeping Cars are attached to all its through trains. The present management of the B. & O. have made vast improvement in the last two years, and the road is to-day one of the foremost passenger carrying lines in the country. Through tickets via B. & O. R. R. can be procured at all the principal ticket offices throughout the United States.—182.

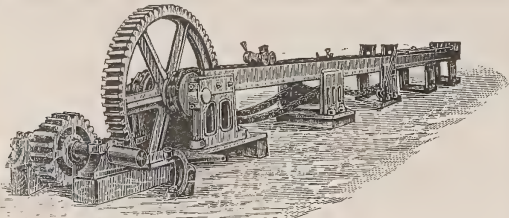


—Machinery and Complete Plants of Most Modern Practice for Making—

## Seamless Cold Drawn Steel Tubes For Cycles

And all other purposes. Seamless and Brazed Brass and Copper Tubes.

Sugar Cane Mills.



Triple & Multiple Effects

Improved Drawbench for Seamless Steel Tubes.

MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

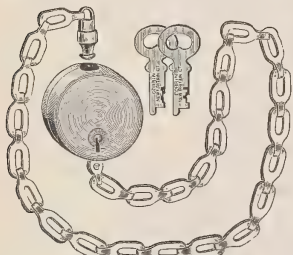
SAMUEL FISHER & CO., NILE FOUNDRY,

Established 50 Years.

LOW

BIRMINGHAM, ENG.

## Corbin Bicycle Lock.



(Cut one-half size of Lock.)

NO. 0918 - - - BRASS.

NO. 0918 1-2 - NICKEL-PLATED.

CORBIN CABINET LOCK CO.,

New York, 24 and 26 Murray street.

Chicago, 63 Washington street.

Philadelphia, 925 Market street.

San Francisco, Mills Building.

New Britain, Conn.

LOUIS JORDAN,

—Manufacturer of the—

## JORDAN SPECIAL BICYCLE

Roadster and Light Roadster,

WEIGHTS 33 and 25 POUNDS.

—AGENTS FOR—

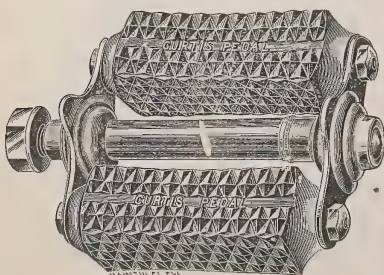
Telegram Cycles and Sanger Racer.

FINEST REPAIR SHOP IN CHICAGO.

ALSO CHEAP WHEELS.

LOUIS JORDAN, 71-73 Randolph St.,  
CHICAGO.

Have You Seen the **Curtis Combination Pedal?**



Either Rubber or Rat Trap.

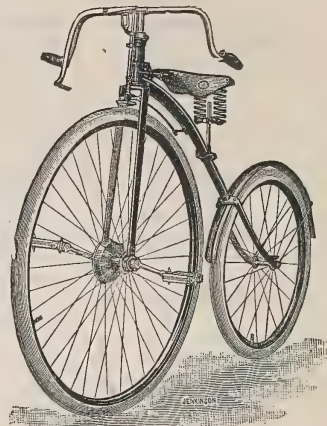
The Best Pedal in the Market. Absolutely Dust Proof.

—PRICE, \$7.00—

We call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that can be put into the same pedals as the rubbers are used in. Price, \$2 per set of four, postpaid.

REED & CURTIS MACHINE SCREW CO.,  
WORCESTER, MASS.

The  
**Crypto**  
Front  
Driving  
Safety,  
and the  
**Crypto**  
Geared  
Ordinary



combine all the good points of both the "Old Ordinary" and the "Rear Driving Safety," without possessing the disadvantages of either. Send for catalogue.

THE MCINTOSH-HUNTINGTON CO.,

Sole Agents for  
United States.

Cleveland,  
Ohio.

### A GOOD OIL CAN



(One-half actual size.)

is an aid to the general pleasure of cycling. Neatness, contentment, delight in your wheel all belong to users of the "Perfect" Pocket Oiler. Pronounced by riders the best oil can in the world. Price, 25 cents each. Handsomely nickel-plated.

CUSHMAN & DENISON, 172 9th ave., New York.



"PERFECT" POCKET OILER Holder

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

CUSHMAN & DENISON  
172 9th Ave., - New York.



"PERFECT" Pneumatic Pump Holder

Best and most convenient device for carrying a Pneumatic Pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. Handsomely nickel-plated. For sale everywhere. Price, 25c. each.

Cushman & Denison,  
172 9th Ave., - New York.

WORKS:  
BIRMINGHAM,  
ENGLAND.

HIGH GRADE ONLY

# Lloyd's Cycles

AGENTS WANTED

WHOLESALE AND RETAIL WAREHOUSE AND STORES

EAST  
249 COLUMBUS AVE.  
BOSTON

WEST  
297 WABASH AVE.  
CHICAGO

Pneumatics Applied For \$20.00.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in 2 1/2 steel rims for \$30 per pair; frame spreading and general repairing done at proportionate prices: these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 509 Tremont street Boston. 14-1f

BICYCLE CLUBS—

BARBER,

The celebrated Trick Bicyclist, can be engaged to produce his Wonderful Wheel Act by addressing

9 Merriman St., ROCHESTER, N. Y.



## WORLD'S FAIR EXHIBITS

## MAKERS AND IMPORTERS PREPARING FOR THE BIG EVENT.

*Many Seem to be Backward, However, and Can Give No Information—Some of the Spaces Assigned.*

The date of the opening of the world's fair is now so near at hand that most of the exhibitors should be in a position to state, with tolerable accuracy, of what their exhibits will consist. The cycle department, as is generally known, is located in the gallery of the Transportation building. Whether or not the display will be in keeping with the importance of the industry cannot be foretold. Some firms, which intended to show, found it impossible to secure sufficient space to so display their machines as they desired and consequently withdrew. A large majority of the leaders will be there, however, and the following communications furnish some details as to the intentions of a few of them:

*Wilson, Myers & Company.*

NEW YORK, Feb. 27.—Our space at the world's fair, Chicago, is as follows: Assignment B 49, group 83, class 520, department 306. Our Mr. Bretz and Mr. James H. Johonnot will, in all probability, be in attendance, jointly or separately, together with representatives from our Chicago agent's establishment during the exhibit.

We will show machines similar to those shown at the Philadelphia cycle show in various finishes, and also parts of same in the various processes of manufacture. The tires we will show will be those of the American Dunlop company, the Ideal, and the Columbia Rubber Works tire. We do not deal in sundries. All the parts of the Liberty will be shown in the rough and various stages of completion. In connection with the novelties, we will, in all probability, exhibit a ten-pound pneumatic tired racing machine geared to seventy-two inches, to be constructed of steel throughout, and we believe the lightest racing machine in the world, and one capable of carrying an experienced rider in track events. We will also make a particular point of our new patented crank-hanger bearing, with its dust-proof attachments, and the Liberty hubs and non-breaking tangent spokes. The entire exhibit will be first-class in all particulars, and we believe will be such as to demand attention and favorable comment from all parties visiting the fair.

WILSON, MYERS & CO.

*Monarch Cycle Company.*

CHICAGO, Feb. 23.—In reference to our world's fair exhibit, would say, our assignment number is B 31, department 254, group 83, class 520. We shall occupy 345 square feet of space in the Transportation exhibits building in section F of gallery. We shall make an exhibit of from twelve to fifteen Monarchs, four styles, in various finishes, and shall have a representative in attendance during the entire season. At the present time we do not call to mind any special feature which we shall produce in connection with the exhibit.

MONARCH CYCLE COMPANY.

*Sercombe-Bolte Manufacturing Company.*

MILWAUKEE, Feb. 24.—The space consigned to us in the Transportation building is in section F, entresol floor, opposite column 7. Our space is 25x12 feet, or 300 square feet. It is not as much as we wanted, and is hardly enough for a

creditable exhibit of our goods. However, we have accepted the space and will try to make a creditable exhibit. The main feature will be the showing up in detail of every part of our machines, showing the material and workmanship that enters into the construction of the Telegram cycles. We will also show in detail every part of our Telegram (quick repair) pneumatic tire. In addition to our full line of wheels, novelties, etc., we will exhibit one of our ball testing machines, which we are now using in our factory for testing all the balls that enter into our machines. It is made in our factory and will be in operation at the fair by a young lady, who, in addition to Mr. Fox, will have charge of our exhibit. We shall show fork ends, cranks, tubular connections, which are our patented specialties, and which we are now selling to the trade both in the rough and finished state.

SERCOMBE-BOLTE MAN'F'G CO.

*Lozier Manufacturing Company.*

TOLEDO, O., Feb. 21.—At the present time we can only give you in a general way an outline of what our exhibit will consist of.

You are familiar with the Cleveland wheels in general, and the exhibit will be composed of standard patterns of these wheels, Nos. 3, 4, 5 and 6, the No. 3 being a double diamond frame road wheel of about 36 pounds weight, complete. No. 4, which is our standard diamond frame pattern, will be put up in different weights, from 27 to 33 pounds, with either 1 3/4 or 2 inch tires, elliptical sprockets if ordered. No. 5 is our ladies' wheel, double drop frame with laced dress guards, weight about 32 pounds. No. 6, or Cleveland racer, will be a 22-pound wheel fitted with racing tires, or a 25-pound wheel with road tires. There will also be a general exhibition of parts and sundries as manufactured by this company. Portions of our exhibit will likely be finished in all of our standard colors.

THE LOZIER MAN'F'G CO.

*Kenwood Manufacturing Company.*

CHICAGO, Feb. 22.—The number of our world's fair space is F 24. It is just inside the golden door in front of the offices in the transportation building. We have 529 square feet, which you will see is a liberal space, with which we hope to make a creditable exhibition. We have not yet been able to go into any very complete details of this display.

KENWOOD MAN'F'G CO.

*Warman & Hazlewood, Ltd.*

CHICAGO, Feb. 27.—We have an excellent position and will show probably fifty machines on a space 43 feet by 12 feet, as well as a full line of sundries and parts of machines. We shall exhibit the various tires, pneumatic and otherwise, used by us, showing all details. Our Mr. Warman, assisted by staff, will be in attendance.

WARMAN & HAZLEWOOD, LTD.

*Hartford Cycle Company.*

HARTFORD, Feb. 23.—The number of our space at the world's fair is F gallery, post 22, in the Transportation exhibits building.

In regard to our exhibit, we are at work on it now and cannot tell exactly what it will be, as it is not yet complete.

THE HARTFORD CYCLE CO.

*Gormully & Jeffery Manufacturing Company.*

CHICAGO, Feb. 21.—Inasmuch as there was considerable delay in assigning space, and still further delay in submitting plans and rules, we are unable at this time to give a definite idea as to what shape our exhibit at the world's fair will assume. This is partially due also to the absence of our Mr. Gormully. We shall exhibit a full line of Rambler

bicycles, the G. & J. pneumatic tire, and the G. & J. racing tire. We have not yet fully decided who will have charge of our exhibit; but inasmuch as we are on the ground, the chances are that we may have several different representatives. Our exhibit will be located in the Transportation building, section F gallery, at post 20.

GORMULLY & JEFFERY MAN'F'G CO.

*Derby Cycle Company.*

CHICAGO, Feb. 21.—Our space at the world's fair is in section F of gallery. Do not know number. Our exhibits will be Derby bicycles and parts of same only.

Do not know yet whom we will have there.

DERBY CYCLE CO.

*Bradshaw Manufacturing Company.*

PATON, Feb. 27.—Our space is 8 1-2x10 feet B 54, department 373, Transportation building, section A gallery, opposite post 1. Owing to the small space we have we cannot exhibit as many machines as we should like to. As it is we shall exhibit five or six Young America long distance \$15 bicycles for boys and girls. We shall also show up several new features, concerning which we are in correspondence with the world's fair committee at present. We shall be represented by one of our eastern salesmen.

BRADSHAW MANUFACTURING CO.

A number of other houses have responded to our request for information, but are not in a position to state what they will do. Others claim that they are not fully advised as to space, but all promise information at an early date.

The Raleigh Cycle Company's space is in the English exhibit, and Mr. Macdonald is not informed as to the position. George L. Davis will be in charge and Mr. Macdonald a frequent visitor.

The Union Cycle Manufacturing Company writes that it intends to let the world see that when it comes to making bicycles, the Americans can hold up their end about as well as the Europeans.

The American Seddon's Tire Company says that Mr. Bowden has the number of the space and he is, at present, in England.

The Overman Wheel Company will be represented, if at all, in the Spalding exhibit.

*From the Divided State.*

William F. Knapp, who has been for some time in charge of an Overman store in Los Angeles, writes from that ever-blooming country to the following effect:

I have had a most pleasant trip through our northern territory. There is some of the finest country through there I ever saw. Farmers can put in their grain to harvest at any time they see fit, and this year being world's fair year, work on grain fields is from one to two months ahead of last season. Why, really, all you have to do is watch, and when you see a field ahead of others, in work, you can bet all your English made clothes that the hardy son of toil who owns it is getting ready to go to the fair; and he is going to have a "rip-snotin'" time, too. He'll come back broke, sure. In all towns I visited I have suggested a town clock, well lighted at night, and a green light above the hotel I am stopping at! Eastern salesmen in the "bi." line would do well to address me for routes, best hotels and the best man to buck against our trade. And don't forget to tell Tom Roe that in his proposed trip across the country, if he comes via Los Angeles, and I am properly persuaded—mind, I say properly persuaded—I might ride from here to Frisco with him. Or is that a small, dust-proof ad.? You see Tom has rubbed up against pros for so long he is liable to have a fault or so of theirs. Tom's forte is not hard work, by any means.

Mr. Bernays was down to see us Sunday, and seemed pleased with the work of this branch. He was going to take us by surprise, but lo, the River Kern got on its high hoss, swept the bridge away, and gave Mr. Bernays two days in which to look over the bi. trade in Delano. In the meantime we received a telegram stating that the Victor had been awarded the premium over all other makes at the preliminary world's fair at San

Francisco, and when he did arrive, three days late, he was shown the good news and there was much rejoicing! Still another to-day; this time the Victor pneumatic tire awarded the premium, as usual. All were in for the plum. Did you know this was a Victor year?

*The Smith Brothers In New York.*

The Dart trade mark is quite familiar to the cycling public, and to the Smith brothers belongs the honor of making the first drop-frame ladies' safety in America, if not in the world. This was at Washington many years ago, the identical wheel which Mrs. W. E. Smith still rides on special occasions. The Smith Brothers have always been conspicuous for their boldness in originality, and have led in the matter of frames. They are bicycle mechanics by birth, it might be said, as they have been making wheels ever since the first rubber-tired ordinary appeared. C. V. J. Smith is an inventor of note, and quite a list of patents have been issued to him. For many years the brothers plodded along in a small way as manufacturers at Washington, and were responsible for the starting of quite a factory. A New York capitalist suggested that there was a field in the national metropolis for them, and the new factory at Sixty-seventh street is the result. True, they are not employing a thousand men, but the place looks as if much business was being done. The Smith Wheel Manufacturing Company still runs its Washington place, W. E. Smith being there last week to direct things. The firm will turn out less than one thousand wheels, but expects to increase its facilities next year.

*Publications Received.*

THE REFEREE acknowledges the receipt of the following publications:

Buffalo Wheel Company, Buffalo.—Catalogue showing the Niagara roadster, 38 pounds, all on; scorcher, 28 pounds; Maid of the Mist, 36 pounds; racer, 21 pounds.

Grand Rapids Cycle Company, Grand Rapids, Mich.—Catalogue of Clipper safeties, showing scorcher, 35 pounds; ladies' Clipper, 40 pounds; roadster, 38 pounds.

O. J. Faxon & Co., Boston.—Catalogue of the Puritan bicycles, showing two styles, roadster and scorcher, weighing 35 and 32 pounds, respectively.

William Newton & Co., Newcastle-on-Tyne.—Catalogue of Elswick cycles, showing model E, light roadster; D, roadster; F, racer; special racer built to order only, and in four styles; K, roadster.

W. A. Lloyd & Co., Birmingham.—Complete list of frames, wheels, hubs, pedals, heads and other parts and sundries.

*Fitting Up a New Store.*

Angle Brothers, Evanston's only cycle dealers, have rented the Y. M. C. A. building, corner Davis street and Chicago avenue. The Y. M. C. A. has taken temporary quarters elsewhere, pending the building of its new quarters. Angle Brothers will occupy the store on the corner, 20x80 feet, and will use the gymnasium for a riding school during the day. The Sheridan Cycling Club has rented quarters in the building 25x40 feet, including the use of the gymnasium with its lockers and shower baths in the evening. The Angle brothers, Harry and Ernest, and their head clerk, are officers of the cycling club. Their leading lines are Columbias and Sterlings.

*Echoes of the Philadelphia Show.*

Mrs. W. E. Smith, the pioneer woman rider of America, has been confined to her bed for several weeks past, the result of a severe cold contracted in Philadelphia. Mrs. Smith is a popular member of the New York Excelsior Club, and her many friends will be sorry to learn that her physician speaks gravely of her case. Lou Crandal, the bright young salesman of Howard A. Smith & Co., Newark, has been dangerously sick for a month past through a Philadelphia cold,



## A HAPPY DEFINITION.

Referring to the pages of the recent Century Dictionary, we find the word bicycle defined as follows: "A very light, two-wheeled vehicle, propelled by the feet and steered by the hands, called the 'Tourist.' It is handsomely and expensively made by the GEO. R. BIDWELL CYCLE CO., 308-310 West Fifty-ninth Street, New York. This is the only bicycle we know of in this country, though we believe there are other spurious imitations."—*Cent. Dict., Vol. 1, P. 172.*

THIS IS A FACT,

AND SO IS THIS ABOUT

## RESILIENCY.

Have you ever thought exactly what resiliency means? It means literally the power possessed by a body of returning to its original position, when moved from that position by a second or foreign body. A good watch spring is perfectly resilient, and so is a pneumatic tire if it is *properly* made. Applied to a pneumatic tire resiliency *actually* means the possibility of riding upon *air*. The ideal tire would be a column of compressed air pinned to a steel felloe by a thought. The *next best* thing to this is the Bidwell Pneumatic with its

MYSTERIOUS CONSTRICTIVE FABRIC TUBE.

THINK IT OVER—and write for the true secret of a Pneumatic Tire.

"AIR: its hard and soft side."

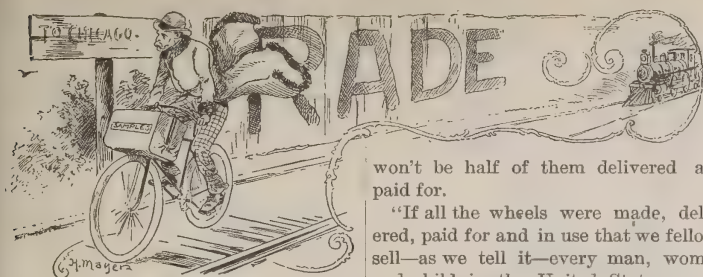
# GEO. R. BIDWELL CYCLE CO.,

308-310 West Fifty-ninth Street, New York.

Factory: Colt's West Armory, Harford, Conn.

Tire Factory: 49-51 W. 66th St.





Writers on trade topics can always find a market for interesting and instructive matter at the REFEREE office. We shall be pleased to arrange with competent writers for regular contributions.

#### "DO BUSINESS OR COME HOME."

*Salesmen Called In.—Big Deals and Big Salaries.—Broken Contracts.*

A well known cycle traveler dropped into my apartments yesterday and naturally enough the conversation drifted to trade topics. The writer picked up many interesting notes relative to the condition of the trade, its future, etc., from this bright and hustling inducer, who represents one of the largest houses in the business. He says "bicycle drummers are thicker than cactus in the southwest." While in Indianapolis recently he met no less than fourteen cycle travelers who spent Sunday at the Bates Hotel. Monday six of them got telegrams to

"DO BUSINESS OR COME HOME."

They went home. My guest informs me that bicycles are to-day the most difficult goods to dispose of on the market. When asked what he thought of the big contracts reported to have been made by some of the travelers for new concerns, he gave me a knowing look from the corner of his eyes, and said:

"That's all straight enough; any one can get that kind of contracts. It's easy to sell \$20,000 worth of wheels to a firm worth \$5,000 or \$6,000 (and that tied up in stock half of which is worth fifty cents on the dollar), ten machines to be shipped at once, balance as ordered."

"But," said I, "these orders are said to be bona fide"

"Suppose they are, what difference does that make. The manufacturer don't want to give the wheels to them and they have no capital to pay for them. Even if they were shipped and paid for, if there is no market for them, it will only injure the wheel in that country, and demoralize trade." And here he warmed up to the subject.

"BIG CONTRACTS ARE A CURSE

to the trade. They are rarely filled—and if filled usually work backwards.—Why, I know of a manufacturer who made a contract with a firm worth a quarter of a million for 750 machines last year at a big discount, in fact the discount was bigger than what was left! They had about one-half the wheels shipped them, and were so over-stocked that they squirmed and kicked around until the manufacturer let them off. Although he had refused small orders at a better price earlier in the spring, supposing he had his entire output sold on contracts that were all right, yet he could do nothing so late in the year."

"Why did he let them off?"

"Because he supposed they would give him a good contract for '93, which they did offer to do at a

PRICE LESS THAN IT COST TO MAKE.

"Talk about selling and delivering 500 wheels of one make between Denver and the Mississippi and south of Minnesota or Dakota. It's all nonsense. I'll bet there

won't be half of them delivered and paid for.

"If all the wheels were made, delivered, paid for and in use that we fellows sell—as we tell it—every man, woman and child in the United States would have two bicycles.

"What is the use in lying? Why can't we look the situation fairly in the face and admit that trade is dull, that there are more travelers than buyers?"

A KING OF SALESMEN.

"What do you think of Charley Smith's nerve in gobbling up the 'Kings of Salesmen,' at big salaries?"

"Smith is all right, and while you are talking about 'Kings' he's one of 'em. There is a man who can give us all cards and spades, and beat us. A man who can make a single contract for 12,000 wheels, say nothing about it to any one, but go home and superintend the building of them and make his own collections; a man who can sell, build, deliver, get his pay for 20,000 bicycles, without

never pay him that 'little \$900' he spoke of."

A THREADBARE SUBJECT.

It is really amusing to note the consistency of the average wheelmen. I notice "Rugby" in *Sporting Life* calls the "free ad" man down. I agree with him on that point. But what's the matter with the fellow who, under cover of a correspondent's card, advertises a wheel for which he is agent and tries to "show up" a mechanical device which has met with favor in the past, and which is being sold by a competitor?

"Rugby" goes for an antiquated idea, which few people want and less care about—yet, he seems to think the public is interested in his arguments against it. Not long since he carried on a controversy over the name of "Mitchell" with Charley Duryea, in which

HE LOST HIS TEMPER

and line of argument with the man of mechanics. "Mitchel-Rugby" undoubtedly is right when he says the public don't want any such contrivances, yet that does not prove Duryea to be mechanically incorrect.

It looks as if "Rugby," who is a South Dakota Victor agent (at least I am so informed by a well-known traveler) had an "axe to grind" and that the paper for

toga hotel, on Dearborn street, and completed the body, which is to be known as the Cycle Board of Trade of Chicago. The officers elected are as follows: President, C. F. Stokes; vice-president, R. D. Garden; secretary, F. L. Douglas; treasurer, J. O. Blake.

Any one to become a member of the board must be a dealer in Chicago, and it is the desire of those already in to have everybody join. One of the objects of the board will be to recover wheels stolen from members of the organization, as well as to guard against the many frauds which come to light almost daily. Nothing as yet has been done in the matter of second-hand wheels, renting, discounts, etc.

The charter members of the board are as follows: Pope Manufacturing Company, Montgomery Ward & Co., Stover Bicycle Manufacturing Company, Century Cycle Company, Thomas Kane & Co., F. L. Douglas Cycle Company, Coventry Machinists' Company, Ariel Cycle Manufacturing Company, Taylor Cycle Company, Thorsen & Cassidy Company, Gormully & Jeffery Manufacturing Company, and A. G. Spalding & Bros.

The board of directors consists of Messrs. Stokes, Garden, Douglas, Blake, Gerould, Marrett and Taylor.

#### A SHOW FOR NEW YORK.

*People Who Want It There Have Discovered a Suitable Building.*

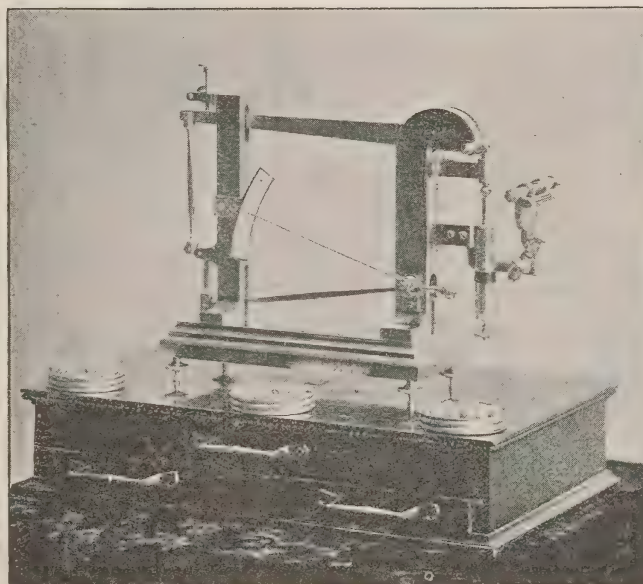
A number of people in New York are anxious that the cycle show of '94 shall be held in that city. It is known that New York trade men were approached with a view to holding a show this year, but did not enthuse. However, quite recently a meeting was held at the house of one of the Madison Square Garden people, when a few parties interested in the project were present. Enough has been said to warrant the belief that if the trade says so, New York will have the next show.

This is the first news of the proposition, but in order to make equitable terms with the garden people for the building, the projectors have been looking around for another suitable building, and have discovered a desirable place—little known to people, however, in New York or the outside world. It is right at the Grand Central depot, Forty-third and Lexington avenue, a good central position enough. The furniture dealers are now holding an exhibition there, and New York Press Club will commence a mammoth fair for the purpose of raising sufficient funds to complete its new home down town.

The Grand Central Palace, when completed, will probably be the most unique building of its kind in the world. It covers the entire block bounded by Lexington avenue, Depew place, Forty-third and Forty-fourth streets, and has been designed for the special purpose of giving New York a structure fitted for exhibits and fairs carried on upon a mammoth scale.

The building is six stories in height. The inside is constructed entirely of iron, and is absolutely fire proof, all of the floors being laid over a solid bed of cement. The ground space covered by the building is 200x275 feet, and including the roof garden, affords more than 31,000 square feet of floor surface. Every foot of this area is perfectly lighted by the sun during the day and by electricity at night.

Entering from Lexington avenue one finds at the left a splendid restaurant and cafe. On this floor are also the offices, the reception rooms, and the hall for the exhibition of heavy machinery. On the second floor is the main auditorium. The central section of this will



THE SERCOMBE-BOLTE BALL-TESTING MACHINE.

the aid of printers' ink, and with half a dozen office men, is, to my notion a rustler.

"Salaries? Oh, we \$900 a year fellows aint in it any longer. I used to think I had a good thing, but since the other manufacturers get to paying \$8,000 and \$10,000, I have come to the conclusion that I had better go back on a farm. That reminds me of one of the boys who said nothing less than \$2,500 would get him. When I made my arrangements for the next year my employer showed me an offer from the same fellow, who was

WILLING TO QUIT WHERE HE WAS

and work for \$1,000. Oh we angels, of cycling commerce are 'foxy' and don't intend that any one shall beat our time telling truth."

With that my friend picked up his soft hat, donned a big storm overcoat with a large seal collar and hustled down town to see a prospective agent who might order a line of samples.

After he had gone I could not refrain from thinking: "There is a man who does business for the future; who sells more wheels than many of the so-called 'kings' and whose transactions must be satisfactory to his house or they would

which he corresponds is perfectly willing to help him grind it under cover of a nom de plume, and at the same time allow him to prostitute its columns with the "free ad" which he objects to so seriously.

"Rugby" is starting off under his new name evidently with an object in view, namely, that of "roasting" a maker whom he does not like. My experience as an old newspaper correspondent and business man has taught me it does not pay to advertise my competitors by belittling and deriding their productions, be they of the factory or pen.

I like to read "Rugby's" writings and think he should give us something better than arguments on back-numbers. He is capable of doing it all right.

TEDDY THE RAT.

#### AN ORGANIZATION PERFECTED.

*The Cycle Board of Trade of Chicago Now Fairly Under Way.*

A cycle board of trade has been in process of formation for some time in Chicago, but until Wednesday night no definite organization was formed. At that time the representatives of the leading houses in Chicago met at the Sara-



# HAPPINESS WITHIN THE REACH OF ALL.

An even temper and cheerful smile  
Are blessings we all admire;  
Would you have these graces all the  
while;  
Just ride the Cleveland Tire.  
No other can with it compare  
In causing happy faces.  
You'll never once have cause to we—  
sigh;  
For—you'll win in all the races.



We believe the Cleveland  
Pneumatic Tire to be the ONLY  
Scientifically Constructed  
Pneumatic Tire on the market.  
The longitudinal threads  
have been omitted from the  
tread portion, making an ex—  
ceedingly Light, Resilient  
and Swift Tire.

Used in connection with the CLEVELAND RIM.

“I. C.” VALVE.  
Dust Proof Burwell Bearings.  
Send for Catalogue.

COASTS

Better Than Any Other.

Permanent Repairs in From  
Two to Five Minutes.

If you true happiness desire  
Be sure and ride the Cleveland Tire.

H. A. LOZIER & CO.,  
CLEVELAND, OHIO.

This Cleveland Pneumatic Tire is also fitted to our Cleveland No. 5, the frame of which keeps a lady's dress in position better than any other.

GEORGE E. LLOYD & Co., Corner Canal and Jackson Sts., CHICAGO and Cook Co. Agents.

## OVERSTONES

ARE

ARISTOCRATS.---Bearings.

Send along for prices and terms. I have some territory still open.

ARTHUR E. FLAVELL, - - P. O. BOX 444, NEW YORK CITY.

LOYD, READ & CO., COVENTRY.

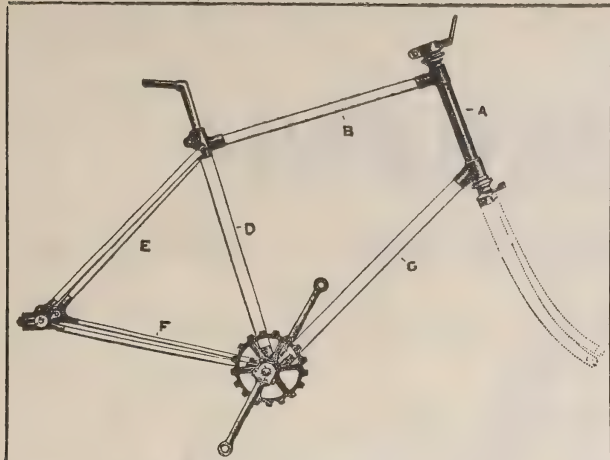
## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                           |                                         |                                 |                                   |                                                   |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|
| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|

And Jobbers Generally Throughout the United States.

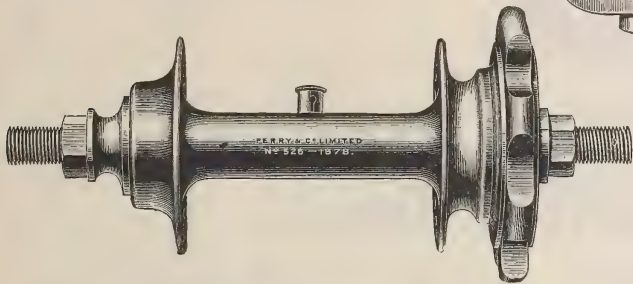




Best Finished and Lightest Frames  
in the World.

## PERRY'S FRAMES.

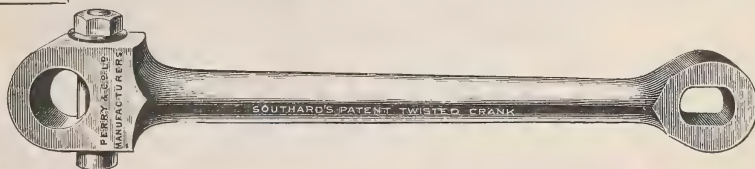
Mechanical Accuracy, Lightness, Reliability and Splendid Finish.



Perry's High-Class Hubs.



The finest finished Chain in the world and used by  
Humbers, Whitworths and Raleighs on all their machines



Sole manufacturers of Southard's Patent Cranks.

**PERRY & COMPANY, Limited,**

Birmingham, England.

AGENTS: Anglo-American Iron and Metal  
Co., 213 Pearl street, New York.

accommodate 8,000 people, and is surrounded by a glass dome sixty-five feet high.

The two floors immediately above the ground cover more than 80,000 square feet, or a space much larger than that occupied by the Actor's Fund Fair in the Madison Square Garden. On the fifth and sixth floor there are 120,000 square feet of exhibition surface, making it possible to hold two or more exhibits at the same time. There is space enough surely. The main floor, however, is sufficient for a large bicycle exhibit.

### CHICAGO TRADE BRIEFS.

#### Movement of Traveling Men—General Local Trade Talk.

A large shipment of Quadrants was received last week.

A. C. Banker left the city Saturday to be gone a month.

W. A. Shockley called on the local trade Friday last.

M. A. Meader, of the Ariel Cycle Company, is in the east.

Harry Cassady had a very successful trip in Michigan, from which he returned last week.

Thomas F. Rockwell is on the road in the interests of the Stokes Manufacturing Company.

L. W. Conkling left for Texas Thursday in the interests of the Coventry Machinists' Company.

George Webb of Aurora was in Chicago Saturday. He says the Aurora Cycle Manufacturing Company is devoting its time to getting out sulky wheels and attachments for Frazer & Sons, who are the owners of the plant. The season's output of wheels will probably not be large. Those turned out, however, will be models of the wheel builder's

art, embodying good points from prominent makes, with many original ideas.

The Freeport Bicycle Manufacturing Company expects to turn out 1,200 machines this season.

Henry Andrae of Milwaukee was in Chicago Saturday, returning home from a four weeks' trip east.

A. E. Lumsden was in Chicago this week; also his employer, C. F. Smith, of Indianapolis. Mr. Smith says trade is fair.

L. J. Ollier was in the city the past week. He is now traveling in Iowa for the Nebraska Cycle Company of Lincoln.

R. C. Whayne, the Louisville (Ky.) cycle manufacturer and dealer, was in Chicago this week endeavoring to place an agency for his wheel, the Southern.

M. J. Budlong, agent for Columbia wheels at Rockford, Ill., has been secured as salesman for the Chicago store of the Pope Manufacturing Company.

A. H. Radell has withdrawn his interest in the Lincoln Cycle Works, 21 North Lincoln street, and will shortly establish himself in a store on Dearborn avenue near the bridge.

L. M. DeVore, patentee of the elliptical sprocket wheel, denies the figures recently published decrying the efficacy of his patent: as a speed maker. He will shortly answer the argument.

Dasey Bros., 3109 Prairie avenue, Chicago, are busily at work on model wheels of extremely novel manufacture, on which they hold several patents. No drop forgings are used whatever, the brazings being entirely different from anything yet presented. The frame weighs seven pounds and is extremely strong. This wheel will be known as the Daisy Scorchers. Only two or three will be manufactured this season. Next year

the brothers will go more extensively into the business.

The Hill Cycle Company secured space on Saturday in "Bicycle Row" of the Transportation building for an exhibition of Fowlers. The bicycle exhibits are on the second floor and east side of the great building.

L. W. Conkling returned last week from the west. He took large orders for Swifts in Council Bluffs, Lincoln, Des Moines, Davenport, Milwaukee, Racine, St. Paul, Fairbault and Sioux City. Among the new agents are H. Berg & Son, Davenport; G. B. Grosvenor & Co., Dubuque; Hutchinson & Phillips, Sioux City, and Snyder & Straub, Fairbault. F. R. Birmingham, Des Moines, Ia., and S. M. Ladd & Co., Morrison, Ill. the latter have recently entered the bicycle business and will handle Swifts.

### GENERAL TRADE NOTES.

#### Paragraphs About Trade Men, Wheels and Business.

G. E. Geigan, the Baltimore bicycle man, has removed from Madison avenue to 527 West Baltimore street.

The Luburg people expect to enter largely into the trade with the Sprinter and Traveler safeties and a well-stocked sundry department.

George Hilsendegen, of Detroit, is trying to purchase the 13 1-2 pound King of Scorchers, exhibited by the Centaur Cycle Company at the National show.

Porter & Gilman, the Phoenix agents for New Jersey, and joint agents for New York city for the Stover products, are now in their very palatial quarters at 1773 Broadway — Central Park cycle row—and report business good. Mr. Porter is the well-known author of "Cycling for Health and Pleasure," and "Wheels and Wheeling," the former

having passed through three editions, being now out of print. Mr. Porter is one of the old-timers, and is full of anecdotes of auld lang syne in cycling.

The Knight Cycle Company is preparing for the market the Knight, a Humber-pattern machine, at \$150 and the Nox All (a novel name at any rate) at \$115. M. & W. tires will be used.

Arthur E. Flavell, Loyd, Read & Co.'s Coventry representative, sailed for home on the Britannic last Wednesday. Mr. Flavell made many friends during his trip. He expects to return in August.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

C. F. Martin, of Clinton, Mass., writes that he has purchased the plant and the business of the Clinton Cycle Company, and will operate an extensive repair shop separate from his salesroom, on another street.

The Michelin tire is highly recommended by Lumsden, the Scotch champion, who says it was the only tire in the late forty-eight-hour championship contest at Glasgow which did not burst or puncture.

W. W. Kenfield, of the Rochester Cycle Company, in his travels east closed contracts with people in nearly every city of importance. W. E. Sanborn & Co., Columbus avenue, Boston, gave him a rather large order.

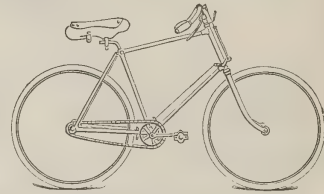
The business heretofore conducted under the firm name of Frasse & Co., at Nos. 90 to 94 Park Row, has been sold to the Frasse Company, which assumes all the liabilities and collects all accounts due the late firm. The company will continue business at the old stand until



WE ARE NOT IN THE  
**DRUG BUSINESS**

*and will not physic you with a bicycle which we  
intend to sell next year at a cut price. . . . .*

**CREDENDA BICYCLES**  
ARE GOOD AS GOLD,  
AND SELLS FOR \$115.



PACER.

"A word to the wise is sufficient." Catalogue Free.

---

**A. G. SPALDING & BROS.,**

CHICAGO.

NEW YORK.

PHILADELPHIA.

---

Racing Men and Scorchers!

Business Men and Tourists!!

**DON'T GET LEFT!**

---

If you want to be among the 1893 Champions, or the Easy-Running Road Brigade,  
for pleasure or business, send in your order at once for a

**RALEIGH RALEIGH**  
**AND YOU WILL BE HAPPY.**

New Catalogues, with Portrait of A. A. ZIMMERMAN, Free.

---

*The* **RALEIGH CYCLE CO., Ltd.,**  
Greenwich and Bank Sts., NEW YORK.



# HICKORY WHEELS

With Ball Bearings and Pneumatic Tires.

We are a little late  
in getting out our  
"Ad."



But are in good  
time to fill your or-  
ders for our High  
Grade Hickory Bi-  
cycles. . . . .

MICHIGAN ♦ WHEEL ♦ COMPANY,  
LANSING, MICHIGAN.

May 1, 1893, after which date it will re-  
move to 19 Warren street.

Alex Schwalbach, Wilson, Myers &  
Co.'s up-town manager, opened a Liberty  
riding school at Fifty-fourth street and  
Broadway March 1.

The Batavia Pedal Company has suc-  
ceeded to the business of the Hammond  
& Cooley Manufacturing Company. The  
capital stock is \$40,000.

George S. Brodanck, the agent of  
Brunswick, Ga., was present at the  
Savannah tournament and made ar-  
rangements to handle Imperial, Premier,  
and Raleigh cycles.

Henry Goodman, for years in the Pope  
company's factory office, is now with the  
Hartford company and will soon be on  
the road. Henry is not sure he will be  
able to officiate as a handicapper this  
year on that account.

Secretary Freidenstien of the Anglo-  
American Iron and Metal Company, New  
York, will sail for England next week—  
this for the information of his many  
English friends, especially Messrs.  
Bown, Sanders, Loudon, and Smith.

Eugene F. Bates, president of the Blue  
Jacket Wheelmen, of Greenville, S. C.,  
has acquired the business heretofore con-  
ducted by Bates & Ferguson. Among  
the wheels handled are the Columbia,  
New Mail and Western Wheel Works'  
line.

George T. Reed, the North Charles  
street, Baltimore, agent for Niagara  
cycles for Maryland, is showing some-  
thing new in cushion tires, for which he  
has obtained a patent, and which he  
proposes to sell outright or place on the  
market himself.

In a recent notice we stated that Bar-  
bour & Stone had purchased the Roy  
Oiler. The Roy Oiler Manufacturing  
Company was really the purchaser, and

of this company Norman Barbour is sec-  
retary. He is at 77 Warren street, New  
York, the headquarters of the company.

The American Bicycle Company, for-  
merly of Springfield, Mass., will here-  
after conduct its business at Grand  
Rapids, Mich., where it will, in addition  
to continuing to sell the Columbia and  
other wheels, make a specialty of repair-  
ing. The latter branch will be under the  
care of A. H. Chapin.

On May 1, the Illinois Cycle Works,  
now at the corner of Wood street and  
Carroll avenue, Chicago, will remove to  
Sacramento and Carroll avenues. The  
factory will be 50x150 feet, one story, and  
the company will run its own engines.  
Mr. Winn states that he has sold all the  
wheels he is sure he can make this season.

G. Minturn Worden, having disposed  
of the Remington output for this year,  
is now figuring with several New York  
architects on spring and summer wear-  
ing apparel, and gives it out to his  
friends that this season's will completely  
place in the shade his last year's attrac-  
tions. This is authentic—it comes from  
"Pop" himself.

A. B. Barkman has little time to talk  
road race or cycling politics these days  
at Spalding's Broome street store. He is  
busy selling Credendas and the Over-  
man company's line. To a certainty  
this year's Credenda is a stunner, and  
for \$115 will be hard to beat. The wheel  
is the result of careful designing, it is  
said, by Barkman himself. Those who  
have not seen this year's Spalding Cre-  
dendas should do so at once.

Fenton S. Fox of the Sercombe-Bolte  
Manufacturing Company of Milwaukee,  
ran into New York Monday and closed  
a deal with Charles E. VanVleck, 310  
Broadway, who becomes a tire distrib-  
uting agent for the east for the Milwaukee  
manufacturing company. Fox reports

thrifty business, and among other tran-  
sactions a deal by which Thomas J.  
Seavens, 518 Broadway, opens retail  
stores in Albany, Troy and Saratoga  
Springs, handling Telegram cycles.

William Bowden, of the Seddon Tire  
Company, is again in this country,  
for the purpose of completing arrange-  
ments regarding the manufacture of the  
"Red 'Un," as the Seddon tire is known  
in this country.

Harry Chapman, who for three years  
successfully managed the Leicester Cycle  
Company, which makes the Peregrine, is  
now in the United States with the idea  
of joining some progressive firm. There  
is no denying the fact that Chapman  
knows a thing or two about building  
road wheels, for he has made it a study  
for several years. The success of the  
Peregrine is, no doubt, largely due to his  
efforts.

A correspondent at Beaver Falls,  
where the Eclipse is made, writes us that  
the company is giving employment at  
present to 350 men, many of whom con-  
tinue at work until late in the evening.  
Wheels are being shipped at the rate of  
three car loads a week. As to the merits  
of the Eclipse, our correspondent assures  
us that its running qualities are unex-  
celled, and that it has passed, success-  
fully, through very severe tests.

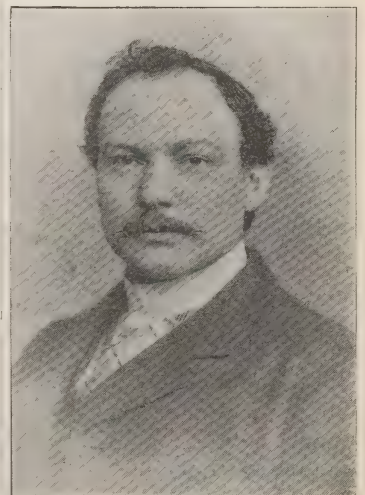
George Marshall, an engineer in the  
employ of the Pope Manufacturing Com-  
pany, was killed Thursday evening,  
March 3, while shutting off the elevator.  
It is run by an electric motor, and in  
turning off the current he handled the  
wrong wire. Death was instantaneous.  
Marshall was twenty-three years of age  
and well liked by all the employees. The  
Pope Manufacturing Company was to  
give a supper to its employes last Tues-  
day evening, but owing to this unfortun-

ate occurrence it has been abandoned  
for the present.

## BUILDS LIGHT WHEELS.

*Harry James, of Birmingham, a Pioneer  
in This Branch of Cycle Construction.*

Harry James, of Birmingham, was  
one of the first, if not the very first, to  
make extremely light machines. When  
only solid tires were in vogue he made  
very light wheels, and many other



HARRY JAMES.

makers had them down to 27  
pounds and under, and they lived  
to tell the tale, too. Last year his  
racing wheel weighed 23 pounds, this  
season it is three pounds lighter; the 1892  
road racer weighed from 26 to 27 pounds,  
while now it is in the neighborhood of  
25 pounds. The James factory is built



THE  
ROVER  
IS

Without Doubt the Most Popular Machine in America.

AGENTS WANTED WHERE NOT REPRESENTED.

For List and Terms apply—

J. K. STARLEY & COMPANY, Ltd., MAKERS, - COVENTRY, ENGLAND.

ESALE  
S A T  
E O  
L N  
P  
SMALLEY BICYCLES FOR 1893.

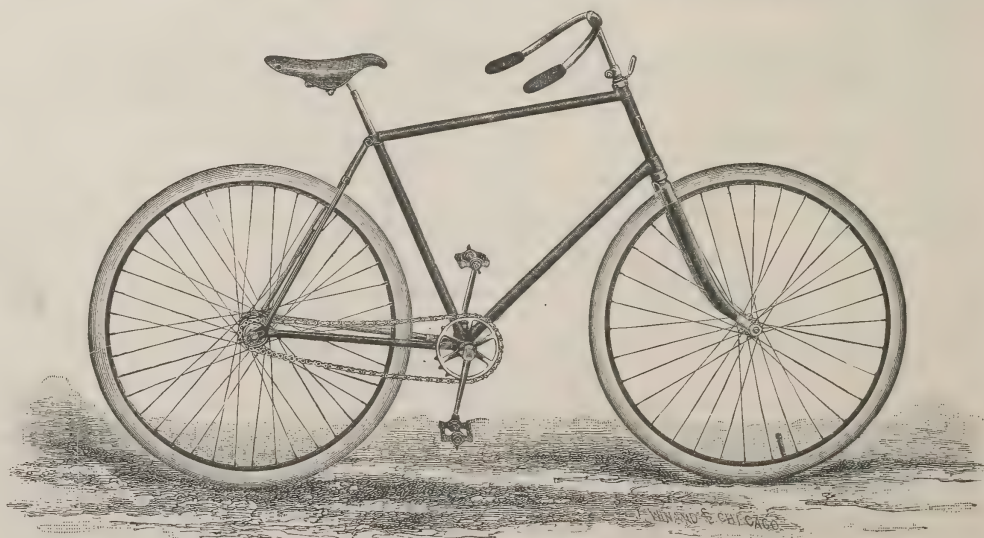
FOUR STYLES:

LIGHT ROADSTER,

ROAD RACER,

TRACK RACER, { NEW STYLE  
HANDLE  
BARS.

LADIES' WHEEL.



Road Racer, 1893 Pattern.

"We are much pleased with the workmanship, finish and general appearance of your wheels."—Racine Hardware Manufacturing Co., Racine, Wis.

"Road racer received. You have a very nice cycle indeed; one that anybody might be proud of. I predict a successful sale for the road racer."—J. E. Poorman, Cincinnati, O.

"Your wheels are selling like 'hot cakes,' and you may expect the Smalley to go to the front in Detroit."—Chas. Ege, Detroit, Mich.

"Your wheel is grand. The boys are much pleased with it."—Fred. D. Hoham, Ft. Wayne, Ind.

We want a Good Agent in every town in the United States. Send for catalogue and discounts and we will interest you.

RETAIL DEPOT,  
271 WABASH AVE.,  
CHICAGO, ILL

MARBLE CYCLE MFG. COMPANY, PLYMOUTH, IND.

We are the Illinois agents  
for the RALEIGH.  
Please mention this paper



# HERE IT IS!

## WHAT?

## The Model "B" Flier.



Weight, as you see it, 30 1-2 lbs.; with brake and mud guards, 33 lbs.

Do you want a wheel that you can rely on? Then send to our nearest agent, or write for photos and catalogue.

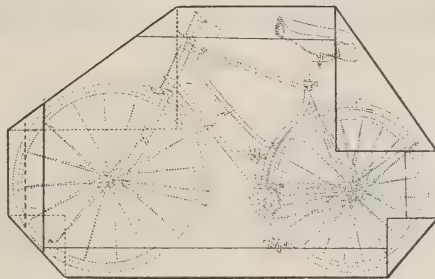
### WE WANT AGENTS.

## ILLINOIS CYCLE WORKS, 665-669 Carroll Ave., Chicago.

in the form of a square and is four stories in height. In this building 250 men are employed turning out five patterns of the James, the path racer, 20 pounds; road racer, 26 pounds; roads'er, 30 pounds; ladies', 26 to thirty pounds, and the geared ordinary. Mr. James is a man between thirty-five and forty years of age and his family circle is formed by seven people. He is his own designer and superintends the work. Mr. James has made a great success of building light wheels, and as a result is well off.

#### The S.-B. Ball-Testing Machine.

The Sercombe-Bolte company's ball-testing machine, which is illustrated in this issue, is described by the Milwaukee concern as follows: It is the only device of its kind in existence, and is made, not to sell, but to test and as-ort the balls used in Telegram cycles. It is a well known fact that in a bearing the balls should not only be perfectly spherical, but they should be of uniform size when used in the same bearing. Where three or four balls in the same bearing are ever so slightly larger than the rest, the entire strain comes on the larger ones, thus causing friction and often crushing the balls. This devise is the only dial machine ever produced for detecting irregularities in size and surface, and it measures accurately of 1-64 to 1-1000 of an inch. The finest tissue paper is about 1-1000 of an inch in thickness. Divide this thickness into sixty-fourths, and the fineness of the measurement is almost beyond comprehension. It measures accurately the thickness of a lead pencil mark on a piece of paper, and will show whether a soft pencil or a hard pencil has been used. So practical are its results that every ball manufacturer in the country has sent samples of balls to the Sercombe-Bolte Manufacturing Com-



THE BICYCLE ENVELOPE.

pany for an official test and report. The balls are not only assorted with great accuracy, but this machine measures many times closer than any other device ever made, and for the rapidity of work in assorting is ten times faster than any ordinary micrometer. By this device all balls of proper surface and uniform size are placed in separate boxes and so assorted that only balls of the same size are placed together in the same bearing.

#### Makers of the Puritan.

O. J. Faxon & Co., of 3 Appleton street, Boston, are among the new concerns in the manufacture of bicycles. The firm starts out with a modest announcement which has the ring of sincerity: "This is intended for those readers who do not know us. To those who have seen or ridden the Puritan, we need no introduction." The superintendent for the company is Harry Hedger, a capable mechanic, a gentleman well and favorably known as a small manufacturer of excellent wheels in Boston. The firm further says: "Our reputation as manufacturers of iron and steel products for more than forty years is sufficient guarantee that in offering a high grade

bicycle to the riding public, we shall give full value for every dollar received, and the purchaser of a Puritan will get a machine that will please him every time he rides it.

"We have at the head of our manufacture a man of more than twenty years' experience in England and America in all branches of bicycle making, and we do not hesitate to say that the number of Puritans already in use shows that we have assembled a superior corps of mechanics in every department of its manufacture.

"We shall produce only a limited number this season, but expect to have them perfect in every detail so that the Puritan may attain a reputation for speed and wearing qualities second to none."

The Puritan is a graceful looking wheel, as the cut in the advertisement elsewhere shows.

#### How Oliver Received an Order.

A good story is told about Ned Oliver. When he joined H. A. Lozier's staff, he was told to make a trip with the Little Giant as a good article to sell. It was Edwin's first trip and it behooved him (according to his own story) to make

some sales. Edwin was equal to the task. He gave a little dinner in Pittsburg and invited all the people he thought would serve his purpose. A man in Pittsburg, Ned learned, was about to launch into the trade, so Ned arranged with each man at the dinner party to call on the to-be agent and ask if he sold the Little Giant, or if he intended selling it. The would-be-agent was immediately plied with Little Giant prospects, and as the callers increased he was anxious to get that famous wheel. So when Edwin called two days later, he was welcomed with open arms and left with a large order. It is said Oliver avoids that side of a Pittsburg street now, as he would a dread disease.

#### The Bicycle Envelope.

The accompanying cut illustrates this device. In brief, it is an envelope of stout brown paper in which the machine can be placed before crating or when storing for the winter. It is designed to do away with the wrapping which has heretofore occupied a great deal of time and has not been entirely satisfactory. The American Ormonde Company handles it.

#### Travels With Success.

W. M. Perrett reached Chicago Saturday in the interest of the Bretz & Curtis Manufacturing Company. At Detroit the agency for Quinton Scorchers in Michigan was placed with the Schulenberg Cycle Company. At Cincinnati, the Buckeye Cycle Company placed a good order and took the agency of the state of Ohio. W. G. Schack, Buffalo, gave him an order for the northern New York state agency. George H. Harris, Syracuse, New York, secured the local agency, and at Rochester a nice order was received from the Novelty Carriage Works. In addition



# Saddles - Saddles - Saddles - Saddles

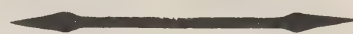


By no means wishing to cast reflections on American productions, we still maintain that English Saddles---Lamplugh's and Brooks'---have the undefinable something about them that makes them really "a source of pleasure and joy forever" in more ways than one.

We have just received a large shipment of Lamplugh's No. 218, No. 255, No. 268 and No. 405; likewise Brooks' Speedwell B 19 Racing Saddles---the latter weighing just 12 ounces each. We know of nothing to equal these.

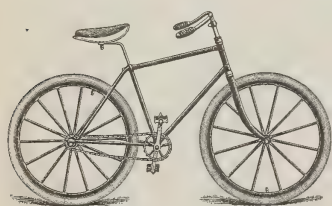
## WE ARE STILL MAKING RIMS.

Everything in the Line of CYCLE MANUFACTURE and REPAIR.



# ANGLO-AMERICAN IRON & METAL CO.,

Cycle Material Specialists. {=} 213 Pearl street, NEW YORK.



MODEL "A," \$130.00.

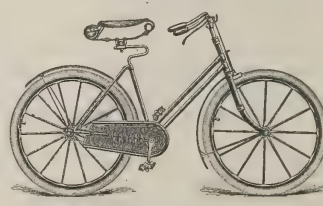
### READ WHAT IS SAID of OUR MODEL A.

HICKORY WHEEL CO., Newton, Mass.

GENTLEMEN:—Please send me catalogue and prices of your Hickory wheels.  
Yours truly, C. E. BROADBENT.

P. S.—I saw one of your wheels ridden off a walk over 8 feet high, with a man on it who weighed about 160 pounds. He rode off to avoid running into a baby carriage. The rider was somewhat bruised but the wheel was not hurt, as we could see. It has been ridden right along ever since, and shows no defects.

TRIUMPH, OHIO, Feb. 14, 1893.



MODEL "D," \$130.00.

Send for catalogue and terms to agents.

We can make a few more appointments.

*Hickory Wheel Co.* NEWTON, MASS.

IN EVERY RACE

REFEREES' DECISIONS ARE FINAL.

→ **DARTS** → ARE WINNERS!

IN BEAUTY AND UTILITY OF DESIGN (AS WELL AS IN WEIGHT.)

We give DARTS to the ladies, same weight as gentlemen. Actual 25, 27, 29, 35, 40 and 45 lbs. No other firm does this. No other line of wheels has this feature. WE LEAD THE TRADE OF THE WORLD on this score. Have this season eclipsed all records in featherweights. Our special Ladies' Featherweight was brought down to 25 lbs. to celebrate our 25th year in the business, schooled in practical experience for **QUARTER OF A CENTURY** tells a tale and shows itself in DARTS. Send for lists. A few Good Representative Agents wanted in the West.

46 to 52 W. 67th Street,  
NEW YORK.

**SMITH WHEEL MFG. COMPANY**

921 H Street, N. W.  
WASHINGTON, D. C.



he captured orders for saddles all along the line, the Ariel Cycle Company, Marble Cycle Company, Yost Manufacturing Company, Royal Cycle Works and others, giving orders. Mr. Perrett will be in Chicago a week, and hopes to place the Illinois agency for Quintons with a local dealer. His talk is of immediate deliveries, and in that alone he has a strong talking point.

*A Southern Expert.*

C. M. Rushing, secretary-treasurer of the Georgia division L. A. W., is looked upon in Savannah as a wonderfully expert mechanic, and one of the best posted men on cycle construction. He is a mechanical engineer and the Savannah boys say that he has wheels and things cycling in his "boko"—a new substitute for the word head.

*Bayliss, Thomas & Co., of Coventry.*

During a REFEREE representative's stay in England he paid a visit to the works of Bayliss, Thomas & Co., who

kept well supplied, for we saw a number of crates of machines ready for shipment. All agents will have an ample



JOHN SLAUGHTER.

supply of parts to replace anything lost. Trade with Bayliss, Thomas & Co. is very good. The principals are all well known men, Mr. Thomas being at the head of the Coventry fire brigade, a magistrate and holding several other important trusts. J. R. Coombs is the manager of the concern.

*Will Make The Fashion.*

The Bailey Manufacturing Company was formed last week for the manufacture of bicycles. This was formerly the Elliott Manufacturing Company. The Elliott roller ball bearings have been dropped altogether, both on account of expense and lack of appreciation by the public. The company's headquarters are in the Springfield building. At present the plant is small, but the new company expects to enlarge another season, occupying a plant of its own. H. R. Bailey is known as a mechanic. The wheel now manufactured is called the Fashion. It is a machine providing for a sudden change of gear, having on the rear wheel two sprocket wheels, one on each side. In case of change of gear, the rear wheel is turned around, altering it from 56 to 63, or vice versa. There is little trouble about this, and the bother of carrying an extra sprocket is done away with. One hundred machines are nearly completed and 200 more will be started at once. J. R. Lowe, a real estate dealer in the Chamber of Commerce building, is actively interested in the company. Mr. Elliott has retired altogether, to engage in architectural work.

*Hickory Wheels From Michigan.*

The Michigan Wheel Company of Lansing is pushing its Hickory wheels energetically. Heretofore the company has catered principally to the buggy trade, but we are promised a cut at an early date of the bicycle recently perfected, and which is to weigh thirty-six pounds. The company writes us that the wheel will be strictly high grade.

*Hope for Creditors.*

There is hope for some of Kirkwood, Miller & Co.'s creditors—more hope than there was a few days ago, at least. It will be remembered that some \$8,000 worth of wheels, shipped by Bonnick & Co., Coventry, and in bond at the government warehouse, were claimed by the assignee (for the benefit of the creditors), while Bonnick & Co. petitioned the court to return the goods to them, claiming that until the duty was paid the goods were only in transit and had never

come into the possession of the firm now defunct. The court delivered a lengthy decision, refusing to grant the prayer of the petitioners.

*The Elliptical Sprocket Wheel.*

In answer to an inquiry as to the advantages of the elliptical sprocket wheel, the editor of the *Scientific American* says: "The only advantage we can see is in the increase of power that may be put on the crank by the weight of the rider in its horizontal position, at which moment an extension of the diameter of the sprocket driver is made by the vertical position of its longest elliptic axis—increasing as it does from its horizontal position to the vertical, and decreasing to the horizontal, twice during a revolution. There is no absolute mechanical gain during an entire revolution of the elliptical drivers, by virtue of their ellipticity, but the advantage lies in the facility of economizing the weight of the foot tread at the best points in the revolution of the sprocket ellipse by enlarging its radius at the moment of greatest foot pressure."

*Hendee's New Store.*

From the time he commanded attention as the amateur champion in 1882 and '83, George M. Hendee has been an interesting figure in cycling, and the Springfield boy has never done anything to lower him in the respect of cyclists. As an amateur he was fairly worshipped by the Springfield people and cycling America generally, and as an energetic young man in the field of trade he has



GEORGE M. HENDEE.

fairly kept pace with his contemporaries. The announcement that Springfield would soon greet her favorite cycling son as a permanent resident created much talk. His parting with Hurlbert Bros. & Co. was most friendly, and it is satisfactory to know that his four years' service with the prominent New York firm is appreciated. Hendee entered the trade with McCune as a traveler; later was with Stall, and then entered his late employers' house. One reason for Mr. Hendee's change—and probably the greatest—was his disinclination to travel. Then again the desire of most ambitious young men to branch out for themselves no doubt had something to do with it. At any rate all who know him will wish him well. The store at Springfield will be situated on Main street, corner State, and it is to be fitted up handsomely. A fine repair shop will be located in the rear. Mr. Hendee will carry a large line of wheels and has large territory for several makes, including the whole of New England for the Rudge, Sylph and Overland.

*Peck & Snyder's Line.*

W. W. Stillwell, of the old established firm of Peck & Snyder, has been more

than successful with the bicycle department. This year Mr. Stillwell is very much in the cycle swim, having a hand comprising the following winners: Raleigh, Stearns, Road King and Queen, and the handsome Nassau, which lists at the popular price of \$120. A very judicious selection of mounts is backed by remarkable energy and foresight, and the securing of the old Raleigh corner at 1790 Broadway, near Central park, gives Peck & Snyder a favorite up-town agency. The Nassau is a diamond-framed, Humber pattern, Credenda tubing wheel of elegant finish, fitted with Phelps & Dingle Ideal pneumatic tires. W. Hobbs is assistant to Mr. Stillwell in the Nassau street headquarters, whilst L. P. Brown, Jr., is manager of the up-town store. A full line of sundries is kept.

*Another Chicago Factory.*

Ernest Ullbricht, Emil E. Ullbricht and F. A. Frees have incorporated the Mercury Cycle Company. Ernest Ullbricht, is the father of Emil, who is well known on the road and path around Chicago and Frees is nephew of Mr. Ullbricht. A factory is now started, in fact is well along in work, at the corner of Chicago avenue and Carpenter street. According to our advices the Mercury will be a high grade wheel, listing at \$165. The road wheel will weigh twenty-nine pounds, and the racing wheel ten pounds lighter. The wheel base will be 43 1-2 inches and head 7 1-2 inches. The tread will be but five inches. Bearings will all be of tool steel and dust proof. Warwick hollow rims and Scotland cranks will be used.

*Recent Patents Granted.*

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

- 492, 436, hub-protector; Edgar F. Ryder, Providence, R. I., assignor to the Atlantic Manufacturing Company, same place; filed April 21, 1892.
- 492, 510, shoe for cycle-wheels; Herbert Gregory, New York; filed Oct. 16, 1892.
- 492, 580, pneumatic tire; Charles E. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, Hartford, Conn.; filed Oct. 31, 1892.
- 492, 667, tire-tightener; Michael J. Fitzgerald, Aravaipa, Arizona; filed Nov. 7, 1892.
- 492, 740, gun-clip for bicycles, James S. Cope, and Hartford, Conn., assignor to the Pope Manufacturing Company, Boston, Mass.; filed Nov. 17, 1892.
- 492, 754, velocipede; Stephen Waterman and Charles H. Luther, Jr., Providence, R. I., assignors to themselves, and Kenneth Lee, New York; filed Aug. 24, 1892.

*Boston, Mass.*

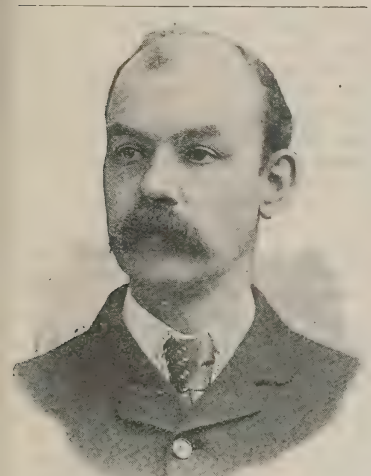
Singer & Co., of Boston, have adopted the plan of hanging wheels on scales in the window, saddle and all on.

Charles Tilden has started on a trip through the west in the interest of the Pope Manufacturing Company.

The Union Cycle Manufacturing Company shipped more wheels the last week in February than on any previous week since the company has been in business.

*Cranks, Shaft and Pedal Pins One Piece.*

A new contrivance for cycles is here illustrated. It is the invention of W. H. Fauber, 35 Van Buren street, Chicago. The cranks, crank shaft and pedal pins are all of one piece, and the usual nuts, bolts and keys are done away with. The inventor claims for the device that the weight of the cranks, shaft and hanger is reduced one-half, the tread may be narrowed to five inches or less, there are ten to fourteen less pieces in the make up, and no corners or keys to catch the trousers or skirts. Fauber & Norton are the owners of this patent, and thus describe it: "The sprocket axle, cranks and pedal pins are made in one piece. To



THOMAS BAYLISS.

are known the world over as being amongst the leading cycle manufacturers. The members of the firm, Thomas Bayliss, John Thomas and John Slaughter, have all been connected with the trade since its commencement. The various shops are all under the superintendence of skilled managers, mostly sons of members of the firm, specially trained for the posts they occupy. The firm is able to take care of any reason-

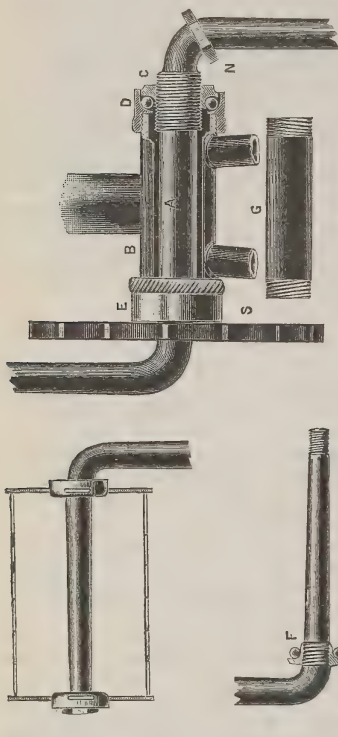


JOHN THOMAS.

able quantity of orders. Bayliss, Thomas & Co. realize that they must ship in time, and the agents appointed on Mr. Hadden's trip (Howard A. Smith, of Newark; John Malpas, 48 Sheriff street, Cleveland; John Hoyle, 5 and 7 Madison street, Chicago; George C. Cribb, Milwaukee, and George F. Bostwick, Toronto, Canada) are evidently going to be



remove from frame, unscrew jamb nut (N), bearing cone (C), ball cups (D and E), and the axle comes out through slot in sleeve on under side, which in use may be closed by a shield (G) held in place by ball cups (D and E). All the



bearings are screwed on the crank axle, which is made of tough steel, the axle proper being large between sprocket and jamb nut so that the cranks can be repeatedly bent and straightened without getting bearings out of true."

#### RECENT ENGLISH INVENTIONS.

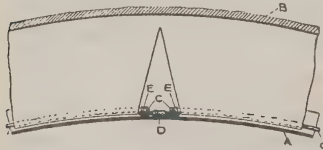
##### New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Jan. 11, 1893, give notice in the prescribed form of such opposition.]

##### THE M.-J. PNEUMATIC TIRE.

No. 4,627. R. Mansell-Jones' "Improvement in pneumatic tires and rims, to hold the same as used for cycles and other vehicles." March 8, 1892.—This invention has the now usual object of rendering the detachment of the outer cover and the air-tube easy for repairing purposes. The rim (A) of the wheel is of the ordinary crescent section, but it preferably has a circumferential groove in the centre of its concave face, to receive the wired edges of the cover (B). The cover (B) of the tire is made of rubber and canvas in the well-known manner, being preferably thicker at that part adapted to form the tread than elsewhere. In the edges of the cover (B) are formed pockets in which binding wires (C) are loosely placed. The ends of the wires C O pass through openings in the said pockets and are drawn together to bind the edges of the cover into the groove in the rim (A) either by means of right

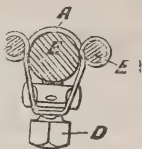


and left hand coupling nuts threaded direct onto the ends of the wires (C O) or by means of a right and left hand coupling screw (D) threaded into blocks (E E) adapted to slide in a groove in the rim, the said blocks being formed with slots to receive the headed ends of the wires (C O) shown in the figure. As a modification, the blocks (E E) may be formed in one piece and fixed to the rim by a screw or bolt in which case the right and left hand coupling nuts are placed in any convenient

position in the lengths of the wire (C O) preferably about six or eight inches from the double block (E). To allow the edges of the cover to stretch sufficiently to permit of their being placed in position in the rim, the canvas of the cover is cut away, as shown, in one or more places, and the cover is reinforced at this point or points by placing a short length of canvas tube over the air-tube. By this construction the cover of the tire is prevented from creeping on the rim and the air-tube is entirely confined within the cover so that all contact of the air-tube with the rim of the wheel and the consequent possibility of it chafing thereon is avoided. This tire was exhibited by the Pneumatic Tire Development Company at the National show.

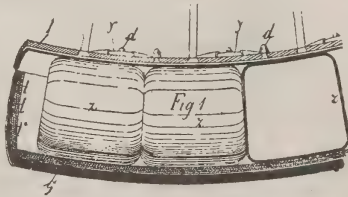
##### MIDDLEMORE'S NEW SADDLE CLIP.

No. 5,663. T. Groves' "Improved clip or clamping socket for use on velocipedes or other purposes." March 23, 1892.—This invention relates to an improved clip for holding a cycle saddle or like article to a round or other support and it is specially applicable where two wires of a saddle frame are to be firmly held together and secured to a round support. A band of metal (A) is so formed and bent that three loops are produced; two external smaller loops to contain the rods (E1 E2) with an internal larger loop between to contain the arm (E) of the saddle pillar. A cross piece slipped into the larger loop carries a set screw (D) which is screwed up against the arm (E) and pulls the whole of the band to a state of tension. The band being somewhat flexible the loops firmly clip the rods (E1 E2) as well as the arm (E). The band (A) is preferably stamped out of one piece of metal with fork-like ends and the central part is bent to fit the top of the arm (E) while the fork ends are each folded round one of the smaller rods and passing under are fastened together. Each fork end thus joins to the other and double lower loops oppose an upper single central piece. The fork ends may be adapted to encircle curved rods instead of straight wires may be used instead of bands, and other modifications may be made.



##### A GERMAN BALL PNEUMATIC TIRE.

No. 21,787. R. Papperitz's "New or improved safety cellular pneumatic or cushion tire." Nov. 29, 1892.—Like other tires of this class, this one is designed to be capable of use after puncture and to be easily repairable. It consists of a series of rubber cells (z) of suitable form filled with air; a strong covering (l) binding and holding the cells (z) and also enclosing the rim outside the cells; and thirdly a rubber cover (g) which so far as it lies upon the rim is united to the covering (l) by a solution of rubber or otherwise. The cover (l) is turned back over the edges of the rubber cover



(g) and is fixed thereto, but otherwise the cover (g) lies loosely on the inside cover (l). The turning back of the cover (l) forms a pocket along each edge of the outer cover and in each of these edges is inserted a wire (v). The wires pass out of the edges at intervals and form loops which hook onto the pins (d) which are riveted on the back of the rim (f). As a filling between the cells (z) and the cover (l) one or more extra strips (11 12) are secured to the cover (l). The covering is finally lined with silk to reduce the friction between the cells and the walls of the cover. When one of the cells is punctured it naturally collapses and the others expand so that the gap is filled up, or by undoing the cover at the seat of the injury a new cell may be inserted.

##### Elected a Cyclists' Ticket.

The annual meeting of the Ravenswood Cycling Club was held Monday evening. The cyclists were victorious, inasmuch as every officer elected, save one, is a rider. The ticket elected was as follows: Grant Newell, president; W. H. Chambers, vice-president; A. Zipf, secretary; E. A. Kimball, F. D. P. Smeling, J. C. Shirra and J. R. Andrews, board of directors; J. R. Howard, captain. The annual report of the secretary showed a membership of ninety-five—fifty-seven gentlemen, thirty-four ladies and four honorary. K. F. Peterson, C. E. Salter and F. E. Spooner were elected delegates to the Associated Cycling Clubs.

#### CYCLING IN SAVANNAH.

##### The Recent Meet Had a Tendency to Boom Things.

To the cyclist Savannah has especial and attractive charms in her roads and streets. Of the streets Congress, Bull, Broughton and Liberty are asphalted, giving about four and a half miles; besides these, Jones, Gaston, Hall, Botton, Henry and Jefferson are Shelley, giving an additional five miles of good streets. Two shell roads lead from the city in different directions and afford the cyclists rides of about fifteen miles through roads of giant moss-embowered water oaks, and pines. It is on one of these roads, at the point it intersects an electric road, where the elegant track of the Savannah Wheelmen is situated, and it becomes easy of access to wheelmen, and those going in carriages or cars. The ride by wheel is one of about twenty-five minutes at a very modest pace, and a number of the boys make the distance in half that time.

Zimmerman and Wheeler are still in the city, and express themselves better pleased each day of their visit. They expect to shortly go to Brunswick for a while to visit friends, and will probably return to Savannah later in the month and do some training.

Isaac Baird, of Charleston, who took first place in all races in which he entered, will come to Savannah shortly to commence training regularly on the Crescent track. He will get in shape for the spring meets and will certainly be heard of later in the season. The Charleston papers class him "equal to Wheeler and almost Zimmie's equal."

Hugo Wenzel, one of Savannah's crack riders, left the city last Saturday on a fruit steamer for a trip to Central America. He will probably be away a month, and will surprise the natives with a full-fledged pneumatic-tired bicycle. On his return he will commence active training for the May races. It is quite probable the racing season will open at Savannah, with a two days' programme, early in May—during "May week" celebration, a week of jollification and gaiety, when the city is filled with strangers.

Senator Morgan left for New York on the Kansas City on the 25th, and his last request to his friends was to get him just one of those beautiful "toul" birds. It is rumored that one of his admirers will send him a young white buzzard as soon as the spring crop arrives. The last admonition the Senator had, as the ship left the dock, was, when the ship sank to save his life by taking a cake of soap and washing himself ashore.

##### GEORGIA CRACKER.

##### Ice Cycling at Sandusky.

SANDUSKY, O., March 8.—Sandusky wheelmen have been putting in their best licks at "ice cycling" the past month, and some very good time has been made—in fact, time that would astonish some of our inland cycling brethren. It is reported that one person rigged up a sail for his wheel and made railroad time. He said he went twenty miles in 36 minutes! The cut herewith illustrates the method of attaching a sail used by one cyclist, who claims he has no difficulty in tacking. Notwithstanding the danger of running into air holes, ice cycling has furnished great pleasure for many during the winter months. On the subject of ice cycling one of your esteemed contemporaries had this to say:

Sandusky (O.) cyclists are enjoying winter riding on Saginaw Bay. Runs are held on the ice, and recently two wheelmen rode eighteen miles in 1:13 on the bay.

If the gentleman in charge of the sanctum will look into his geography, he

will find that Sandusky is not on Saginaw Bay, unless there have been some very recent geographical changes. When we went to school Sandusky was on Sandusky Bay, and the last time we looked it up she was still there. Our cyclists are "hump ng" them-



selves preparing for the state meet to be held here July 3, 4 and 5. It is whispered that the programme will constitute races at the fair grounds in the morning, free excursions on the lake, and possibly a banquet at one of the islands in the afternoon. O. KAY.

##### Good Place for Bicycles.

Among the strangest peculiarities of Tangier, Morocco, and one that at once forces itself upon the newcomer, is the total absence of any kind of wheeled vehicle, says *Scribner's*. In the entire city (which is an example of all the others in the empire) there is not even a donkey cart, for the streets are much too narrow to admit of their use, and transportation of passengers and merchandise is affected upon the backs of donkeys, horses, mules and camels—according to the weight and distance. There are but few streets into which a loaded camel could enter and not more than three in which he could pass another loaded camel or horse. Some of the smaller streets are so narrow that even the panniers of a donkey would scrape upon either side, so that in the city itself the transportation devolves upon donkeys for the side streets, and upon horses and mules for the main thoroughfares.

##### Hot For a Fly With Duryea.

Charles E. Duryea, of Peoria, called at the REFEREE eastern office recently to show a half-dozen inventions he had conceived, worked out and patented in about the space of time that a West Shore limited takes to make the trip from Chicago to New York. One was a pocket camera, another the web pneumatic tire, and a third an improved flying machine, which was sufficient to show that the mind of every inventor does not run in one groove. The camera is 5x8 inches, and weighs, "all on," one pound. The flying machine weighed considerably more, and the pneumatic tire was a thing of beauty. The flying machine will be seen at the world's fair in the congress of things inanimate that fly. A wealthy Chicagoan will back Duryea's flyer against all other flyers. Many believe that Duryea will some day fly—possibly more successfully than all previous flyers, who went up but came down by natural or unnatural gravitation, too quickly—but Duryea will fly. If the invention of Duryea's can only be perfected in time for the world's fair we can "mount on high," sail over the city, take a seat on the crib in the lake at night, fly over the big fair buildings, chat a minute with beautiful Diana, peep through the buildings, escape Chi-



LOOK

FROM \$150.00 TO \$100.00

—FOR THE—

-WAVERLY-

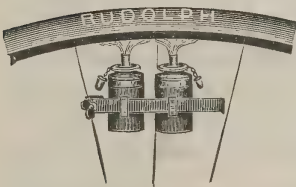
WEIGHT, 33 Lbs. SCORCHER, 36 Lbs. Trimmed.

DEALERS Don't Miss This! The most desirable line ever offered in the world. WILL PUT MONEY IN YOUR POCKET. Light weight, handsome, durable, elegant. Strictly High Grade. See cut and specifications in trade notes of next issue.

Six patterns: Diamond and Drop Frames. 24 in., 26 in., and 28 in., all Pneumatics. Waverly, \$100.00, Waverly Amateur, \$75.00, Waverly Junior, \$60.00; adding \$5.00 extra for Brake and Mud Guards, thus giving the consumer the best line of machines in the world for the money. The dealer who fails to secure the agency for these wheels will forever regret it. Write for discounts.

INDIANA BICYCLE CO., INDIANAPOLIS, INDIANA,

Rudolph :- Bicycle :- Goods. We Are Not Satisfied!



Rudolph's Bicycle Tire Heaters & Workshop Lamps.

Handiest, Strongest, adjustable to position and intensity of heat. Attached to a spoke admits of its being turned out of the way when removing tire or applying the cement. Burns alcohol or spirit gas. List per Dozen, \$12.00.

|                                             | List Per Doz. |
|---------------------------------------------|---------------|
| Rudolph's Nickled Tire Heater.....          | \$12 00       |
| Axle Oil, in 2 oz. bottles.....             | 2 50          |
| " " in pint cans.....                       | 8 00          |
| " " in quart cans.....                      | 12 00         |
| Lamp Oil, in 4 oz. bottles.....             | 3 00          |
| " " in pint cans.....                       | 6 00          |
| " " in quart cans.....                      | 10 80         |
| Chain Graphite Compound, 2 oz. bottles..... | 3 00          |
| " " 1 lb. cans.....                         | 9 00          |
| Black Jack Enamel, in pint cans.....        | 12 00         |
| " " in quart cans.....                      | 15 00         |
| Liquid Elastic Cement, 1-4 pint cans.....   | 4 00          |
| " " 1-2 " ".....                            | 9 00          |
| " " 1 " ".....                              | 15 00         |
| Rust Remover, Medium, 4 oz. in bottles..... | 9 00          |
| " " 1 lb. cans.....                         | 2 50          |
| Soft Metal Polish, 2 oz. bottles.....       | 2 50          |
| Rust Preventer, in 2 oz. bottles.....       | 9 00          |
| " " in pint cans.....                       | 15 00         |
| Emery Paste, 4 oz. in bottles.....          | 3 00          |
| " " 1 lb. cans.....                         | 9 00          |
| Waterproof Boot Oil, in 4 oz. bottles.....  | 3 00          |
| " " in pint cans.....                       | 9 00          |
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RUDOLPH MANUFACT'G CO., CHICAGO.

LIBERAL DISCOUNT TO DEALERS.

To Have Our Line Simply  
**THE EQUAL OF THE BEST.**  
We Intend That  
**:-: IT SHALL LEAD.**  
That It Shall Have  
**MORE INTERESTING FEATURES**  
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WE propose to give the purchaser *Freedom of Choice*. We make any desired changes. We furnish a wheel "As You Like It."

34,980 Wheels---No Two Exactly Alike.

We give a choice of 28-inch wheels, or 28-inch rear and a 30 front; direct or tangent spokes, nickled or enameled; flat or hollow rims; round or flat cranks; any style of pedals or saddles; cork, vulcanite or rubber handles; any gear and a choice of several Tires.

For Our Guarantee

As to material or workmanship, we are willing to copy the guarantee of any wheel in the market.

The C. H. Schub Cycle House, CHICAGO, ILL., and SOUTH BEND, IND.

ALL MAIL TO SOUTH BEND.



**SUPERIORITY SOLID HIPMENTS** **C** **COUPLED WITH COMFORT** **S** **ATISFACTION** **ADDLES** **WIFTLY MADE.**  
**BRETZ & CURTIS MFG. CO., - PHILADELPHIA, PA.**  
 Not the Largest but the Best Makers of Bicycle Saddles.

cago's wickedness and extortion, call on the way home on H. A. Lozier and H. Martin, stop a few minutes with Bassett and Colonel Pope in Boston, and arrive home in New York, calling on Libbie before entering port. By all means, Mr. Duryea, hurry up your flyer!

**Sixty Off Didn't Suit.**

Patiently the cycle dealer awaited the trade that came not on a day last week. But, lo! a customer cometh. He would look at only the best—'twere none too good.

"What is the price?" quoth he.  
 "One hundred and fifty dollars," said the dealer.

"And the discount, 40 per cent?" said the customer.

Nothing daunted, the dealer answered soberly, "It's 60 per cent."

But the customer never smiled. He twisted the wheel around, spinned the pedal, felt of the spokes, pressed the tires with his thumb nail, and said, soberly, "Strictly high grade?"

"Yes."  
 "And that's the best you can do?"

"Yes."  
 "Well," turning toward the door, "I am just looking around. Thinking of going into business; may call again—good-day."

The dealer managed to pull himself together and ask for the name and address. He was from Wichita, Kas., was going into the bicycle business, and sixty per cent off on one of the highest grade wheels was no surprise to him.

"Where are we at?" said the dealer.

**The National Wheelmen's Association.**

A formidable title that is a worthy offspring of a worthy sport.

If the plans, as laid out by its officers, are faithfully carried out, cyclers who visit the great world's fair will have better facilities at their command than any other class of sportsmen.

The handsome and commodious clubhouse which is built is a monument to the energy of Chicago cyclers. Heaven help the man who visits Chicago after June 1 without having made engagements for accommodations in advance. The cyler simply goes to Chicago, visits the cyclers' retreat and is given much better attention than the average person who goes to the best hotel in Chicago during the great fair. Lucky is the man who will not have to depend upon public conveyances in Chicago next summer. The traffic will be terrific, and walking or waiting will be the fate of most men. Moral: Take along your wheel.

L. D. TAYLOR, secretary,  
 No. 959 W. Madison street, Chicago.

**"Pop" Brewster Talks.**

An old timer thinks that Windle will not defeat Zimmerman this season. He says Windle has not the constitution to overcome one of Zimmerman's mighty finishing sprints, and that the Milbury flyer is a mite chicken-hearted. This sage also predicted that Zimmerman would by no means have the clean sweep he had in 1892. The sage was W. M. Brewster. Regarding the admission of colored men he said: "Yes, I voted against 'em, but the league voted for 'em and if they

want the negro, as they have declared, I will help the good cause along, and recommend black as well as white if they meet the requirements. Yes, your Chicago negroes are all right, but it is the southern brother—whom I doubt if the northern 'gemmen of color' would deign to recognize—who raised the disturbance. But that meeting was hot stuff," concluded the popular treasurer.

**SMALL CHICAGO NOTES.**

**Short Paragraphs, Personal Gossip, Club Affairs, Etc.**

Guy P. Wilson, prominent in cycling in Baltimore for many years, is in Chicago with the Francis Wilson opera company.

Great preparations are going on for the Englewood minstrels. It is said nearly all the seats are sold for each night's performance.

Preparations are being made to redecorate, clean and partially refurnish the home of the C. C. C. at Fifty-seventh street and Lake avenue.

The directors of the Chicago Cycling Club have evidently decided upon a strict rule regarding the payment of dues, inasmuch as several members have recently been expelled.

Chicago wheelmen seem to be of a migratory nature. They have forsaken Siegle & Cooper's restaurant—once known as the "rag shop"—and returned in a body to Winter's. Later—And now they're going back to Siegle & Cooper's.

A Holyoke, Mass., man claims to have a tricycle, constructed by himself, on which he and his wife will carry their two children, a tent and oil stove. On this machine the family will tour to the world's fair, starting early in May and camping out along the way.

The "old woman's gang" of the Illinois Cycling Club is arranging for a century run early in June. Messrs. True L. Sloan, W. A. Davis and C. R. Street have gone into training. Mr. Sloan made a century last season in something over twenty hours, and will try for a Century Road Club bar this season.

**A Cyclists' Dining Room.**

An informal meeting is to be held this afternoon at the Stover company's store, 287 Wabash avenue, for the purpose of discussing the desirability and feasibility of providing a cyclists' dining room. It is proposed to lease space on the tenth floor of the new Isabella building, on Van Buren street, fit up a handsome dining room, kitchen, and lounging or smoking room, and to charge members \$2.50 per week for table d'hôte dinners. Any other meals would be extra.

**Happy Wheelers, They.**

C. A. Emise, of Salt Lake City, chief consul of the Utah division, was asked by the REFEREE what efforts looking toward road improvement were being made in his neighborhood. His reply is as follows:

"Our subdivision is small at present and not in condition to push the road improvement department of the league, but we are devoting all our energies to the completion of a division of 100 mem-

**CLIPPER SAFETIES**

**1893 MODELS.**

Clipper Scorchers, - - \$135 00  
 Clipper, Ladies, - - \$125.00  
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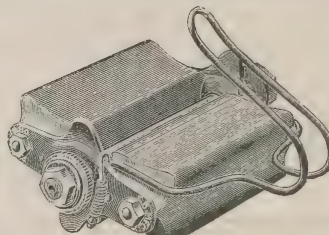
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 Sample Pair by Mail, 50c.

**MUNROE'S ANTI-FRICTION**  
 Compound for Cycle Chains.  
 Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.  
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For Protecting Nickel From Rusting or Tarnishing.



Black Diamond Enamel. '93 Novelties.

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**MUNSON'S HANDY STAND**  
 The ONLY Stand made that will support at the center any safety made. Raise Front or Rear Wheel for Cleaning, Oiling, Adjusting, etc. Instantly adjustable. Always in order. Price \$1. For sale by all Dealers. Send for Catalogue and full description to **C. W. MUNSON, TOLEDO, OHIO**

bers, at which time a road improvement committee will be appointed which will take the matter in charge.

"The roads in this section are natural highways, and nine months in the year are like pavement, and the need for improvement is not as much felt as in the agricultural districts of the east."

**The C. R. C. Election.**

The Century Road Club election resulted as follows: President, W. A. Skinkle, Cleveland; first vice-president, F. W. Gerould, Chicago; second vice-president, L. J. Berger, Chicago; secretary, Joe D. Geunea; treasurer, W. C. Thorne, Chicago; chief centurion, William Herrick; official organ, the *Bearings*. Two hundred and fifty-three votes were cast, six being thrown out. Skinkle received 242 votes, Berger 123, Sheridan 82, Watts 66, Sloan 30. For secretary White had 110 votes and Guinea 187.

**\$82.50**  
  
**Dexter Pneumatic J.E. POORMAN. C.N.O.**

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 Steel. Cones and Bearings made of best tool steel insure smooth running and little wear. We make Bicycle Hubs, Cones, Cups, Ball Bearings, Axles, Nuts, Steps, Nipples. Also, Bicycle Roller Chain with case-hardened roll; Humber-pattern solid link Chain, Coasters, Lamp Brackets and all kinds of machine screws, etc. Send sample or accurate drawings of parts for estimates. We solicit your business and have the best facilities for doing your work. **THE NEW BRITAIN HARDWARE MANUFACTURING CO., NEW BRITAIN, Conn.** 9-eow





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SUBSCRIPTION, 2\$ PER ANNUM

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CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

CONTRIBUTORS ALWAYS WANTED.

We are always ready to pay for live, entertaining contributions. If you have anything to offer, send it along. We want correspondents in cities where the REFEREE is not already represented.

DOES THE BUREAU PAY?

After the smoke of the late assembly meeting had passed away, it was discovered that a number of delegates had returned to their homes beaten, for the time being, but by no means inclined to pass from the gaze of the league's members. This seems to be true, particularly of the Massachusetts men. It will be remembered that Mr. Adams, of that state, moved the appointment of an investigating committee to look into the league's accounts. The idea was that no three men should be permitted to handle the thousands of dollars which pass into and out of the treasury, without some showing to the members of the purposes for which the money is or was expended. President Burdett vigorously opposed the motion. Mr. Perkins supported it, but inadvertently made use of the words "auditing committee." He was ruled out of order, appealed, was defeated, sat down and resolved to bring the matter up at some other time. We have always suspected that the special object of the motion was to ascertain definitely the condition of the roads improvement bureau, and this, it now seems, was the case. The following is taken from the Boston Globe's report of the meeting of the Massachusetts division last week:

Rather the most sensational feature of the meeting was a resolution presented by Mr. J. Fred Adams calling upon the executive committee of the L. A. W. to make an exact statement of the league's expenditures for maintaining the magazine Good Roads.

Mr. Adams referred to the futile efforts of himself and Chief Consul Perkins at the recent Philadelphia assembly meeting to get at the expenditures of the executive committee. President Burdett had stated that the magazine showed a profit to the L. A. W. of \$2,000, and further stated that the league had been offered \$2,500 for the magazine. [\$35,000 was the sum. No doubt a typographical error.]

Mr. Adams had since learned that several of the cycle dealers had been called upon to pay several thousand dollars of the money guaranteed by them at the time the magazine was started, and that a large sum had been given from the league's treasury, or a

TOTAL OF NEARLY \$10,000.

In view of these facts it was difficult for him to understand how the magazine had made a profit

for the L. A. W., and he presented the following resolution, which was seconded by Mr. A. W. Robinson and unanimously adopted:

"Resolved, that whereas, the reports as made at the meeting of the national assembly in Philadelphia in regard to the financial standing of the L. A. W. concerning the publication of Good Roads is misleading and not generally understood, the Massachusetts division, by its board of officers, respectfully requests the executive committee to make known at an early day, through the official organ, the exact financial condition and standing of the L. A. W. with reference to said publication from the time of its first issue to the time of the last national assembly, said executive committee being requested to state fully and in detail what, if any, sums had been contributed towards the publication of said Good Roads, and whether or not said paper is self-supporting."

In the main the Massachusetts men are right. But perhaps the executive committee is not entirely to blame. It has, perhaps, taken upon itself to assume greater responsibilities than most people would consider wise, but it has acted within his rights. The power of the executive committee under the constitution is unlimited. It can enter into contracts which bind the league for all time if it sees fit. It has already been shown that it can make such contracts as will prevent the league amending its constitution. The league is to blame for this, and yet, should some intrepid member offer amendments to abolish this state of affairs, he would doubtless be accused of casting aspersions on the integrity of the officers and the old story of "additions, subtractions and multiplications," would be gone over again.

Mr. Adams' statements in relation to the roads bureau are, so far as we are informed, absolutely true. It is certainly a fact that, in addition to the \$6,000 guaranteed by the league, the bureau has been "advanced" nearly \$4,000 from the league's treasury. It is certainly true that the gentlemen in the trade who generously guaranteed large amounts have been called upon for one-half of the amounts. We have been shown one of the letters. It is certainly a fact that the president gave a very glowing account of the affairs of the bureau; that he stated that it showed a profit of \$2,200 and that he had been offered \$25,000 for the franchise. The question is, were these statements strictly true? We already know that, attached to the offer was a proviso that the league should pay fifty cents as the subscription of each of the members. This was not made known until after the assembly had adjourned and the possibility of questioning had been passed; indeed, it was not until the appearance of the official organ of March 3 that the fact was stated as follows:

The statement made to the national assembly by President Burdett, that \$25,000 had been offered for the right to publish Good Roads, may have been unintentionally misleading. The offer, we understand, was a conditional one. It required a subscription of fifty cents per member to be paid by the league.

This, in the present state of the league's finances and rules, would be prohibitive.

Can it be that this publication was due to a demand on the part of the other members of the executive committee?

We are at a loss to understand the determined stand made by the president against an investigation of the finances. If Good Roads is in such a prosperous condition as was stated the report of an investigating committee could have reflected nothing but glory on the committee. If, on the other hand, the bureau is not a financial success, it would have been a far wiser course to have laid before the assembly the facts, with the committee's plans and expectations, than to create an impression which would lead the members to anticipate a still more successful showing, which cannot be realized next February.

League men who are fortunate enough to be delegates next year—others have nothing to say and will please remain

silent—will do well to note the progress of events. If someone does not offer an amendment aimed to restrict the powers of the executive committee, it will be surprising.

NOT ENTIRELY SELFISH.

It has been charged, and possibly at one time with a great deal of truth, that wheelmen were actuated in the road-improvement agitation by selfish motives only. Slowly it is being shown that this is not now entirely true, and although wheelmen were, at the outset, mindful only of their own interests, the league has for a long time been gathering to its standard men to whom the improvement of roads has a far greater significance than that formerly attached to the matter, and who, in reality, have little sympathy with the league or its objects other than this great movement. The fact was made plainly evident at Philadelphia. A man who remembers the meetings of a few years ago, could hardly fail to observe with surprise the smaller proportion of the boyish element and the large increase of the grey-haired veteran. Business men, anxious to find opportunities to turn their energies to account, have found in the L. A. W. the proper channel. Cycling is a secondary consideration to many of them. They find the league the institution of the country for the furtherance of their ideas, and for this reason they have become members. It is a good sign. It shows the universal recognition of wheeling as a useful institution; it shows that the league is recognized as the pioneer in the road movement, and the willingness of business men to award the credit due it as such, and it shows that the business world is convinced that the wheelman, when he demands good roads, is mindful of the interests of the whole community. He's not entirely selfish.

THAT WORLD'S FAIR TRACK.

At last negotiations have been closed and it is a settled thing that the world's fair races will be run on a track constructed on the grounds of the Chicago ball club. It will not be a board track as many had fondly hoped; at least, the committee has decided that burnt clay is the proper thing, and nothing short of failure to obtain this material will bring about a change. But as there seems to be no great certainty about procuring the coveted surface, it may be that boards will come out on top after all, especially as we have the signatures of two of the four committee men in charge of the matter attached to a petition for a board track.

Old-time wheelmen have yet, no doubt, some recollection of an institution once known as the Chicago Bicycle Track Association. They will recollect how they entered into a contract with the Chicago ball club, paid some fourteen or fifteen hundred dollars for laying a track and as much more for a couple of race-meetings and were obliged, finally, to leave the track in possession of the ball club—which, of course, had no use for it. The contract entered into for the world's fair track seems to be of the same nature. As we understand it, the ball club permits the league to build a track on its grounds and conduct the world's fair races there. For this the club, which assumes no responsibility whatever, takes one-third of the receipts, and when the fair is over, finds itself in possession of the track which will cost the league perhaps \$5,000 to build! The league, did we say? We were wrong. The league pays nothing. It is not to be expected that men who deem the word racing unworthy to appear among the league's objects, would agree to pay anything for the promotion of inter-

national contests. The league pays nothing, assumes nothing, guarantees nothing. The league goes to the manufacturers and dealers—the men who are such bugbears in the eyes of league politicians—and requests them to advance the money—some \$25,000 in all. If the races pay, the money will be returned with interest at six per cent. If they don't, well then, gentlemen, we are very sorry, but—and there's an end of it. The ball club makes money, and has a track presented to it, beyond a peradventure. It assumes no responsibility. The league takes ninety-four per cent of the profits, if there are any. It, also, assumes no responsibility. The guarantor takes six per cent on his investment—if he can get it. And he assumes all the responsibility.

A shrewd business man would probably regard this as a very agreeable arrangement—for the league and the ball club.

It is stated that President Burdett denies having announced a determination to exclude cycle press men from the racing board. In view of the re-appointment of Mr. Watts the statement is timely.

Dr. Egbert On the Bicycle.

Dr. Seneca Egbert, in his pamphlet entitled "The Bicycle in Its Relation to the Physician," gives many instances where cycling proved a remedy in cases of sickness. In conclusion he has this to say: "The wheel affords an agreeable means of recreation and relaxation to the busy physician, which he can take at a moment's notice, or even in the actual pursuit of his duties, and it gives him that active exercise in the open air, with only a minimum of fatigue, which too many of us need and too few of us get. The only practical objection that I know to many physicians employing the bicycle is that it is not available in rainy weather; but then, comparatively few of our days, from May to November, are of such a character. As to the exercise being dignified, I believe that that depends altogether on the man who rides. It is well known that many physicians in Washington and Buffalo, two cities noted for their fine pavements, use the bicycle constantly in their practice without detriment to either professional standing or dignity."

"For He's Going to Marry."

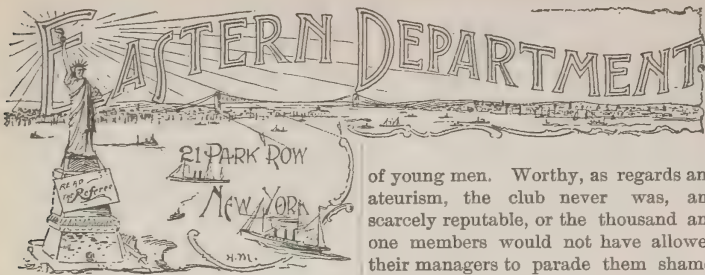
William F. Bode, a director in the C. C. C., and brother of E. C. Bode, of the Hill Cycle Manufacturing Company, is to be married April 5 to Miss Maud Tuttle at the bride's home, 21 Oakwoods avenue. After a trip of a week or two to Washington and the east, the young couple will be at home to their friends. A more popular and energetic young man cannot be found among the Chicago cycling clubs than W. F. Bode. He has worked faithfully for the Chicago club's interests and is a pillar in the club. The bride to be is a handsome south side society lady.

We also learn that A. S. Hill, manager of the Boston branch of the Coventry Machinists' Company, is soon to become a benedict.

To Ride to the World's Fair.

A number of Danbury, Conn., wheelmen have planned to ride to the world's fair. They will go to Chicago via New York, Albany, Rochester, Buffalo, Cleveland, Toledo, and then follow the old Indian trail into the Windy City. Coming back they will visit Montreal, Quebec and Toronto. Thence down to Portland, Boston, and home via New London, going in fifteen days and returning in twenty-two, remaining at the fair two weeks. The total expense will be \$150 to \$200.





Burdett's New Resolve.

The resolve of the president of the L. A. W., the ambitious little colonel, does credit to the gentleman who pronounced against the awfulness of the divisible, cash prize, and emphasized his remarks with a cruel blow on a plain Chicago deal table, the resounding whack of which was said to have startled the timid whitefish out at the crib. The gentleman who was to have been a congressman and consequently speaker of that republican house which Grover's friends have since asked to wait a little while, is sore at the cycling newspapers—no doubt especially so at the REFEREE, which always speaks of men and things as they are in the rough, and not what they might seem to be through befogged and sympathetic lenses. The rush of the colonel to the *Bulletin* scrimmage line is easily understood, for he was one of the active participants in giving my esteemed friends of *Bicycling World* a home-rule contract which they rightly fought to retain. It was the officials that the L. A. W. should have jumped on, not the *Bulletin*. The unsuccessful republican candidate for congressional and speakership honors has evidently, through some reason, changed his opinion of the *Bulletin* and its management, for the writer remembers having heard him hurl anathemas at the good old organ and its editors only as late as last July.

But to return to the ban placed on the fourth estate. That act of Burdett's should meet with the approval of all newspaper men who wish to be independent, and free to criticise the acts of office holders and the policy of those who drive the political carriage. The moment a newspaper man takes office of any kind that very moment the usefulness of his paper to the general public becomes impaired in a measure, and as the conservator of the interests of the people he loses caste, all because the love of official position clogs his independent action. If Harrison and Whitelaw Reid had been elected the New York *Tribune* would be looked upon as an administration organ, lacking in power to criticise because of the editor as being practically a member of the cab net. Newspaper men should rise above office-holding altogether, and cease being organs, be they of the barrel or mouth type.

It is time that the trade, too, was divorced from the racing interests, and the colonel should be commended instead of abused for his temerity in crying halt to those of the newspaper fraternity who forget the nature of their calling and what the public expects of them.

\*\*\*

#### The Defunct Manhattans.

The glory of the cherry diamond has departed, after being dragged in the mud of indebtedness. The club was at one time supposed to be an amateur association, but has not been such in the strict sense of the word for ten years. In its last days it was a professional-breeding establishment. A year ago I called attention to the open transgression of amateur laws by the late M. A. C., and devoted considerable attention to it. I was charged with "attacking" a worthy institution and reputable body

of young men. Worthy, as regards amateurism, the club never was, and scarcely reputable, or the thousand and one members would not have allowed their managers to parade them shamefully before the world as men who professed to be gentlemen and could not or would not pay their just debts. The papers now charge that six hundred of those so-called amateurs and gentlemen are indebted to the club for dues, and the receiver brought suit against each one. Then he switched off to the governors, who, the daily press asserted, have so fixed their assets that the law can not reach them. This is the

give an exhibition here to start a fund to buy a little throne for Kaulani, who could set up a rival establishment to Libbie on Bedloe's Island. With usual American enterprize a farce comedy manager called on the royal girl and offered her a position as star in his company. The guardian of Miss Kaulani not only spurned the offer, but threatened to throw the showman down stairs.

\*\*\*

#### Very Sick, But Game.

The chances for the recovery of Lou Crondal on March 7 were about as sixty to one hundred, and as I ascended the stairway of his home in a suburb of Newark, I met a jolly priest descending. This looked serious, and the first glimpse Howard A. Smith and the writer caught of the erstwhile lively Lou impressed us with the idea that the frail-looking occupant of the bed was



What the Cycling Rip Van Winkle Saw Upon Awakening.

ending of the M. A. C. and its disgraceful load of debt. If it warns other clubs to steer clear of the rocks of extravagance and professionalism, the wreck of what was once supposed to be the largest amateur club in America will not have been in vain.

Some of the club's cycling members propose to start a purely cycling club, with Messrs. Money-penny and Betting at the head. The lesson should be sufficient for those young men.

\*\*\*

#### A Trick Rider in Clover.

"Professor" W. S. Maltby stands in with royalty. Last week he called on the Hawaiian princess, Kaulani, at her hotel and received a cordial welcome. Maltby gave an exhibition in the little Pacific islands when the princess celebrated a birthday, the princess who now wants the Hawaiian throne being present. It has been suggested that Maltby

pretty nearly the under dog in the fight with a violent throat disease. It was at Philadelphia that Crondal picked up the cold, and within two weeks of the show he was in bed, where, with little intermission, he has lain ever since. We commenced to "jolly" the sick man up a bit, and the old spirit of fun returned. The sick man spoke of the frequent visits of the preacher and his chances of life and death, and the probability of his being out with the boys once more. Altogether, I think Lou Crondal will live, but he is lighter than Howard A. Smith's cork handles just now.

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#### Jack Prince Defeats the Gee-Gees.

That noted cycling impressario, John Shillington Prince, continues to defeat the able-bodied livery steeds of the south and incidentally continues to gather in a goodly supply of shekels. Prince is undoubtedly (notwithstanding the

cruel joke recently played upon him) the greatest cycling revivalist of the day; he is easily the Fay Mills of the business. May his shadow never grow less. Jack writes as follows:

After you left Savannah, Whittaker, Zimmerman, Wheeler and myself took a sail on the Warsaw river and had a good day's fishing, Zimmerman catching some splendid shad weighing five pounds. Zimmerman sang his favorite song, "Oh, where is my boy to-night." This surprised us, for we did not know he was married! I gave a race against two horses here at Jacksonville yesterday, and drew only a fair crowd, as it was cold and blowing a gale; still it paid, financially.

Jack enclosed an account from a local paper which shows he must have had a soft thing with the gee-gees. One can imagine the back-pedaling Prince had to do. As an advertizing medium Prince is a howling success, and there was much truth in his statement, recently made, that he could get "such fine notices" in the papers. Prince would do more good than half a dozen green travelers, such as we meet at times. Prince is booming the Morgan & Wright tires and riding a Fowler wheel without pay.

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#### Remember, Circumstantial Evidence.

The newest scheme to avoid H. E. Raymond's detectives of professionalism by your festive amateur is to become a stockholder in the concern whose wheel he rides. The suggestion belongs to Chicago, and was made by E. C. Bode. Bode says several "prominent" amateurs have applied to various makers to take a share or so of stock in their concern, and quite a flourishing business is being done. The amateur status of A. H. Overman, Colonel Pope, H. A. Lozier and many others, if they take to the path, will have to be looked into. An eye on D. J. Post, Robert Garden, Horace Bell, George R. Bidwell and others, please.

#### PHCEBUS' CRITICISMS.

#### The Cycle Board of Trade—"Wonder" Johnson's Horse.

The Cycle Board of Trade of Chicago is a settled fact, and now we shall, no doubt, hear many blood-curdling remarks about trusts, combines, monopolies, etc. I, like other outsiders, know mighty little about the cyclists' board of trade, but I do know that the gentlemen who have subscribed to this most needed of boards are, without exception, honorable and prominent business men. I also know that there are many abuses that need correction along the row and I am and have always been in favor of a board of trade, providing, always, that it did not endeavor to arbitrarily control the business of the members. The popular notion that has so long swayed the minds of the masses—namely, that the profit in the cycle business is enormous—has caused too much unhealthy competition already, and a large majority of the unwary who have entered the business without a full understanding of the trade or of the difficulties to be encountered, have found to their sorrow that there are two sides to the profit question. Many have started in wildly with the idea that they would break the monopoly and build "just as good" machines, for a good deal less money, and so reap a rich harvest in a day. But, unfortunately for themselves and for the trade, they have each and everyone found that although a bicycle ought not to cost more than \$25 to build, it does cost a great deal more. Of course such an one feels very badly and tries the next season to raise his price, but the seed has been sown and not only he but all the trade must suffer.

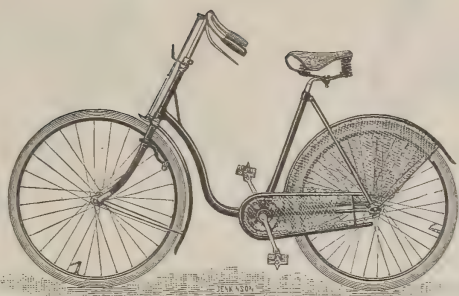
Wheels have been stolen in Chicago, leases have been repudiated, dealers have



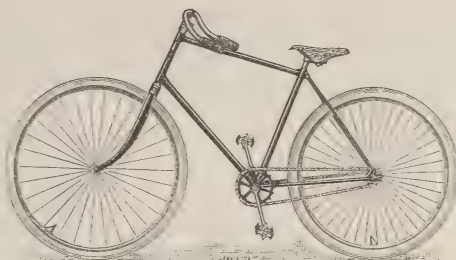
# "RAGLANS"

*Distinctly High Class.*

HOLDERS  
of  
RECORDS  
IN ALMOST  
EVERY  
COUNTRY.



1893  
PATTERNS  
NOW  
READY.



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ROAD RACERS  
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been swindled, slick curb-stone salesmen, who carried their office and sales-room under their hats, have cut and slashed prices, and all of these annoyances can be, in a measure at least, controlled by the board of trade. I do not know that the object of the association is to remedy these particular evils, but I presume the members have given them consideration, and until they prove that they are banded together for a worse purpose I must bid them God speed in what I consider a good and necessary work.

\* \* \*

I was in Washington the other day and saw among other interesting sights a detachment of United States infantry mounted on bicycles and arrayed in full panoply of war. I am informed that about twenty-five of these modern knights took part in the parade at the inaugural, and that they attracted much attention. The ones I saw certainly made a fine appearance, and the amount of advertising and moral effect that such an exhibition will render to the bicycle trade is beyond calculation.

\* \* \*

The modest "wonder" from the north assures us that he can beat Zimmerman and Windle, not on the path in competition, to be sure, but "against time," (I suppose, of course, when paced by a lively nag, and trained, managed and timed by he of the snowy locks) He is also going to stay away from England and scoop the prizes, while Windle, et al, are away. I wonder who he is going to scoop them from. If my memory serves me right, Johnson has never won a single race wherever first-class second-rate men competed. Lumsden, Munger, Davis, Ballard, Tyler, Taylor, Smith and a score of lesser lights, will not go to England. Mr. Eck's benign influence cannot help the "wonder" when watch-

ful and experienced eyes are on him, and he will have to ride and not talk if he does much scooping. Mr. Johnson may be a very fast bicycle rider, but he has not proved it—and it sounds better to do the talking afterward.

\* \* \*

Excuse me for making the remark, but, although I have much personal respect for Colonel Burdett, I think he is making a very foolish break, which reminds me of the action of an angry boy, who won't play because everybody won't do as he desires. "No newspaper men, or cycle tradesmen on the board." Where then, oh, Solon, are you going to get the brains to run the thing? It is not the trade nor the newspapers that have made a botch of it, Mr. President, but the rank favoritism that has placed incompetent men in nearly every department of league affairs. If, instead of approving society or trade favorites in responsible positions, you would name the Gormullys, Gardens, Van Sicklens and Prial (and these prominent names have been mentioned only because they are prominent, and not because they are not a thousand other shrewd, capable men in the trade), you would have some executive brain power to help you. What is the matter with J. O. Blake or Robert Garden? Think you that either of these men would allow trade prejudices to enter into their judgment of L. A. W. affairs? Why might not any old veteran like George Bidwell or Frank White make a chairman equal to all and sundry emergencies? Prial and Miles have both made splendid referees; does anyone believe that either would stoop to chicanery? Not much. Judge carefully, Solomon.

PHŒBUS.

The riders of South Manchester, Conn., are preparing to organize a club, and will give a race meet.

## HITS AND SLAPS.

### Chicago Sadly in Need of a Competent Trainer.

The racing men of Chicago have had a varied experience as regards trainers. Trainers are scarce in the world's fair city—that is, men who may be termed expert trainers in the cycling line. A man may be a splendid instructor in gymnastics, yet he will not know what is required of a cyclist. Eck and Leeming are good trainers, for they are both old racing men, and for probably ten years or more have devoted their time almost exclusively to putting men into condition. Everybody knows of their successes as trainers. When Eck and Leeming are left out of the question, Chicago has not an A1 man for training cyclists. There are numerous men who train horses, pugilists and athletes, but none for the wheelman. Some good man, who has had experience in training cyclists and who knows what should be done, will find Chicago a good place during this season.

This calls to mind the fact that trainers—or usually alleged trainers—are awfully "touchy," as it were. "You can't tell them anything, and if one trainer offers a suggestion to another, trouble is likely to happen along. I have heard old racing men, who have been on the path for five or six years—or more in some cases—try to tell a trainer what part of the body he should rub, or how he should do this or that, and in nine cases out of ten Mr. Trainer becomes touchy. An experienced racing man knows what is best for him and only needs a man to do the rubbing; novices must go through the mill.

Other than Eck and Leeming, I never saw a trainer in Chicago who took his man out to the track, saw that his machine was all right—saddle, pedals and

handles properly adjusted—instructed him how and when to ride; how much of a spurt to make, and when to make it; told him when to quit riding, etc. I never saw a trainer in Chicago who timed his man at all, much less knew what he ought to do in the way of improvement from day to day.

Eck and Leeming are the only two men who ever came to Chicago that ever took the trouble—or had the sense, I don't know which—to instruct a man as to the proper food, and the quality, he should eat. I am not referring to Eck and Leeming to "crack them up" (though I believe there is none better in this or any other country) but rather to show what others do not do. As I said before, there is room in Chicago for a good trainer, and Tom Eck or Harry Leeming, or both, would find it profitable to locate in the city.

\* \* \*

### As to Light Weight Wheels.

It has been a bitter pill for some makers, correspondents and riders to swallow—this light wheel business. They could not get to thinking that any but 35 or 40-pound machines would exist, yet we hear every day of wheels weighing from 26 or 27 to 30 or 32 pounds having endured a frightful amount of rough usage. Two years ago 40-pound wheels were light and there was no fear of their going to destruction. The people who then believed in 40-pounders do not take into consideration the fact that the weight of air tires has been reduced somewhere near four or five pounds, and this is where the reduced weight comes in—at least a goodly proportion of it. Improved materials and improved methods of construction have also aided in cutting down weight. Not a year has passed that the weights of bicycles have not been materially reduced, and still the machines stand up. Three



## PERMANENT SUCCESS.

# RUDGE CYCLES.

For twenty-one years Rudge Cycles have been on the market in one form or another, and have given such uniform satisfaction in the many countries in which they have been sold that their name and fame is known all over the world.

Their Success Has Been a Permanent Success and Indicates That They Give An Honest Equivalent to Their Riders.

Stand Up Well,  
Wear Well, and  
GIVE SATISFACTION.

## RUDGE CYCLES



RUDGE SCORCHER, NO. 1. Weight, 28 Pounds.

are now being manufactured in the Rudge American branch factory, Peoria, Ill., from finished bearings, forgings, etc., direct from the parent Rudge factory. The American product will stand the closest investigation. Write for catalogue and terms. Good territory open for live agents.

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EXCLUSIVE MANUFACTURERS AND IMPORTERS FOR THE UNITED STATES.

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or four years ago safety roadsters weighed from 50 to 60 pounds, and they had no heavy pneumatic tires, either. In the last four years the weights have been reduced in the neighborhood of 50 per cent, and next season will likely see a further reduction. **HOTSPUR.**

### A Springfield Veteran.

No one, to gaze upon the portly form of the Andy McGarrett of '93, would deem it possible that eight years ago, in the days of able-bodied ordinaries he played tag with some of the fast men in America. But he did. Furthermore, he rode so well and so successfully as to bring upon him the wrath of the league and he was declared a pro., along with a lot of other fellows. Andy wasn't guilty, but that didn't matter. No racing board has had the pleasure of acting upon his application for reinstatement.

McGarrett has been connected with the Springfield club from its very early days. He has figured as an official timer for years, and was one of the American timers whom Hillier accused of timing with a sun-dial, or a Seth Thomas dollar and a quarter alarm clock. He has timed more records, probably, than any other man in America.

A few months ago McGarrett drifted into the bicycle business and has since travelled somewhat extensively for the Overman Wheel Company. McGarrett is one of the finest people in the cycle trade and is, in consequence, popular with his every acquaintance.

Last week his photograph reached us by mail. We didn't ask him for it, but presume he expects to see it in print; so here it is!



### THE TRAINER'S WHISTLE.

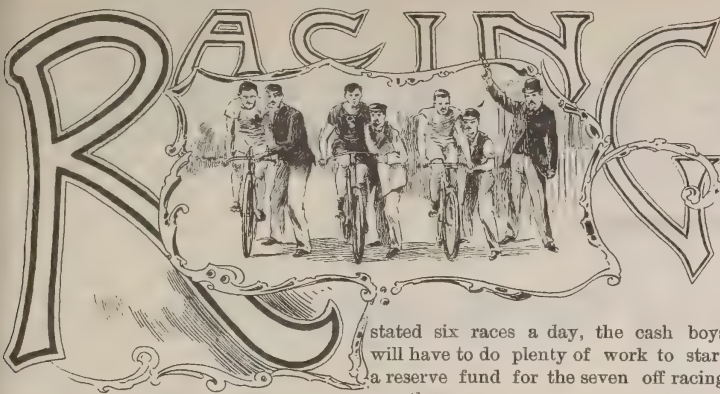
*Probably Brought Out By Leeming When in England.*

Just now some of our American contemporaries are very much exercised over the use of the whistle by Tom Eck in coaching some of the men he has been training in their races, and Eck is being spoken of as little short of a wonder. If the use of the whistle as a coaching instrument is new in America, it is as old as the hills with us, although it is more frequently heard in connection with professional racing than at amateur events. We fancy Harry Leeming, who has been heard of a good bit lately in America, could give Tom Eck and a good many other men a good bit of instruction in this matter, as we remember to have seen him use this method of coaching to excellent effect when he was handling Sanders Sellers in his championship year. The whistle as a means of communication between the rider and his trainer, or coach, is undoubtedly a very useful thing, and we see no harm in it *per se*, although it is, to a great extent, tabooed in racing "good society," the reason being that it has been adopted for nefarious purposes by bookmaking trainers as a means of communicating to their tools their instructions as to how the betting demanded they should ride. Of course, such a means of communication could not be used if it came to beat all general, as riders would be confused by the whistles of other men. When used, however, in the case of an individual rider it undoubtedly gives that rider an advantage not possessed by others, and that is doubtless another reason why it is not looked upon with favor in sporting circles. It is an exemplification of the old adage that "two heads are better than one"—in other words, it gives the rider the advantage of his trainer's head as well as his own, and thus places him

in a superior position to his fellows. There are two ways of using the whistle. In the first place, a careful trainer who thoroughly understands his man and can gauge his powers to a nicety, uses the whistle for the purpose of giving his charge instructions. In this case the rider relies absolutely upon his trainer's whistle; so far as his own headwork is concerned, he simply rides steadily along with the crowd, if a scratch race, or sets out at a steady pace in pursuit of the men in front, or to keep in front of those behind, if he is riding in a handicap, and waits until he hears his trainer's whistle before he makes his effort. If his trainer knows his man thoroughly he will, by this means, be able to bring him through successfully if he has it in him, and in the course of time educate him up to the exercise of judgment on his own account. Perhaps, however, the most valuable purpose for which the whistle can be brought into play is in the case of riders who are not novices, and have had sufficient experience to form their own judgment, and ride their races in their own way. In such cases as this the whistle is used for warning rather than instructive purposes; when a man is riding his hardest, as in a last lap tussle, it is a great save to his mental strain if he can free his mind from the anxiety of wondering what is going on behind him; in other words, how those competitors who are not in front are progressing. By the use of the whistle his coach is enabled to impart this information to him. So long as he is holding his own, and those behind are making no inroads upon his lead, so long does the trainer keep quiet, but immediately an opponent commences creeping up to his man away goes the whistle, and away goes the rider if he has it in him. As an instance, we remember a case in which Leeming and Sellers figured. Some years ago we

travelled from Harrogate to Stoke with these riders. We had with us a Caliope whistle—given us, by the way, by "Papa" Weston. Leeming saw it and borrowed it. In the scratch race, half way through the last lap, Sellers drew ahead and passed to the front, almost immediately Gaskell challenged and was creeping up to him, when Leeming blew the whistle and kept it going until his man was safe. In this case, all Sellers had to do was not to worry about the men behind, but to pile it all in, knowing so long as the whistle blew that he had to do his very utmost to outpace his rival. By way of showing how the use of the whistle may not always be crowned with perfect success, we may give another and rather laughable instance, which occurred within a short time of the episode above recorded—we believe the next day. We were at a professional race at Birmingham. Half way through the last lap a whistle blew, and one of the riders drew ahead and took a lead; immediately another whistle blew, which was evidently the signal for a dark horse, who quickened up and passed the other man. Now it so happened that this second whistle was identical in tone to the Caliope before mentioned which we carried, so, bent on trying an experiment, we started blowing that Caliope for all we were worth, and the rider who had responded to the second signal, evidently thought he was being closely pressed, for, with head down, he rode every inch of the way right up to the post, and finished quite 60 yards in front of the field, doubtless much to the disgust of his trainer, and to his own detriment in the next handicap. If our American cousins have only just heard of the whistle as a means of communication between a coach and his man, they have a lot to learn yet.—*Cyclist.*





THE CASH PRIZE MEN.

*Echoes of the Late Meeting in New York—No Plans Yet Given to the Press—President Says No Amateurs Have Applied.*

The listless air that pervaded the gathering of those gentlemen who are to place professional cycling on a high moral plane of respectability, when they met at the Fifth Avenue Hotel, New York, was in strong contrast to such gatherings of the L. A. W. conservators of pure amateurism. Failure, in large type, would suggest itself to those who form their opinions by appearances, and, in truth, there was a chary look about things at the famous Broadway hostelry. Those familiar to sight were Frank Egan, Proprietor Dondo, Inducer Troy, Manager Dayton, and Editor Richter of *Sporting Life*. The others were Pat Powers, C. H. Byrne and E. H. Talcott, all famous in New York professional base ball. Then Baltimore, Milwaukee, Buffalo, St. Louis and Washington were represented by those useful little commodities called proxies. The St. Louis representative—that evergreen German sport, Chris Von der Ahe—had to jump home on account of family troubles.

The usual base ball star chamber methods were resorted to, and Mr. Dayton lugged a heavy-weight roll labeled "constitution" into the inner chamber recesses.

The day was consumed in electing officers and delving into the constitution, and the obliging equerry-in-waiting, W. B. Troy, furnished the press representatives with the crumbs of news from the table of the cash prize league proprietors—which consisted of the names already telegraphed the REFEREE.

The next day the press was informed that President Byrne had generously consented to give the press the news—and, as dailies must fill space, a goodly number must have been on hand, as all gave the new comer in cycle racing a generous send-off. Especially so did two dailies, whose sporting editors are slated for official positions to help devour that ten per cent reserve fund.

Frank Egan looked remarkably chipper at the meeting, with a beautiful overcoat of sporty pattern, silk hat, large diamond, and everything in keeping with his berth of secretary-treasurer of the association that is to control the down-trodden professionals and soul-blighted amateurs.

There was no foundation for the report that the secretary-treasurer was approached by three green-goods men in succession on his arrival at the Central depot, as, of all men, Mr. Egan would not be taken for a countryman, even if he did come from Philadelphia with a residence in close proximity to a graveyard. Secretary Egan, however, told the story himself.

A minimum of \$1,000 has been fixed for each meeting, of from two to three days, and as much more as the powers that be will offer, of course. With a

stated six races a day, the cash boys will have to do plenty of work to start a reserve fund for the seven off racing months.

The average cyclist is in a fog as regards the identity of the men who are at the head of professionalism, so a sketch of them might do something towards enlightenment. Before commencing it might be stated that the base ball people don't claim to know anything about cycle racing, and it is not necessary that they should. They want the crowds and the money. President Byrne and the *Herald* reporter show charming ignorance of cycling by the following. Says the president: "There is no reason why the association should not prove a success. London and Paris have a pro-

long will it take to put base ball back into the confidence and estimation of the public?" It is such warnings as these that make the well-wishers of cycling pause before throwing up their hats and hurrahing for the men at whom that sapient paragraph was aimed.

Well, as to the personality of the cash prize promoters. The man who seems to have the say is C. H. Byrne of Brooklyn, who has been identified with the rise and fall of base ball in the New York district, and if he has any other occupation it is not generally known. He is regarded as a sleek organizer and tricky in ball management, hard to beat in ball politics. This is the president of the N. C. A. Frank Egan, the secretary, for the past half-score or more years, has been earning a living with his pen, an occasional flyer at Wall street and as clerk to a speculator. He is now a cycling editor—the only man of the association well known to cyclists.

Pat Powers, who is to be a sort of general manager, is well known to base ball people in New York. He has been offered the presidency of the eastern league of base ball clubs, the largest of the minor leagues. Powers was famous in polo leagues also, when that game raged, and said last week (according to

from \$1 to \$2. The new president, Mr. Garden, stated that the park commissioners had granted the necessary permit, as stated in last week's REFEREE, and that everything would be done in order to keep the course clear from the start to Fifty-fifth street, and that if necessary the whole police force would be concentrated between those points.

It was decided to start the race at 9 o'clock instead of 10:18, as heretofore, in order to escape the crowds. The usual complaint about transportation facilities to Pullman came up, and Messrs. Garden, Herrick and Fanning were named as a committee to make the necessary arrangements with the Illinois Central Railroad Company. A committee on rules was named as follows: C. E. Randall, Chicago C. C.; William Herrick, Lincoln C. C.; F. J. Fanning, Illinois C. C.; O. R. Barnett, Cook County Wheelmen; J. A. Erickson, Columbia Wheelmen. The next meeting will be held Tuesday at the Grand Pacific hotel.

#### RACE TALK IN BRIEF.

*Several Important Events to Take Place.—New Tracks Proposed.*

The Missouri division meet will be held at Sedalia July 2, 3 and 4.

E. C. Johnson, the Cleveland racing man, was in Chicago this week.

The Tonawanda (Pa.) B. C. has decided to give a tournament July 4.

St. Augustine's riders are overflowing with rivalry, and match races are all the go.

The Brooklyn Driving Club is to construct a bicycle track on its new grounds at Parkville.

The Ramblers, of Denver, are looking for suitable grounds upon which to construct a track.

J. B. Boulton, a resident and owner of much property in West Berlin, N. J., is building a track.

The Rockford (Ill.) C. C. has finally decided to give a meet this year, but has not fixed the date.

Now that the M. A. C. is a thing of the past, Peter Berlo is going to ride for the Press Cycle Club of Boston.

The Winona (Minn.) C. C. has decided to give a meet on Decoration day and will alter the track somewhat before that time.

Efforts are being made to hold a Buffalo-Rochester road race this year. Previous efforts in this direction have failed.

The wheelmen of Oakland, Cal., are talking of getting up a club relay race around the bay, for a distance of 100 miles, each club to enter ten men.

The Southern Wheelman will give a ten-mile handicap road race at Louisville on Decoration day. The race will be run on the Third avenue boulevard.

During the past season the Kings County Wheelmen members scored a total of 287 points, seventy-eight of which stand to the credit of C. M. Murphy.

The Springfield club has selected its committees. D. E. Miller remains general manager, of course; Dan Canary is chairman of the race committee, while Henry D. Taylor and assistants will look after the press.

The Forest Park (St. Louis) seventeen-and-a-half-mile road race will be held on Saturday, May 20, over the regular course. The handicap limit has been fixed at ten minutes and the race is open to all. Ten place and three time prizes will be given. The Chicago men are requested to participate and the St. Louis boys guarantee them a good time. Hard-



AN INCIDENT OF THE SAVANNAH RACES.

(From a "snap shot," by J. J. Ross.)

Zimmerman and Wheeler being introduced before the quarter mile exhibition race. Ross, Morgan, Polk, Wheeler and Zimmerman in the foreground.

fessional cycling association, and the races there draw from ten to fifteen thousand people. It will, of course, take us quite some time to get the public acquainted with our methods, but I am sure as soon as they do they will come to our meetings in large numbers. As yet we have had no application from any of the amateur cracks, but I suppose they are only holding back until we are permanently organized. We will give the public fair racing. Many of the members have already built tracks, consequently we shall begin racing as soon as the season opens." This is news, indeed. Can Mr. Byrne refer to the N. C. U.?

That the scheme should be given fair play and a trial no unprejudiced man will deny. Success to a large degree may not be attained in a year—"Rome was not built in a day," neither was the L. A. W.—but if the cash prize association is managed with intelligence and kept free from objectionable methods, it should succeed.

The *Evening World* said in an editorial paragraph this week: "One of the rules of the base ball game is that the pitcher is put back five feet; but how

W. B. Troy) that Joe Goodman was one of his paid umpires or referees, which, however, doesn't affect Joe's high amateur standing.

Then comes W. B. Troy, who is a sort of general organizer and equerry-in-waiting. So the N. C. A. cabinet is made up of the following:

Lord high chancellor and secretary of the treasury—Frank Egan, Philadelphia.

Secretary of state—C. H. Byrne, Brooklyn.

Secretary of the interior—Pat Powers, New York.

Equerry-in-waiting—Willis Buncombe, Troy, New York.

Aspirant's for office—Several newspaper men and money-making amateurs.

Now, let the band play!

#### OVER THE OLD COURSE.

*The Pullman Road Race Preserved—Entrance \$2.*

By a unanimous vote the Associated Cycling Clubs decided Thursday last to hold the Pullman road race over the old course, and to raise the entrance fee



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

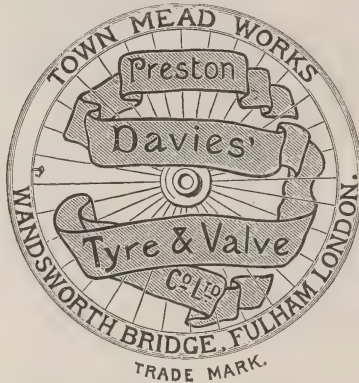
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

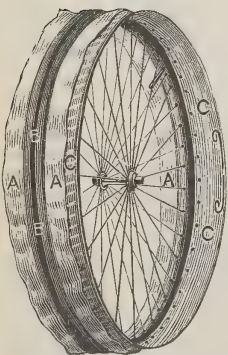
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



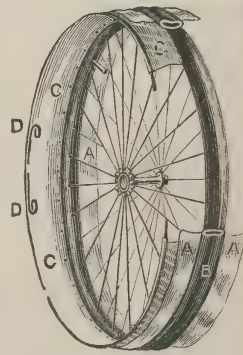
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tyre and you are ready to start.



Showing the Tyre open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.  
LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.  
COVENTRY DEPOT: 21 Warwick Lane, Coventry.  
AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.  
AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.



ing won the time medal last year, beating Barrett several seconds.

And now Hyslop, of Canada is going to England. Pretty soon there will be more Americans competing in English championships than Britishers.

A St. Louis paper says "a quarter-mile cinder track is under course of construction at the base ball grounds, St. Louis, for the N. C. A., the 'cash prize league.'" Nice track that will be, particularly for record breaking!

The Milwaukee Wheelmen have again altered their programme for the summer races. First they were to hold monthly meets at National Park; then they set June 1 and 2 as the dates for an indoor tournament; finally they have decided upon May 26 and 27.

The Malden Cycle Club is to have a new home costing \$8,000. The house is to be built by a capitalist, the plans to be drawn according to the club's idea. It will be 65 feet long, 40 feet wide, have a dance hall 50x40 feet, and will have a front piazza ten feet wide.

It was doubtful some time ago whether Eddie McDuffie would be able to race this season, but he has announced positively that he will ride. Although his ankle is still lame, he expects to recover fully by the time racing begins. His brother, Peter, also expects to make a good showing.

"Swift" Holbein is the way some of the dailies have mixed up Montague's name, and they say he is to swim across the English channel, and walk twenty-four hours, and ride from Land's end to John o'Groats, and a few more things. It will keep M. A. H. busy this year if he does all the papers would have him do.

George Taylor thinks that George Banker and Taxis are the two men above all others who will come to the front this season. He also looks upon George Smith as a coming man, but thinks he can not get into shape for the championships. He thinks Zimmerman has not yet attained his zenith, and concluded the conversation by saying that he might do some riding himself this season.

When Harry C. Wheeler, Jimmy's friend, and Isaac Baird, the "Irish champion," as he is called, meet in their one, two and five-mile races at Savannah, there will be some pretty lively scratching. Baird, we judge, is a strong rider. Wheeler has never surprised anybody. But the latter having traveled with all the cracks for years, will likely outgeneral the Charleston man if he can't beat him outright.

#### THE VETERAN PITMAN.

*A Man Who Was the Boss Sprinter Years Ago, and is Still a Racer at Heart.*

The artist has depicted, as an accompaniment to this article, as true a representation of the physiognomy of W. R. Pitman as is possible to do without offending the sensitive nature of the subject. "Pit" is no longer a spring chicken. He was a full-fledged bicycle champion while some of us were too juvenile to walk, and, unlike many old-time riders, retains his interest in the sport to this day.

"Catch phrases, slang expressions and idioms each can claim at least one individual as its master and constant user," remarked a New York broker one day, as he hitched his chair near the big bay window in the reading room of the Preble so as to get a better view of the street. "Perhaps you observed that the man who just went out, in taking leave of a friend, remarked, 'so long, old man?' Now, I venture to say, that man has made that same remark over a thousand times, and will continue to do so a thou-

sand times more. It is like A. B. C. to him, so saturated has his vocabulary become with its use 'Ah, there,' 'not in it,' 'just so,' and so on to the end of slangdom, each has its chaperon, after the general public gets tired of its popularity and casts it aside, who protects it through thick and thin, and then it is that these concocted sentences appear to be the exclusive use of one person alone.

"To give you a broad illustration of this," the broker went on, lighting a fresh cigar and putting his feet on the rounds of an unoccupied chair, "take the expression, or whatever else you may call it, 'happy days.' While familiar and ancient, and more than likely derived from the day Noah run aground, its present use may be said to be the exclusive property of a young man I know in New York. This party is a senior partner in a large commission house, a well-known cyclist and smart all over, but he is all 'happy days.' He has just surrounded himself with this idiom. If he proposes a toast it is the same thing,



W. R. PITMAN.

always. If he pays a bill, it is 'happy days.' If he says good-bye or how do you do, it is preceded by his favorite expression. Naturally one would think this would become extremely monotonous to his friends, and I presume it would but for two reasons.

"First, he has a peculiar, droll way of jumping the first word out, giving a sonorous tone and long accent on the y part, making a long i-e of it. And in the second place, his business calls him away from the city on an average of every other month. I presume more people know Will by this expression than by his own name, and one would as soon think of receiving a call from the Prince of Wales without his baccarat chips as to receive our friend minus his saying. I, like, many others, first met him at a table d'hôte restaurant on Twenty-fifth street. There are about fifty tables in this place, and it is a great resort for the true New York Bohemian, for here, over a pint of claret and a reed bird, one becomes acquainted with his neighbor without the formality of an introduction—a characteristic and favorite feature of the Bohemian. Our 'Happus Dies' dines regularly here when in town, and when he enters the room every mother's son there sings out 'Happ-i-e days.' Strangers in there for the first time think they are dining with a job lot of good-looking 'gone wrongs,' but after they have been home and thought it over, it presents a certain fascinating flavor, and the next night they go round there to wait the arrival of our party and join in the chorus."

Need we remark that the person alluded to by the speaker was the veteran Pitman?

"Pit" commenced to race along in the seventies. There were no rich clubs to pay expenses then, but the veteran managed to get around considerably, and

won many a prize. No limit was set on values then; none was necessary! Pitman was invincible in his day, but about the year '82 he found youngsters becoming too speedy for him, and has since been content as a spectator. He is now the senior member of Pitman & Black, dealers in rugs and carpets, and is still often seen, and his "happy days" as often heard at events cyclistic.

#### Was He Guilty?

It may or it may not have been an admission of guilt on the part of a prominent racing man when he spoke these words the other day:

"I'll tell you how it is; we're going to be straight this year. We've got to."

He was not asked as to his guilt or innocence, but when questioned as to his likes or dislikes of the \$150 prize limit, he unbosomed himself:

"I don't kick so much on the \$150 limit business, for I'm not out for the 'stuff.' I've got a good job, which pays me pretty well; but I can't afford to chase around the country at my own expense, and if my club won't pay my expenses, then I guess I'll have to quit racing. I don't want to make anything, but I do think they ought to let us have expenses paid—that is, railroad fare and hotel bills. That's all I care for.

"Why, I've had a dozen chances to ride this year and receive my expenses. One man offered me a good weekly salary, and said I could keep my present position, but I refused. I don't believe a man could work it and not be found out; but I have no inclination to try. I'm going to live up to the rules to the letter, and then when any investigation goes on I'll be in a position to answer any question they may put to me.

"This is an easy year to get wheels to ride—everybody wants good men, and they are willing to pay for them, too. But they'll be found out, sure, and then their game will be up. No, sir; I'm going to be a real good, pure amateur this year."

#### Who Is Responsible For This?

Charlie Murphy called at the REFEREE office to deny that he ran into a carriage in Brooklyn which was occupied by ladies, and received a broken arm. Murphy says he collided with one of those sleeping Bedford avenue cars, which are the delight of the people who work in New York and sleep in Brooklyn. Charlie hopes that his injuries will permit him to train successfully for the Irvington-Milburn road race. The K. C. W. man, by the way, has written one more letter regarding those Baltimore prizes, which, like the letter—never came. No reply has been received to the letters written about them by Murphy to S. T. Clark of Baltimore. Murphy says he holds a receipt for his entrance fees and wants his pots.

#### What He Hopes to Do.

Frank Waller, the Californian, is preparing to floor all 24-hour riders this season. He will make an attempt on the record with pacemakers and says he will do 460 miles. The second he will attempt unpaced. Waller is living in bachelor quarters with Birdie Munger, Fred Dickinson and Harry Leeming, the trainer, who will train Waller this season.

#### The Row In Massachusetts.

There is something of a fight going on in Massachusetts. As has already been related in the REFEREE Worcester has received the official sanction of the racing board to hold a spring race meet, and now the officers of the division have decided to hold the annual meet at Boston. "From first to last," says the

Worcester Telegram, "the meeting was a drive against the Bay State club." Mr. Schervée, for the Worcester club, said that two meetings could not be held successfully on one day. "There is no question," he said, "that Worcester and the Bay State club have been slighted, not only in the matter of tournaments, but also in the matter of the selection of delegates. Through the official paper of the league the club has been repeatedly jumped upon. The arrangements for entertainment at last year's spring meet were made wholly by a committee from the board, and not by the club, yet the club has received the blame."

Mr. Knight spoke in the same line. "But," continues the Telegram, "the Bay State race meet of May 29 and 30 will go right ahead. The other meet, unless by a bare possibility a sanction is received, will be held May 31."

#### A Speedy British Rider.

Thomas Relph, formerly one of the most popular of the riders in the midland counties of England, has been reported, from time to time, as contem-



THOMAS RELPH.

plating a trial with American riders. He is at present engaged in a New England factory, and, should he be seen on the path, will probably pedal a Keating machine.

#### Jimmy Training at Savannah.

There will be another meet of bicyclists, under the auspices of the Savannah Wheelmen's Club, early in April, says the Savannah Press. The three principal riders will be Zimmerman, Wheeler and Baird. Zimmerman has decided not to go to Brunswick, but remain here for practice. He is charmed with Savannah and especially pleased with the track, which he regards as the finest he has ever practiced on. He and Wheeler are at the De Soto. Both are rapidly getting in good form, and those who have watched them closely say that Baird will not be in it with Wheeler in April.

#### Sanger's Sercombe-stances.

The name of Sanger, on this side, irresistably suggests circus performances; we trust there is nothing of the hippodrome business about the contemplated invasion by Walter Sanger, P. Sercombe & Co., of this championship-losing country later on. From what we hear there may be Sercombe-stances which will prevent the quondam challenger of Zimmerman from competing here. — Wheeler.

There is nothing to prevent Sanger from competing abroad, that is so far as his amateur status is concerned. He does not have to depend upon manufacturers for expenses, for his wealthy father is only too happy to send Walter to any point where he has a chance of gaining honors. He does not have to



THE REFEREE.



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Of all wheels this is the easiest to sell, because  
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NEW YORK.



depend upon Sercombe-stances! We might add, look out for Sang'r, ye foreigners.

#### Mr. Sturmy On Class B.

The following is an extract from a letter from Henry Sturmy to our New York representative: "As to the cause of professionals going wrong, human nature is human nature the world over, and if we had no laws or government in general life, it would be a case of the strongest ruling the roost. The same holds good in athletics, and it is only the regulation of matters by an independent body which keeps matters and men straight. So far as the movement for class B is concerned, I do not object to it altogether, for the simple reason that, as with the old promateurs, the eventful outcome will be that the whole class will be declared professionals, and there will be, through the intermediate party, a better means of arriving at who's who than without it."

#### Notes of Foreign Racers.

Lawrence Fletcher is now in Africa. Ernest Leitch is now managing the Humber London depot.

"Charlie, the Devil," is the nickname Terront, the French crack, enjoys.

Shorland was tendered a supper upon his leaving the Crypto company, by Mr. Boothroyd.

Shorland, it is said, will make an attempt on the Land's End to John o'Groats record.

A fifteen-year-old French boy named Ganiard will shortly try for the world's motorcycle records.

The Wheeler thinks Waller's "undaunted and determined courage" will be tested most thoroughly at the Cuca Cocco cup race.

The Irish Cyclist thinks that if pianos and bicycles were to be taxed in America, as in France, it would go rather hard with some. Yes, it might; but what if some of those pianos and bicycles had been "given away?"

#### Cash Prizes In Australia.

In view of the conflicting reports regarding the cash prize system in Australia, the following from the latest issue received of the Melbourne *Sporting Standard* is interesting:

Professional racing in New South Wales is making rapid progress. Almost every week there is one or more races to be run for, and there is now every indication of the "cash system" assuming the same position as it does in Melbourne. The amateur riders are complaining that their union does not make any effort to provide sufficient racing for its supporters. Owing to this dissatisfaction my confrere informs me that the leading racing club in Sydney, the Speedwells, threaten to secede from the amateur union and support the cash club.

#### 1893 FIXTURES.

##### APRIL.

26-27—Indoor meet of Milwaukee Wheelmen.

##### MAY.

30—*Pullman Road Race, Chicago.*

30—New Haven (Conn.) B. C.'s annual meet.

30—Massachusetts division meet.

30—Martin road race, Buffalo.

30—Irvington-Milburn road race.

30—Rome (N. Y.) Cyclers' meet.

30—"Southern Wheelman's" 10-mile road race, Louisville, Ky.

30—Winona (Minn.) C. C. race meet.

##### JUNE.

3—Press C. C. meet, Buffalo.

16-17—Century C. C. meet, Syracuse, N. Y.

17—English championships on Herne Hill track.

17—Alpha Wheel Club's 10-mile road race, South Norwalk, Conn.

24—Prince Wells' second annual 10-mile road race, Louisville.

27-28—Kentucky division meet, Harrodsburg.

##### JULY.

23-24—Missouri division meet, Sedalia.

4—Tonawanda (Pa.) B. C. meet.

4—Watertown (N. Y.) Cyclers' meet.

#### AUGUST. (WESTERN CIRCUIT.)

5-12—*Illinois Division, National L. A. W. and International meets, Chicago.*

14-15—Milwaukee Wheelmen meet.

16-17—Wisconsin division meet, Ripon.

19—Minneapolis C. C. meet.

22—Evansville C. C. meet.

24—Zitz-Zag C. C. meet, Indianapolis, Ind.

26—Cincinnati C. C. meet.

23-29—Columbus, (O.) Century C. C. meet.

30-31—Cleveland W. C. meet.

#### SEPTEMBER.

13-14—Springfield (Mass.) B. C.'s annual race meet, Hampden Park track.

26-27-28—Inter-state Fair Association meet, Trenton, N. J.

#### World's Champion Cyclists.

How often one reads a line or two similar to this:

Mr. Very Swift Pedaler, the world's champion bicyclist, is in town.

Every professional, or ex-professional, has undoubtedly traveled around on his past reputation—good or bad—and told people, or made them believe, that he was or is now the champion bicyclist of the world. We know all the old-timers have, at any rate. Prince has worked the racket down south all winter; we read a paragraph in the *Squodunk News*, or something of the kind, only a few days ago, wherein "Ralph Temple, ex-champion bicyclist," was in town.

Simply because a man wins a race, or even holds a seventy-two hour record, is no reason for his holding the title of champion, let alone world's champion. Zimmerman comes nearer to being the champion of the world than any other man who ever bestrode a wheel. He has defeated the top-notchers of America (Canada and the United States), the British Isles and Germany. If he had met the Frenchmen there would have been another Waterloo. He might be defeated once in a while—in fact has—but no one man has yet conquered as many as has the gentleman from Jersey. Inasmuch as Jimmy has defeated every man he ever met—and can do it again, too—we think he is the only one entitled to wear the championship crown.

#### Jack Greeted Him Warmly.

Jack Fecit, president of the Roxbury, (Mass.) Bicycle Club, Airtite tire traveler,

etc., is a very small man—in stature. He was walking down a Boston street, in company with Van Sicken recently, when the pair met a midget from some neighboring museum. Jack ran up to the man—the midget was a full-fledged man, notwithstanding size—or rather undersize—and grasping his hand, shook it earnestly, saying, "How do you do?"

The midget didn't know Jack and said so, but Jack excused his familiarity by saying, "I know you don't, and I don't know you; but I'm so darned glad to meet someone smaller than myself that I couldn't help speaking to him—no harm, I hope?"

#### Two Items of Interest.

The Milwaukee Wheelmen were incorporated on Monday by Fred J. Schroeder, E. A. Savage and T. E. Hutchins. The capital stock is \$12,000 and has all been taken. The incorporation is for the purpose of purchasing the Morwetz residence on Milwaukee street for a club house. The property has been secured and the first payment on the purchase has been made. Work will begin immediately.

Colonel Burdett has formed a partnership with two prominent New York lawyers, and will hereafter make that city his headquarters.

## INTERNATIONAL RACES.

### THE TRACK DECIDED UPON AND COMMITTEES NAMED.

*Enthusiastic Meeting of Representative Wheelmen Monday Night—Mr. Raymond Gives His Ideas—Work Commenced.*

Chicago and her wheelmen will have the honor and the responsibility of conducting the first international race meet ever held, and this in connection with the national L. A. W. and Illinois division meets. Inasmuch as the representative wheelmen of Chicago, together with the executive officers of the league, have the matter in charge, we can predict nothing but the greatest and most successful meet ever known in the history of cycling. The meet will last seven full days, and during that time the state, national and international championships will be decided in the presence of thousands of cyclists from all parts of the world. The races, runs, various entertainments and, in fact, the whole meet, will be conducted upon a magnificent scale, and in such a manner as to leave in the minds of the visiting wheelmen only the most pleasant and favorable opinions.

#### CHAIRMAN RAYMOND ARRIVES.

Henry E. Raymond, chairman of the racing board, arrived in town Sunday, and was the lion of the hour, as it were. At any rate he proved himself extremely popular and made many friends. Monday he installed "Twink" Erwin, the new racing board member, and incidentally, we suppose, informed him that a few Chicago men would bear watching. Then Mr. Raymond visited the ball park to see what kind of a track could be built, and in the evening he attended the meeting at the Great Northern to arrange for the international races. Tuesday he accompanied Mr. Van Sicken to the world's fair grounds, and then visited the Parkside track, which he said was a very pretty one.

He said Chicago was a great city. He thought New York and Brooklyn very great, but, judging from his remarks, he thought Chicago the greatest in the land. He marvelled at Chicago's enterprise and its greatness.

#### A REPRESENTATIVE MEETING.

The meeting Monday evening at the Great Northern was attended by thirty or more of the most prominent cycling men in Chicago, as well as some from outside, in response to an invitation issued by Mr. Gerould of the international committee. Among those present were the following: H. E. Raymond, chairman, and J. M. Erwin, of the racing board; T. F. Sheridan, vice-president of the league; F. W. Gerould, chief consul Illinois division and member of the international committee; W. C. Thorne, ex-member of the racing board; W. A. Skinkle, president of the Century Road Club, Cleveland; Walter Wardrop and J. D. Guinea, *Cycling Life*; N. H. Van Sicken, L. J. Berger and C. G. Sinsbaugh, *Bearings*; S. A. Miles and Charles P. Root, *REFEREE*; R. D. Garden, C. E. Randall, J. A. Erickson, W. H. Walsh, W. A. Fletcher, F. H. Gere, L. R. Fyfe, A. J. Marrett, A. W. Roth, J. M. Stimpson, C. A. Stervoss, William Herrick, F. E. Spooner, George K. Barrett, C. F. Stokes and F. J. Fanning.

#### WHAT THE TRACK WILL BE.

After a half-hour's conversation among those present, Mr. Sheridan called the meeting to order, and stated that the objects of the meeting were to appoint

committees and arrange all the plans for the international races to be held in Chicago in August. The temporary chairman was made permanent chairman, and L. J. Berger, was named as secretary. Mr. Sheridan called upon Chief Consul Gerould for a report from the international committee on the track question. Mr. Gerould stated that the committee had on that day (Monday) decided, after viewing the grounds, to construct a third of a mile track, about fifty feet wide on the home stretch, and from twenty to thirty feet wide on the back stretch, the surface to be of burnt clay and the turns well banked. The committee had also decided that the meet should take place from Aug. 7 to 12, inclusive, the international races to be held on the last two days.

#### MR. RAYMOND'S PLAN OF MANAGEMENT.

Mr. Gerould stated that Mr. Raymond had gone abroad in the interests of the international races, and had many ideas which he felt sure the chairman of the racing board desired to impart. Mr. Raymond stated that he thought everybody was familiar with what had transpired up to date. He had but little to tell. He started in by relating a couple of interesting stories which he gleaned during his trip abroad. After that he stated that without doubt the international meet would be the greatest ever known in the history of cycling. It was something beyond a local affair, although it was to the interest of the cyclists of Chicago to see that it was a success; of course what would be their interests would be the interests of all members of the league. Chicago was to take care of and entertain the league, and he felt satisfied that every Chicago man, whether a league member or not, would turn in and work hard to make the affair a success. He had in mind the appointment of several committees, among them one for general management of the races, which would consist of about nine members, a press committee, hotel committee and a committee on publicity and promotion. He thought if these committees were made up of Chicago men, with members of the international committee as ex-officio members, it would fix things about right.

#### THE COMMITTEE NAMED.

Mr. Gerould stated that the sub-executive committee of nine or ten members would probably appoint the committees on runs, receptions, programmes and other committees deemed necessary. Chairman Sheridan stated that nominations were in order for members of the sub-executive committee, and the following committee was finally selected: T. L. Sloan, C. E. Randall, J. O. Blake, R. D. Garden, William Herrick, F. W. Gerould, C. F. Stokes, A. J. Marrett and F. H. Gere, with Mr. Sheridan, vice-president of the league, as chairman.

The race and track committee was formed of Messrs. Gerould (chairman), Garden, Van Sicken and Erwin.

When it came to the naming of a committee on hotels and accommodations, Mr. Gerould placed in nomination Messrs. Randall, Leonard and Taylor, the two latter gentlemen being connected with the National Columbian United Wheelmen's Association.

#### AMPLE HOTEL ACCOMMODATIONS.

Mr. Leonard, having had considerable experience in arranging for the accommodation of wheelmen during the world's fair, was called upon by Mr. Gerould for some remarks. He stated that when he and his colleagues originated the idea of a wheelmen's club house for use during the world's fair, he took a trip east, visiting the most prominent cities and league members. He



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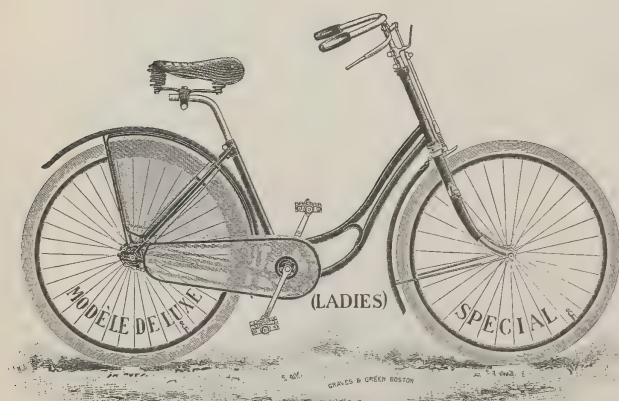
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Price with 1 1-8 in. wired cushion tires - - - \$140

Price with pneumatic tires, as illustrated - - - 155

Average weight as illustrated, less saddle and peddles, 33 lbs.

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called upon Mr. Raymond, President Burdett, the chief consuls of many divisions, and some of the prominent manufacturers. He had been promised the support of the chief consuls, and in return he had agreed that his colleagues would do all in their power to accommodate the wheelmen when they arrived in Chicago any time after the first day of May. He showed a plan of several hotels, with the proprietors of which he had made arrangements for the accommodation of the overflow, if any. He had several others in mind with which he could, undoubtedly, make satisfactory arrangements. He anticipated no trouble in caring for the guests, no matter to what extent the number should be. The committee as named was elected unanimously.

## PRESS COMMITTEE OF CHICAGOANS.

When it came to the naming of the press committee, it was suggested that the members of the local press, cycling and daily, should all be included, and, also, the members of the cycling papers in all parts of the country. At this Mr. Raymond arose and stated that he thought it best not to go beyond Chicago for a press committee. He felt sure that the pressmen in the world's fair city were capable of taking care of anything that might come along. He wanted to make it a Chicago affair, and wanted the Chicago people to do the whole work and take all the credit. He said that if they had a New York man on the committee, reporters from the New York daily papers would roost in his office twenty-four hours each day and that he would be hounded to death. He wanted to see the committee take charge of the whole business, send out such notices as it deemed necessary to the papers or to syndicates, and let the news go about the country in that manner. He stated that he had sent abroad for the pictures of all the prominent racing men, whether they intended to compete in the international races or not. He expected those pictures daily. They would be forwarded to the press committee, and the committee could send out reproductions from them to the papers throughout the country, as well as a short sketch of the lives of the men. He also stated that as fast as any news should come to him, it would immediately be forwarded to the press committee, which would take care of it, seeing that no paper was treated with anything but fairness. The suggestion was thought good, and Messrs. M. A. Lane of the *Evening Post*; L. J. Berger, *Bearings*; S. A. Miles, *REFEREE*; J. M. Erwin, (*News-Record*); Walter Wardrop, *Cycling Life*; F. E. Spooner, and H. H. Wiley, *Sporting Review*, were named as the committee. The committee was empowered to add such names from among the sporting editors of the daily papers or other publications as it saw fit.

## OTHER COMMITTEES NOT NAMED.

The appointment of reception, tour, invitation and programme committees was left to the general committee. Mr. Gerould stated, in this connection, that he thought it wise to arrange a reception committee from among the members of the various clubs. It was his idea to have the south side clubs take care of the south side depots, the north side clubs those in that region, and the west side clubs those on the west side, the same scheme to work in regard to tours, runs, etc.

## PLAN OF THE TRACK.

A rough plan of the proposed track was shown by Mr. Raymond. The radius is 150 feet, the stretches 425 feet in length, the home stretch 50 feet wide and the back stretch 30 feet wide. Mr. Raymond stated that he thought this track would be as nearly desirable as

possible; that the interest of the spectators must be taken into consideration as well as that of the racing men. Inasmuch as this track was to be built on the best plan possible, he thought there would be no difficulty about speed-producing qualities.

## WESTERN CIRCUIT RACES.

The chairman of the racing board stated that he would give those present some official news without first sending it to the *Bulletin*. It was the western circuit dates, as agreed upon by the committee during the morning, as follows: Aug. 5 to 12, inclusive, Chicago; 14 and 15, Peoria; 17, Milwaukee; 18 and 19, Ripon, Wis. (Wisconsin division meet); 21, Minneapolis; 23, Evansville, Ind.; 24, Ziz-Zag Cycling Club, Indianapolis; 26, Cincinnati Century Cycling Club, Cincinnati; 28 and 29, Columbus, O.; 30 and 31, Cleveland, O., and then east. After the reading of this report and the transaction of some unimportant business, the meeting adjourned.

## CHANGE IN THE DATES.

Since Mr. Raymond announced the western circuit dates, the Peoria Bicycle Club sent word that it had decided not to hold a race meet this season, as it had previously intended, inasmuch as the undertaking was too great, in view of the many counter attractions which would be in existence. This necessitated a change in the schedule, and the dates now stand as follows: Aug. 5 to 12, Chicago; 14 and 15, Milwaukee; 16 and 17, Wisconsin state meet at Ripon; 19, Minneapolis; 22, Evansville 24, Indianapolis; 26, Cincinnati; 28 and 29, Columbus; 30 and 31, Cleveland.

Chairman Raymond left for home on Tuesday evening, after a visit to the world's fair and Parkside track.

## Publications Received.

The *REFEREE* acknowledges the receipt of the following publications:

E. C. Stearns & Co., Syracuse, N. Y.—Exquisitely designed and illustrated catalogue, with embossed cover, showing the Stearns racer, 30 pounds; model A, 27 pounds; B, 33 pounds; C, 37 pounds.

Hill Cycle Manufacturing Company, 142 West Washington street Chicago—Handsome catalogue in colors, showing model A, 36 pounds; B, 32 pounds; racer, 22 and 26 pounds.

Kenwood Manufacturing Company, 253 South Canal street, Chicago—Catalogue showing path racer, 28 pounds; road racer, 30 pounds; roadster, 40 pounds; ladies' special, 35 pounds; Kenwood pneumatic tire.

A. Featherstone & Co., Sixteenth and Clark streets, Chicago.—Handsome catalogue showing Road King and Road Queen (35 and 37 pounds, respectively) and parts. Also catalogue, showing the Princess, Royal Middy, Peer and Flying Jib.

Schoverling, Daly & Gales, 302 Broadway, New York.—Catalogue showing complete lines of Humber, Gales, and Crypto cycles, and Lucas' and Powell & Hammer's lanterns.

Lamplugh & Co., Birmingham, Eng.—Catalogue of saddles, valises, tool bags, luggage carriers, etc.

Central Bicycle Manufacturing Company, Indianapolis.—Catalogue of Central and Ben Hur wheels.

Albert A. Pope, Boston.—Pamphlet, "The Bicycle in Its Relation to the Physician," by Seneca Egbert, A. M., M. D., of Drexel Institute.

Centaur Cycle Company, Coventry.—Catalogue showing three weights of the King of Scorchers and the Queen of Scorchers.

Clute Bros., Cohoes, N. Y.—Catalogue showing a very complete line of wheels.

Granville Cycle Company, London.—Catalogue showing several styles of the Granville wheels, including front drivers and geared ordinaries.

T. W. Boyd & Son, Montreal.—Very complete catalogue of wheels, parts, sundries, etc. Shows Rudge as a leader and a line of cheap wheels.

## A Boston-to-Chicago Relay.

Boardman, of the New York Recorder, has been twice recently to Hartford and Boston making arrangements for the Boston to Chicago relay ride. Boardman, by the way, is making use of Latin these days in his cycling department, aspiring to be a competitor in learning with a Chicago editor.

## "GOOD ROADS" SUED.

A PRINTING FIRM CLAIMS IT CANNOT COLLECT ITS BILLS.

*Mr. Potter, Charged With Being Capricious and Irritable, Says His Printing Bills Were Extortionate.*

—Potter's Explanation.

For some reason or other, the Road Improvement Bureau has become involved in a dispute with a publishing firm for money said to be due for printing the magazine. It has also been hinted that *Good Roads* is not being so extensively circulated as is claimed. Messrs. Sherwood & Rogers, of 14 Vesey street, New York, the firm in question, were visited by a REFEREE representative. Mr. Rogers was seen, and the following conversation occurred:

"Is it true that you are suing *Good Roads*, the League of American Wheelmen and Isaac B. Potter for money due you for printing *Good Roads*?"

"Yes, our attorney has been instructed to do so, and if the suit has not already been commenced it will be."

"How many issues of *Good Roads* did you publish?"

"Some six."

"How much is due you, as per suit?"

"Some \$127, which we have been unable to collect from Mr. Potter."

"Did you print 35,000 copies or anywhere like that number?"

"No, we did not print the number you state, but many less."

"Will you give me the exact number you printed?"

"No, we will not, but will give the League of American Wheelmen the number if asked officially."

"What has been the trouble between Mr. Potter and your firm?"

"He has shown a desire to be critical and capricious in his conduct toward us, and very fault-finding, and we could not get him to accede to our demand for payment. He seemed to be of an irritable and queer disposition!"

Mr. Rogers further said that he felt kindly disposed toward President Burdett and the L. A. W., generally, but he seemed to "have it in" for Mr. Potter, and said he would press the firm's claims on that account. He also said he would prefer not to be quoted in the matter.

A REFEREE representative called on Mr. Potter and enquired about the suit. Mr. Potter commenced by saying that as far as the papers were concerned, it was "none of their business," but on being told that the printers' story had already been sent the REFEREE, Mr. Potter concluded to give his side of the case.

"They claim," commenced the editor of *Good Roads* "that we owe them \$127 balance, and I claim we don't, as their charges were extortionate, and, being the Holman standing as a watch dog between the L. A. W. treasury and extortion, I don't propose that the bill shall be paid. They charged over a hundred dollars for a colored page insert in one edition, an outrageous price. Then their work was poor in the extreme, and they had not the facilities for printing such a work as *Good Roads*. One of the partners came to my office and commenced to deliver a lecture, and threatened suit. I told him if he wanted to deliver a public lecture, that he had better hire a hall. They refused to turn over the headings and other electros of the book, and still hold some of them, which has inconvenienced us somewhat. I am willing to appoint a referee to decide the matter, but will not pay over

that claim and being a lawyer, don't think any court will compel us to."

"You are charged with being irritable and dogmatic in your demands, and a fit subject for Bloomingdale; what have you to say regarding that soft impeachment?"

"Did they say that?—and here the exposer of holey and muddy streets waxed warm—"I'm irritable if people try to impose on me or the League of American Wheelmen, and don't do the right thing. The firm that makes the complaint had no strings on me, so I changed the printers, for the better efficiency of the magazine, and they probably feel sore over it."

"Do you print the number of copies of *Good Roads*, as stated, according to the L. A. W. membership, and extra copies said to be mailed to others monthly?"

"Our books are open to inspection by the executive committee of the L. A. W., which has access to them on demand."

"Can you tell the REFEREE readers why a statement of receipts as well as that of expenditures was not given at the annual business convention at Philadelphia?"

"The good roads department is a separate institution, although run by, and in the interest of the L. A. W."

"Then why were the expenditures and not the receipts given in the L. A. W. treasurer's report?"

"As I said before, our books are open for inspection by the executive committee, and I see no good reason why a statement of receipts should be given. You can tell the REFEREE readers that the interests of the L. A. W. are protected, and all expenditures and receipts are known to the officers, the executive committee."

Mr. Potter is a hard worker, and is undoubtedly earning his salary, every dollar of it, but some members think he would be rendering the league even greater service were he to give the members a clear understanding of the financial condition of the bureau. It is a matter which has been kept entirely in the background.

## NEW YORK'S DRIVEWAY.

*A Drive Which Will Prove a Great Blessing to Gotham's Wheelman Is Now Assured.*

From a New York paper we learn that Governor Flower has signed Senator Plunkitt's bill providing for a driveway which embraces the plans of Mayor Gilroy.

The drive is to extend mostly along the west bank of the Harlem River from One Hundred and Fifty-fifth street to connect with Dykman street just south of Sherman Creek.

The plans provide for a road varying in width from 125 to 150 feet. There are two approaches provided to the southern end.

One is by an extension of Bradhurst avenue from One hundred and Fifty-fifth street through Manhattan Field and the Polo Grounds.

The other is from the top of the bluff at St. Nicholas place and One Hundred and Fifty-fifth street down the side hill to One Hundred and Sixty-fifth street.

There will be sidewalks twenty feet in width on each side of the driveway with rows of trees at the curb.

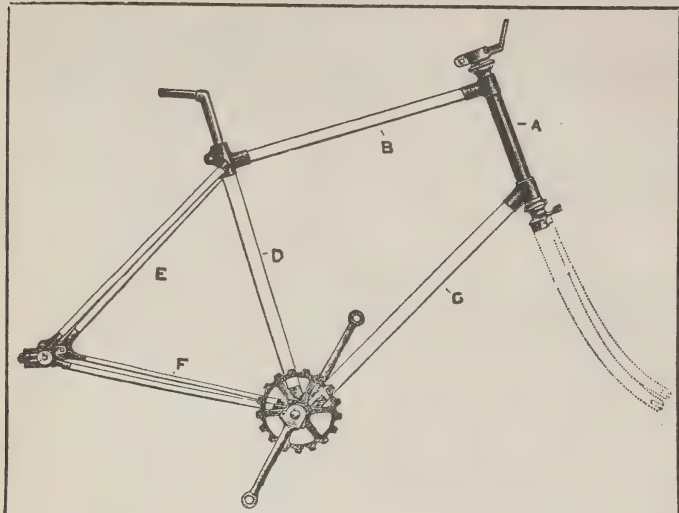
The northern end of the drive furnishes an outlet through Dykman street and Inwood avenue to the Hudson River.

The driveway is to be but two miles long. It connects a system of good drives fully twenty-five miles in length.

The estimated cost is \$1,500,000.

From the northern end of the proposed drive connections are made with such drives as the Western boulevard, Kingsbridge road, Fort Washington Ridge





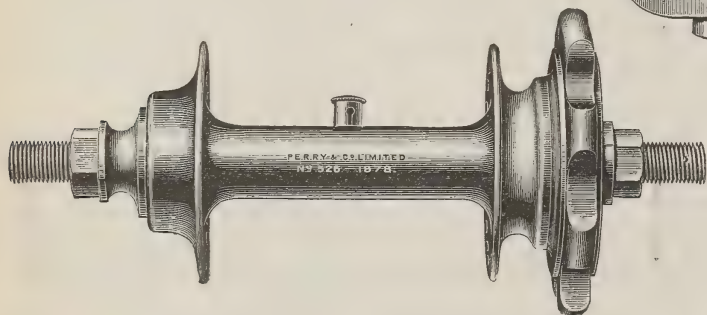
Best Finished and Lightest Frames  
— in the World. —



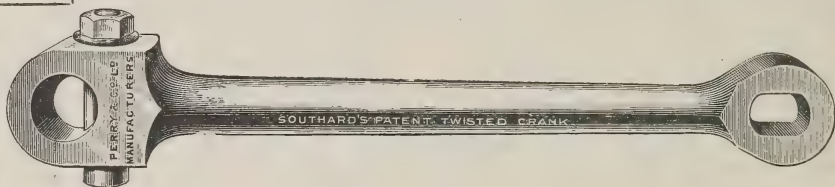
The finest finished Chain in the world and used by  
Humbers, Whitworths and Raleighs on all their machines

## PERRY'S FRAMES.

Mechanical Accuracy, Lightness, Reliability and Splendid Finish.



Perry's High-Class Hubs.



Sole manufacturers of Southard's Patent Cranks.

**PERRY & COMPANY, Limited,**

Birmingham, England.

AGENTS: Anglo-American Iron and Metal  
Co., 213 Pearl street. New York.

# OVERSTONES

ARE

## ARISTOCRATS. ---Bearings.

Send along for prices and terms. I have some territory still open.

ARTHUR E. FLAVELL, - - P. O. BOX 441, NEW YORK CITY.

LOYD, READ & CO., COVENTRY.

## AS A SUPPLEMENT

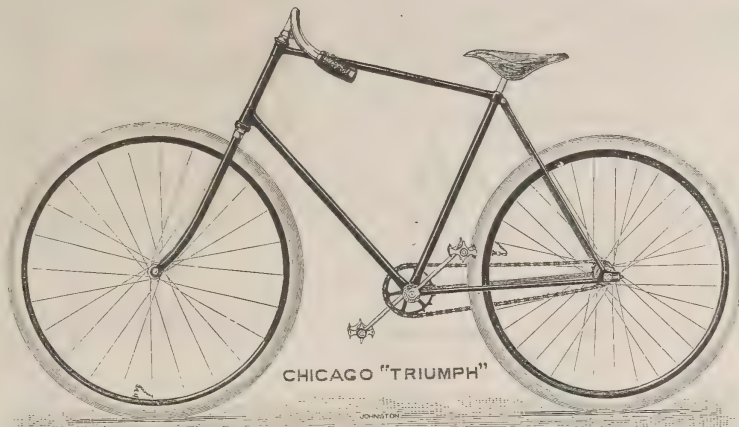
To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                           |                                         |                                 |                                   |                                                   |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|
| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|

And Jobbers Generally Throughout the United States.



# TRIUMPH!



J. B. Rich Cycle Co.,  
Philadelphia.

White Sewing Mch. Co.,  
Boston, Mass.

W. G. Schack,  
Buffalo, N. Y.

White Sewing Mch. Co.,  
Chicago, Ill.

White Sewing Machine Co.,  
New York.

Chas. Hanauer & Bro.,  
Cincinnati, O.

Schulenberg Cycle Co.,  
Detroit, Mich.

*A Complete Stock of Parts Kept at Our New  
York Office, 22 Union Square.*

## TRIUMPH CYCLE CO., Ltd., COVENTRY, ENG.

road, Tenth avenue and Eleventh avenue.

Such a driveway, according to Mayor Gilroy, will do away with the danger of encroachment on the city parks by drivers of fast horses. It will provide a broad thoroughfare without intersection with other streets and thus free from danger. For the most of the distance the drive is under a high bluff, where no crossings could be built.

Another feature of the plan is its economy. The city already owns two-thirds of the land, and not more than one-seventh of the remainder will have to be acquired by condemnation proceedings. The land, too, in that locality is very cheap. The tall cliff will shade the drive in the afternoon, but will not prevent the morning sun from drying up the roadway.

Engineer Joseph O. B. Webster, who laid out the plan for the drive by direction of the department of public works, has followed the shoreline established by the United States authorities, and for the greater part of the way it will be six feet above high water mark. A sidewalk twenty feet wide will be built on the inside of the drive, and another five feet wide, with an iron railing, will be along the river front.

Mayor Gilroy says that the plans for the speedway are all ready and that bids could be advertised for just as soon as a certified copy of the bill was received.

The park department will begin work at once on the speedway.

\*\*\*

### Wide Tires For Everybody.

The world's fair authorities do not permit even carriages in the grounds unless they have wide tires on the wheels. The carriage-like buses which are used to transport visitors from one part of the grounds to the other have

three-inch iron shoes, or supplemental tires on their wheels. They are similar to those made by Casper Zimmerman of Sioux Falls, S. D., who has just been granted a patent on the tire illustrated



herewith. Zimmerman's tire is made four inches wide, or twice as wide as the ordinary wagon tire. On the inside of this tire, on each side of a median line thereof, is formed a bead, the two beads being annular parallel rings with a space between them equal to an ordinary tire. The supplementary tire is sprung over the tire on the wheel, and drawn closely together by nuts and bolts, which pass through the bent ends.

\*\*\*

### Mr. Potter Becomes Sarcastic.

"Arkell," Chicago, Ill.; "F. W.," Cohoes, N. Y.; "S. Sinclair," Middletown, N. Y.; "Ed.," Akron, Ohio; "Interested," Philadelphia, Pa.; "Mort," Sioux City, Iowa. These correspondents write complaining letters because our story from Cooper's famous novel of Indian adventure was abruptly stopped with the November number, and though promised "to be concluded next month," the finishing chapter has not yet appeared. It is true that we left poor Deerslayer tied to a tree, while the merciless Hurons were clipping his locks with their tomahawks and scalping knives from a distance of forty paces, more or less, and a humane ambition would have prompted us to complete the

story which relates his adventures in so interesting a way.

That this was not done is due to our wish to avoid contract complications between the L. A. W. and the "Wheelmen Company," a Massachusetts corporation, being the owners and publishers of the *Bicycling World*. A contract exists between this corporation and the L. A. W., by which the Boston corporation, in exchange for certain concessions on the part of the league, undertakes to—well, to make a long story short, the league was forbidden, by a letter from the Wheelmen Company, to publish any matters not relating strictly to the improvement of roads. Of course, we have carefully avoided any encroachments upon the ground to which the *Bicycling World* has directed itself with such unexampled brilliancy, and did not suppose that the innocent story of the Deerslayer would give offence; yet, to avoid all questions, we deem best to suspend the publication of the balance of that sketch.

Be of good courage, friends. *Good Roads* for 1893 will be brighter, more interesting and more successful than ever.

\*\*\*

### For Those Who Want Bad Roads.

The defenders of bad roads continue to be greatly disturbed for fear the riders of bicycles will enjoy some of the advantages of improved highways. They would display more sense if they would disregard the wheelmen altogether, and more intelligence if they would thank the wheelmen for arousing the agitation in favor of better roads, which will do more than any other single cause to make life in the country worth living. — *Buffalo Courier*.

\*\*\*

### Against Sprinkling Streets.

Thursday last a number of St. Louis

wheelmen called on Street Commissioner Murphy and presented to him a letter asking that St. Charles, Locust and Pine streets and Grand avenue be allowed to remain unsprinkled until 9 o'clock each morning and that sprinkling upon them cease after 5 o'clock p. m. The commissioner took the matter under advisement. He will first see what the residents along the streets in question have to say upon the subject, and if there is no objection from this source he will probably grant the petition of the wheelmen.

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### This is Only a Sample.

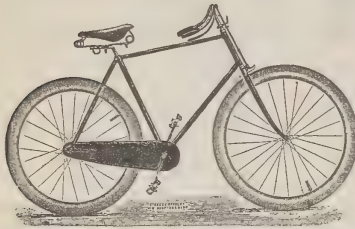
WEST UNION, Iowa, March 10. — Northwestern Iowa, owing to the rains of the last few days, is becoming a vast marsh and the roads are impassable. Teams that started out this morning returned, not being able to get out of town. Serious results are feared.

### Distance to Washington.

From St. Louis to Washington the distance is 894 miles; from Cincinnati to Washington, 1,533 miles; from Chicago to Washington 813 miles. This is via the bee line followed by the B. & O. railroad, the most picturesque as well as the most direct route from the Mississippi River to the Atlantic Seaboard. Through B. & O. trains, with Pullman equipment of Sleeping, Parlor and Buffet cars, run from St. Louis to Washington in 29 hours; from Cincinnati to Washington in 18 hours; from Chicago to Washington in 25 hours. Sleepers from all points run through to New York from the west without change. At Washington connection is made with the B. & O.'s matchless Royal Blue Line for Baltimore, Philadelphia and New York. These trains consist of the staunchest and finest Coaches, Parlor and Sleeping cars ever built by the Pullman company; are vestibuled from end to end, and are protected by Pullman's improved anti-telescoping device which makes every car as safe as it can be made by man's ingenuity and skill. All the cars are heated by steam and lighted by Pintsch gas. They are the fastest trains in the world, placing New York and Washington within five hours' reach. — 20-2.



# THE EMPIRE SEMI-RACER



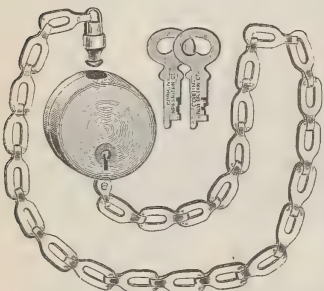
*Fitted with Pneumatic Tyres cannot be excelled,*

Mr. J. D. Lumsden, mounted on an Empire Safety, won the 48-hour championship and belt at Glasgow, Jan. 29, 1893 to Feb. 4, 1893.

SEND FOR 1893 LIST.

**PERRY RICHARDS & CO.,**  
EMPIRE CYCLE WORKS,  
WOLVERHAMPTON.

## Corbin Bicycle Lock.



(Cut one-half size of Lock.)

NO. 0918 - - - BRASS.  
NO. 0918 1-2 - NICKEL-PLATED.

**CORBIN CABINET LOCK CO.,**

New York, 24 and 26 Murray street.

Chicago, 63 Washington street.

Philadelphia, 925 Market street.

San Francisco, Mills Building.

New Britain, Conn.

**LOUIS JORDAN,**

—Manufacturer of the—

## JORDAN SPECIAL BICYCLE

Roadster and Light Roadster,

WEIGHTS 33 and 25 POUNDS.

—AGENTS FOR—

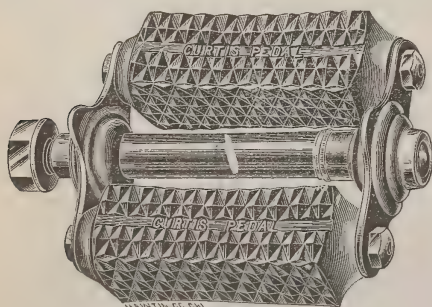
**Telegram Cycles and Sanger Racer.**

FINEST REPAIR SHOP IN CHICAGO.

ALSO CHEAP WHEELS.

**LOUIS JORDAN, 71-73 Randolph St.,**  
CHICAGO.

Have You Seen the **Curtis Combination Pedal?**



*Either Rubber or Rat Trap.*

*The Best Pedal in the Market. Absolutely Dust Proof.*

—PRICE, \$7.00—

We call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap pedal that can be put into the same pedals as the rubbers are used in. Price, \$2 per set of four, postpaid

**REED & CURTIS MACHINE SCREW CO.,**  
WORCESTER, MASS.

The  
**Crypto**  
Front  
Driving  
Safety,  
and the  
**Crypto**  
Geared  
Ordinary



combine all the good points of both the "Old Ordinary" and the "Rear Driving Safety," without possessing the disadvantages of either. Send for catalogue.

**THE MCINTOSH-HUNTINGTON CO.,**

Sole Agents for  
United States.

Cleveland,  
Ohio.

*After Using Various Oilers try the*



(One-half actual size)

"PERFECT POCKET OILER" and you will be convinced that it is without an equal Neater, cleaner and handier than any other oiler in the world.

Price 25 cents each.

**CUSHMAN & DENISON, 172 9th ave., New York.**



**"PERFECT" POCKET OILER Holder**

Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. For sale everywhere. Price, 25c. each.

**CUSHMAN & DENISON**  
172 9th Ave., - New York.



**"PERFECT" Pneumatic Pump Holder**

Best and most convenient device for carrying a Pneumatic Pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. Handsomely nickel-plated. For sale everywhere. Price, 25c. each. **Cushman & Denison,**  
172 9th Ave., - New York.

WORKS BIRMINGHAM, ENGLAND.

HIGH GRADE ONLY...

**Quadrant Cycles**

AGENTS WANTED

WHOLESALE & RETAIL WAREHOUSE & STORES

EAST 249 COLUMBUS AVE. BOSTON

WEST 297 WABASH AVE. CHICAGO

Pneumatics Applied For \$20.00.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tyres, either single or double tube, in A.1 steel rims for \$30 per pair; frame spreading and general repairing done at proportionate prices: these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 509 Tremont street Boston. 11-1f

BICYCLE CLUBS—

**BARBER,**

The celebrated Trick Bicyclist, can be engaged to produce his Wonderful Wheel Act by addressing

9 Merriman St., ROCHESTER, N. Y.



# TRADE



*Writers on trade topics can always find a market for interesting and instructive matter at the REFEREE office. We shall be pleased to arrange with competent writers for regular contributions.*

## WHAT SALESMEN ARE SAYING.

*Some Frightful Discounts Reported to Have Been Given.*

If all the stories which have reached me lately are true, the cycle trade is in about as bad condition in the United States as it is abroad. It is astonishing how quickly salesmen can and do jump from one extreme to another. Last year every drummer on the road had sold the entire output. According to their stories the business was rosy in the extreme, but unfortunately, they exhausted all their red fire, and 1893 finds them—or a majority of them—with faces as long as fiddles and the ever-ready, expressive, but inelegant adjective, “rotten” as the stereotyped reply to every inquiry about the condition of business.

A good salesman, a man who has been with more than one first-class house, and who is now in a good position to know what his fellow knighs of the road are and are not doing, was in town long enough to let drop a few doleful remarks last week. He had been in the Kansas City and St. Louis regions, he said. “At one hotel,” said he, “I met no less than nine salesmen. I don’t know how long they had been there, but I do know that, when they left, their total sales amounted to three machines and these were a couple of Stearns wheels sold by Tuttle!

“It is an awful year for salesmen. For my own part, if I were not with a house which fully understands the business and realizes the condition of trade, I should expect, every day, to be called in and given my walking papers. Houses which are now in the business can’t understand why salesmen go to such towns as St. Louis and Kansas City, and come away without an order, and the poor salesman, in such cases has a rough time of it, I can assure you.”

Another visitor, connected with a large house, corroborated the speaker above quoted. I met him near the Wellington—now a popular place for cycle trade men—and in reply to the stock question, “How’s business?” received the reply—well, what did I tell you before?—“Rotten.” The gentleman, on having delivered this, as concise and expressive an answer as could be desired, proceeded to expatiate on the woes of salesmen.

“There were twelve of us at St.—”

“Nine, I heard,” I interjected.

“Well, p'raps 'twas nine. It seemed

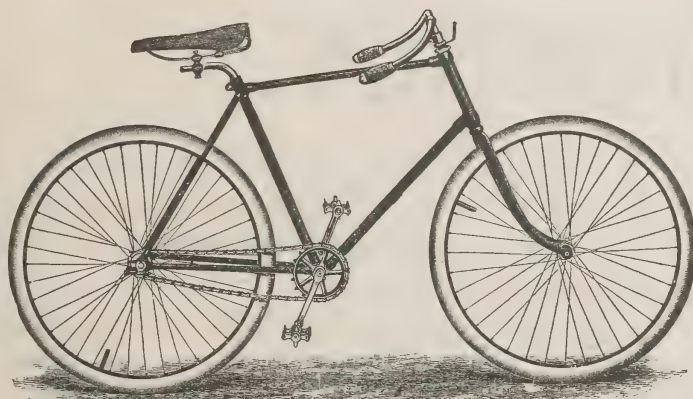
like a hundred. Out of the nine, six were going west, and I want to predict that they won’t make their salt. The trade is loaded already. Here’s a sample of how business is being done. A man called on a house in Kansas City. ‘Well,’ says the buyer, ‘what can you do?’ Mr. man makes a big show of figuring—to get it down to the lowest notch, of course, and finally offered his machines, which list at \$150, for \$87.50! ‘Young man,’ says the buyer, ‘you are not in it.’ From all of which it is very evident that somebody is offering within a shade of fifty off!”

Now comes the question, how can they do it? The answer is simply this—they can’t. At least, they can’t and make any money. The business is either conducted on dishonest lines—that is, by offering an inferior wheel as “high grade,” or else the maker doesn’t realize how much his wheels are costing him.

“How do you account for the appalling falling off in trade?” I asked one of

new makers, the business will be in better condition a year hence.”

This price cutting is a bad thing for the business. There is nothing new about that remark, it is true, but no one seems to have digested it yet. In the first place, it is bad for the maker. The little maker doesn’t seem to realize that it falls heavier on his head than that of the big fellow who has been in business for years. But it does. There are makers whose wheels will sell through thick and thin, and whose reputation is such that Mr. Littlefellow cannot shake it. By offering a large discount he argues his goods of a cheaper grade, and in his anxiety to appear of some importance in the trade, strains himself to increase his output which he has the greatest of difficulty in disposing of, while, had he made half the number and finished them carefully, he might have secured better figures and have made more money in the long run. Thus the new manufacturer who handles his own output seems to be the principal loser by this price-cutting. He finds forced upon him all the ills of large discounts, inferior agents and long credits. The risks he runs are awful to contemplate. Next comes the jobber. Poor jobber! He is going slowly but surely. We have a few samples of him left. The jobber or middle-man has done much to ruin the business. I do not refer so directly to the man who handles bicycles only, as to the hardware man and others of that ilk, who



THE WAVERLY SCORCHER.

the traveling fraternity. “As a matter of fact,” he replied, “there is no falling off. On the contrary there will be a large increase in sales this year. There are various reasons for the black appearance of things. First of all, many agents were badly frightened last year. You will recollect that in the early part of the year, we had almost unprecedently wet weather which continued right through that part of the season in which the selling is generally done. This upset all calculations, especially as, in anticipation of big trade, many dealers loaded up heavily. They carried over a great many wheels which they have yet to dispose of. You will see, therefore, that in addition to this season’s output, in which, of course, there has been the usual increase, the trade must unload on the public a goodly share of last year’s product.

“I am not a believer in the stories we hear, that the trade is going to the devil at a gallop, for although there is, undoubtedly, great difficulty in selling at present, I am in hopes that, with the assistance of the early spring which is promised us the season will clean off all the old stock and that, unless the market becomes flooded with a lot of trash by

mix cycles with pots, kettles and pans, and are content with so minute a margin as to make necessary the use of a microscope to see it. There are a number of these houses. One of them once appealed to a large manufacturer for machines, offering to pay a fabulous sum in cash. The maker’s answer was, “No, gentlemen. Not if you paid me full list price for the wheels.” One house sells tens of thousands of dollars worth of machines every year at a price which would drive the man who makes cycle selling, alone, a business, into bankruptcy. Of course the machines are sold as high grade, while everybody—that is, everybody in the business—knows they are nothing of the sort.

For the purpose of steering clear of the Slough of Despond into which they find themselves being slowly drawn, a number of Chicago people have formed a dealer’s association. They hope thus to abolish price-cutting, “trade” deals and other abuses. It may work and it may not. It didn’t in Cleveland. It didn’t in Baltimore. Dealers on the north, west and south sides believe it will not in Chicago. “Why,” said a west-sider, “if your cycle row aris’ocracy try anything of that sort, the

little fellows on the outskirts will cut their business all to pieces. The man who has an old machine to trade knows that there are plenty of dealers outside of the row, some of whom will make almost any sort of a trade.” Then he went on to tell how the trading system is abused. “I know a man,” said he, “who owned an interest in a retail business. At the beginning of 1893 it was worth \$1,500. During the year the place disposed of \$18,000 worth of wheels, but at the end of it the interest was worth only \$875. Why? Trades. The man in charge took almost anything rather than allow a customer to go away. He allowed \$90 for second-hand machines which he sold again for fifty!” And, according to this man’s story, the same style of thing will be carried on in ’93.

TRAVELER.

## WESTERN WHEEL WORKS AFFAIRS.

*Reorganization of the Company Completed.—The Change to go Into Effect September 1.*

The reorganization of the Western Wheel Works, some details of which were given in the REFEREE a month ago, has been completed. Tom Coleman’s mission was successful, and if he succeeded in tearing himself away from the attractions of Paris and London, he sailed for home on Wednesday of this week with a contract, which binds the deal, in his pocket.

All contracts for ’93 have been made, however, and there will be no change whatever in the business until September 1. At that time the company will commence to do business under a new charter, capital stock \$1,000,000, with five stockholders only. Mr. Schoeinger, Sr., will retire from the business entirely, but will continue his interests in some other lines on the north side, which do not require a great deal of personal attention.

Louis Schoeinger will probably remain in Europe for another year. His physicians say that his health will then be as good as ever. He is at present in Switzerland. He will retain his interest in the business, and in June Lindsay Coleman will visit him to arrange some business matters for the season of ’94.

Mr. Coleman was in Chicago last week and reports that the enormous discounts offered by some houses have not affected the W. W. W. business east or west.

## AMERICAN INVENTORS BUSY.

*New Scheme for Combination Pedals—A Spiked Shoe for Wheels.*

Within the past week or two several patents have been granted on inventions pertaining to the bicycle. Charles F. Pease, well known in the cycle manufacturing business in Chicago, has been granted three patents, two of which relate to pedals, and the third to the steering-head lock. One invention relates to a method by which either rubbers or rat trap plates may be used on the same bolts. The plate (E) may be made of sheet metal, by a single stroke of the die, alternating notches (f) being stamped in order that the bolt may pass through and hold the plates to the pedal frame in the usual way. Mr. Pease’s other devise is a cap for covering the free or outside part of the pedal in order to make it dust-proof.

John G. Xander, of Reading, Pa., has just been granted patents on his new style frame, as now used in the Never-sink, which has been illustrated.

The Macintosh tire, as it is known, is the invention of William Golding, of Manchester, Eng. The patent reports are very complete, the specifications



## A HAPPY DEFINITION.

Referring to the pages of the recent Century Dictionary, we find the word bicycle defined as follows: "A very light, two-wheeled vehicle, propelled by the feet and steered by the hands, called the 'Tourist.' It is handsomely and expensively made by the GEO. R. BIDWELL CYCLE CO., 308-310 West Fifty-ninth Street, New York. This is the only bicycle we know of in this country, though we believe there are other spurious imitations."—*Cent. Dict., Vol. 1, P. 172.*

THIS IS A FACT,

AND SO IS THIS ABOUT

## RESILIENCY.

Have you ever thought exactly what resiliency means? It means literally the power possessed by a body of returning to its original position, when moved from that position by a second or foreign body. A good watch spring is perfectly resilient, and so is a pneumatic tire if it is *properly* made. Applied to a pneumatic tire resiliency *actually* means the possibility of riding upon *air*. The ideal tire would be a column of compressed air pinned to a steel felloe by a thought. The *next best* thing to this is the Bidwell Pneumatic with its

MYSTERIOUS CONSTRUCTIVE FABRIC TUBE.

THINK IT OVER—and write for the true secret of a Pneumatic Tire.

"AIR: its hard and soft side."

GEO. R. BIDWELL CYCLE CO.,

308-310 West Fifty-ninth Street, New York.

Factory: Colt's West Armory, Hartford, Conn.

Tire Factory: 49-51 W. 66th St.



covering several pages of printed matter, as well as seventeen illustrations.

Herbert Gregory of New York, brings out a spiked shoe for pneumatic tires. The shoe is probably two inches wide and long enough to cover the tire, being laced at the ends. This shoe is formed of two pieces of canvas cemented together. Before being put together, how-



ever, short thick spikes (about three-sixteenth of an inch long) are inserted through one layer of the canvas, each spike having a large shoulder or head so that it will not push through the other canvas strip which backs it. In the edges of the shoe are eyelet-holes for the lacing, which are tied together over the rim, thus securely holding the shoe in position.

#### CHICAGO TRADE BRIEFS.

*Traveling Men Still Continue to Call—Personal Mention.*

"Pop" Worden, of the Remington Arms Company, was in town during the week.

Harry Palmer, proprietor of the *Sporting Goods Dealer*, was in Chicago last week.

D. C. Stover, of the Stover Bicycle Manufacturing Company, was in Chicago last week.

The Hill Cycle Manufacturing Company has appointed Tom Thorne as Ravenswood agent.

W. E. McCune, of Boston, is in the city. He would like to place a Chicago agency for the McCune.

C. H. Parker, Goshen, Ind., is in Chicago. He will assist C. H. Plumb at the Ariel company's store for some time.

R. L. Coleman, of New York, was in Chicago last week on important business connected with the Western Wheel Works.

Charlie Sieg says he will stop taking orders for repair kits when the number has reached 150,000. He claims to have made 30,000 to date.

A monthly cycle paper heads its column giving an account of the Chicago dealers' combine thus: "Chicago Dealers Organize Against Themselves."

A slight error appears in the advertisement of the Western Wheel Works this week. The price of the Combination Junior, No. 2, should be \$50, not \$45.

E. L. Ferguson, manager of the Western Cycle Company, 254 Ogden avenue, has given up the agency for Triumph cycles, and will handle exclusively wheels made to his own order.

Pritchard Stewart, an old-time member of the Lincoln Cycling Club, for many years with Hibbard, Spencer, Bartlett & Co., sailed for Europe last week on a two months' trip for pleasure.

J. W. McGowin, manager of the Pittsburg Cycle Company, and Harry D. Squires, of the same company, were in Chicago last week on business connected with the purchase of the Chicago Bicycle Company's plant.

Small manufacturers around Chicago are reaping a harvest in the demand for specially constructed wheels. Nowadays a man wanting special features can give orders for such a wheel—and receive it a month later—from any one of half a dozen local makers.

James Josephi arrived in Chicago last week from Ohio, where he placed a number of agencies for Imperials and completed arrangements for—well, James is going to be married ere snow

flies, the young lady being one of Cleveland's fairest daughters.

The Columbian Bicycle Livery has had sixteen applications for stations in cycling centres of the city. Eight branch stations in all will be opened at first; more if the business prospers. The renting machines will all be Imperials, from ten to fifty at each station.

A. W. Moore, the hustling western agent for New Mails, and United States agent for Belsize and Irwells, is rarely at his office in the Masonic Temple. Reports of splendid sales on the road are given. He is now contemplating a trip through the western country to the Pacific coast.

George V. Clementi, formerly of the firm of Sieg & Clementi, has entered the cycle business again with C. W. Barr, under the firm name of Clementi & Barr. An office has been opened at 271 Wabash avenue, second floor, where bicycle suits will be handled on a large scale. Later on a line of bicycles will be handled.

Sometime in the future, when the decorators get through at the retail store of the Stover Manufacturing Company, something really fine in decoration is promised. E. H. Wilcox now has a full line of '93 model Phoenix safeties on hand and finds many people who are willing to discourse upon their beauties.

All previous reports regarding the purchase of the Chicago Bicycle Company's plant by the Pittsburg Cycle Company have been premature, as only negotiations have been in progress. Messrs. Squires and McGowin, of Pittsburg, have been in Chicago for a week past and after considering the matter carefully have, it is said, decided to drop the matter.

A. Kennedy Child was in the city last week in the interest of the Warwick company. He left for Milwaukee, St. Louis and Peoria, and may go on to the Pacific coast. Kennedy says the cash prize baby which he introduced to the world at Philadelphia was brought into this world with the mythical silver spoon in its mouth. It will score a decided success, he says.

#### GENERAL TRADE NOTES.

*Paragraphs About Trade Men, Wheels and Business.*

R. H. Franklin & Co., of Brooklyn, have largely increased their rim-making force of late.

The Batavia Pedal Company, of Batavia, N. Y., is making an A No. 1 pedal, and reports business good.

Stephen Golder, according to Harvey Du Cros, Jr., is expected in New York shortly, on New Howe business, of course.

Many fast racing men are going to use the Burris-Michelin tire this season. Johnson's example seems to have influenced some New York riders.

T. Gerry, representing Holmes & Co., Boston, spent the past week among local dealers. Mr. Gerry is showing the Chicago trade something in knit bloomer suits.

W. A. Lloyd & Co., of Birmingham, request us to announce the appointment of the Anglo-American company as American agent, in place of H. A. Smith & Co.

The *Looking Glass*, Savannah, Ga., prints a story about the probability of the establishment of a cycle factory there. Colonel Pope is mentioned in connection with it.

Joseph E. Geigan, the Baltimore dealer believes in the scriptural injunction that "you can not reap where you do not sow," and his half-page "ad" in the *Baltimore News* is proof of the fact. The New South, a name made famous by Henry W. Grady, of Atlanta,

Ga., is the name of Mr. Geigan's own wheel.

Kirk Brown reports the Dunlop tires in good—in fact, great demand. Sixteen hundred tires were shipped by the American Dunlop Tire Company last week, and the firm hopes to treble that quantity weekly from now on.

John H. O'Toole, one of the best long-distance riders in Ireland and the possessor of several records, is employed in the shipping department of A. M. Scheffey & Co., 92 Reade street, New York. This firm is shipping samples of its Wynnewood machines daily.

W. H. Kirkpatrick returns to New York this week, having put in two months among the eastern and northern trade for McKee & Harrington, who are very pleased with the work done by "Lyndhurst Kirk". The demand for the Lyndhurst, Mr. McKee informs us, has been quite satisfactory.

The Schverling, Daly & Gales New York catalogue is a thing of beauty, and contains everything in the way of sundries, and the well-known line of wheels the Broadway firm handles. Of course the get-up of the "cat" is the work of that distinguished literateur, Barney Whymer, editor of the *Announcer*.

The Pope Manufacturing Company's New York store is once more looking like business. Those who remember the old place will hardly recognize it since the contractor's tearing up and fixing. There is a large plate glass window, and fine outside decorations—but the same old Mason, Elliott by name, is there.

Mr. L'Hommiedieu, of the Columbia Rubber Company, New York, is authority for the statement that William Bowden will not visit America again in the interests of the Seddon tire. E. H. Seddon, he says will return shortly. G. H. and John Seddon and Frederick Jennings, sailed for England last Wednesday.

A. M. Scheffey & Co., 92 Reade street, New York, are shipping so many Wynnewoods these days that the factory has not been able to satisfy the demand. A. M. Scheffey is just now taking a few days' "rest" at the office, whilst J. Raymond Werner and another traveler are on the road visiting the jobbing trade.

"The bicycle trade is no longer the 'hurrah' sort of thing it was five years ago," said a man, ripe in experience, recently. "It has settled down to a solid business basis, the same as any other trade. I feel sure," he continued, "that some of the people who are offering fifty off on \$150 wheels don't realize what their expenses are, and that there will be many changes in the business before the year ends."

#### The Indiana Company's Waverly.

"Yes, sir," said Fred Patee recently, "we are offering a high-grade wheel at \$400. Isn't that so, George?" And George Hendee, who will handle the Indiana line in Springfield, nodded assent. The reader will be able to form an idea of the much talked of Waverly by a perusal of the following specifications, taken from the Indiana company's catalogue:

Frame, entirely of the highest grade seamless cold drawn steel tubing and perfectly fitted with drop forged steel connections, lap welded and brazed. Wheels, 28-inch, with Swedish steel rims, rolled by several processes, hollowed in center to prevent spoke nipples from interfering with tire. Chain, Humber steel block pattern, inch pitch and thoroughly tested. Spokes, fine drawn piano wire steel, retaining great tensile strength. Head, 10 1/2 inches between steering centers and fitted with steel ball races, secured by special process. Fork crown, made of best drop forged steel, and of design embodying great strength. Crank bracket of light design, drop forged steel, and fitted with hardened tool steel ball races, deep centered. Saddle post, hollow cold-drawn steel tubing of best grade. Hubs,

made of drop forged steel, with finely tapered flanges and containing deep ball races or bushings of tempered steel. Handle bar, cold-drawn steel tubing, curved gracefully from center, tapering gradually; dropped and fitted with best selected cork handles with metal tips. Brake, fitted with our improved spoon, thoroughly adjustable, of direct plunger pattern and having a neat steel spring, with lever of design in accordance with handle bar. Pedals, all steel, improved rat-trap pattern, with fine adjustable ball bearings, though rubber pedals will be furnished instead if requested when ordering. Sprockets, machine milled and perfectly accurate in pitch. Tires, para rubber, best grade pneumatic with improved deflating valve and easy method of repair; size, 1 7/8 inches. Bearings, dust proof, combining fine adjustments and fitted with best steel balls, gauged to thousandth part of inch. Saddle, of light, well proportioned design, with oil tempered steel springs and light leather. Perfectly arranged on endless screw, affording fine degree of adjustment. Lamp bracket, of sheet steel, hollow pattern and detachable. Cranks, drop forged tool steel; hollowed pattern; detachable by means of uniting keys; length of throw, 6 1/4 inches. Forks, cold-drawn steel tubing, primed and thoroughly brazed to crown and gracefully curved. Finish, the highest stage of perfection in nickeling, with handsomely polished enamel baked on at a temperature of 300 degrees. Tools, of first quality, put up in neat leather pouch.

That this will be a banner year for the company there is no doubt. The same old Patee, with the same pleasant style which made him so popular while with Rouse, Hazard & Co., greeted the writer and disclosed to him all the ins and outs of the immense factory. And it is immense as well as complete, for since the disastrous fire of last fall no effort has been spared in rebuilding to make the establishment a model one and equal to any in America.

Patee will doubtless make as successful a manager as he did a salesman. His desk was piled up with correspondence, which, he said, related chiefly to the Waverly.

The factory is running at its full capacity, so as to insure prompt deliveries as soon as old Sol favors us with a lasting smile.

#### Barrett Talks On Trade

George K. Barrett had much of an interesting nature to divulge to the REFEREE man Monday when he called. Barrett returned Saturday from an extensive trip in the east, where he disposed of a satisfactory number of Marble safeties. Owing to price cutting all along the line, sales of high grade wheels are small, he says. For instance, one dealer offered to take an agency, providing he could have 50, 10 and 5 per cent discount, which he said was offered him by traveling men. Contracts, he found, were made to be broken, and retail dealers realize that because they sign large contracts it is not required of them that every wheel should be taken.

"The average contract is easily broken," said Barrett. "There is hardly a contract taken that cannot be broken if the party wishes to do so. I did not, therefore, crowd my agents for large orders, but contented myself with small ones and the sure results to follow from the sale of good goods."

"Traveling men are selling every Tom, Dick and Harry, without regard to credit. For instance, in one place I found a man with three agencies, and report showed him not responsible for one cent. In Elmira, N. Y., I found the trade killed by price cutting amongst the dealers and the Columbia agency located in a coal office, the sample wheel being shown atop a huge bin of coal. All through the territory traversed I found agencies placed in all sorts of places, and with all sorts of people—doctors, dentists, in drug stores and even in saloons."

"The prospects are bright for a big retail trade everywhere, but prices will be smashed unmercifully. At Plymouth, Ind., where our factory is located, I



THE  
**ROVER**  
IS

Without Doubt the Most Popular Machine in America.

AGENTS WANTED WHERE NOT REPRESENTED.

For List and Terms apply—

J. K. STARLEY & COMPANY, Ltd., MAKERS, - COVENTRY, ENGLAND.

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SMALLEY BICYCLES FOR 1893.

FOUR STYLES:

LIGHT ROADSTER,

ROAD RACER,

TRACK RACER, { NEW STYLE  
HANDLE  
BARS.

LADIES' WHEEL.



Road Racer, 1893 Pattern.

"We are much pleased with the workmanship, finish and general appearance of your wheels."—Racine Hardware Manufacturing Co., Racine, Wis.

"Road racer received. You have a very nice cycle indeed; one that anybody might be proud of. I predict a successful sale for the road racer."—J. E. Poorman, Cincinnati, O.

"Your wheels are selling like 'hot cakes,' and you may expect the Smalley to go to the front in Detroit."—Chas. Ege, Detroit, Mich.

"Your wheel is grand. The boys are much pleased with it."—Fred. D. Hoham, Ft. Wayne, Ind.

*We want a Good Agent in every town in the United States. Send for catalogue and discounts and we will interest you.*

RETAIL DEPOT,  
271 WABASH AVE.,  
CHICAGO, ILL

MARBLE CYCLE MFG. COMPANY, PLYMOUTH, IND.

We are the Illinois agents  
for the RALEIGH.  
Please mention this paper



met a Chicago traveling man endeavoring to place an agency. I escorted him all over the town and left before learning what success he had."

#### Mr. Perkins, of Rockaway.

In May of 1891 Robert Perkins took charge of the factory of the Rockaway



ROBERT PERKINS.

Manufacturing Company, where Liberty cycles are made. At that time the lessees, Wilson, Myers & Co., had before them the task of proving to a critical public the merits of the machine, but, with the aid of Mr. Perkins at the factory and Mr. Bretz at the office and on the road, the task has been successfully accomplished, and the force of men then at work has been increased from eighty to five times that number. Prior to Mr. Perkins' connection with the Rockaway factory he had a dozen years' experience in the cycle trade in London and Coventry. In November of 1891, he settled in America. Mr. Perkins is a clever man, mechanically and socially, and the success of the factory is due largely to his capable management.

#### Collins & Nuttall, New York.

The above names are well and favorably known to New York people, and to the eastern trade. The owners conducted an uptown retail store last season. Early this year the above gentlemen decided to open up in a large way as retailers and manufacturers of certain specialties outside their bicycle trade. Their new quarters occupy the top floor of a whole block on Twenty-eighth street and Seventh avenue. The front part of the building is divided into a large salesroom and cosy offices. The factory proper is divided into three portions. One contains the manufacturing and repair shops and the nickel-plating rooms, with huge baths and dynamos, all in a state of much activity. The rear of this section is occupied by large enameling ovens, which, at the time of our visit, were filled with work for outside repairers. The last section is used for burnishing and polishing, and several men were making the sparks fly. Messrs. Collins and Nuttall are making special wire dashboards for Brewster, of carriage fame, for exhibition sleighs for the world's fair, and manufacture many things not cyclicistic. The firm is reaching out for wholesale repairing, nickeling, and enameling, and carries Cleverlands and Falcons, for which it controls New York and Long Island.

#### The Trade in Newark, N. J.

Howard A. Smith & Co. are filling up their place with Excelsiors and sundries; the rim output of this concern is also large. Mr. Smith has had much trouble in getting goods through the New York custom house. The quality and quantity of interference in the way of carmine

tape grows more luxuriant as the months go by.

E. Alsdorf & Co. are doing a nice business in Warwicks, Liberties, Lyndhursts, Niagaras, Rochesters and Cleverlands, and have a wonderful stock on hand. This firm is also a heavy dealer in pianos and sewing machines. J. A. Dubois, the junior partner, is popular locally.

Eldridge & Co., the Columbia agents, are doing well; so is Coffin, the new Victor agent.

The Columbian Novelty Company reports business in saddles as fair. Bergel's saddles have received quite a boom, especially in the west, whence many orders have come recently. The Bergels are reliable and capable people.

Butler & Ward, who commenced by making saddle leathers, now make a very good saddle, and being wholesale saddlers and harness makers, cycle saddle making comes natural to them. Mr. Ward says that their progress has been somewhat interrupted by the lack of parts for the saddle.

William Fish, the old reliable saddle-maker, and in fact the pioneer in eastern saddle making, jogs along in his usual solid way out on Roseville avenue, and cannot keep pace at present with orders. The Fish saddle is well and favorably known.

There is still another saddle man in Newark by the popular name of Smith, but he has met with many obstacles and, like his namesake, Hoke, will lie low and trot in a winner later on.

The Acme Stand Company is now in new quarters and reports orders as coming in fast.

#### New York Trade Personal.

"Pop" Worden is on the road. Barney Whympers is at home again. Samuel Snell is in wicked New York. Frank Ray sold a car load of Ramblers since Feb. 1.

L. C. Boardman and wife are at Boston to see Colonel Pope.

The Ormonde company is doing well, says President Willis.

Sydney Bowman's Adelphi school opened with a flourish.

Mrs. W. E. Smith, of Dart wheel fame, is rapidly convalescing.

F. C. Atherton, of the Buffalo Tricycle Company, was here last week.

Alex Schwalbach has opened the Liberty school on Broadway near the park.

Frank White of the Bidwell tire company, is out of town—has been much of late.

Perrig, of the Columbia Rubber Company, is at Boston on important business.

The Anglo-American company is busy. Secretary Freidenstein will soon sail to Europe.

Frank Brock, formerly with Alsdorf, Newark, N. J., is now with Howard A. Smith & Co.

Jake Bretz is back again from an extended trip, busy and prosperous. Got a new baby.

H. L. Coe, of the A. O. Very company, Boston, is in New York selling Rich & Sager saddles.

A. M. Scheffey is delighted with the success of the Wynnewood bicycle his firm wholesales.

Mike Quinlan, of the Gendron Wheel Company, is under the weather. Cashier Getz, of same firm, first rate.

J. Raymond Wemer, of Scheffey & Co., is on the road selling Wynnewoods, and H. E. Clewell, of same firm, is south.

Elliott Burris, of Burris-Michelin tire fame, is expecting every day to hear that Johnson and Eck have broken a record.

One hundred and sixty-seven Premiers were on the supposed lost steamer

Naronic, White Star line. Johnson mourning.

Frank Egan was approached by several green-goods men on entering New York for the cash prize meeting. They took him for a countryman.

#### A Rapid Transit Proposal.

A heated discussion is now raging in New York over the rapid transit question. New York public carriers cannot handle the crowds during the morning and evening hours, and the cars resemble hog cars from Nebraska, so tightly packed are they. They talk of underground and more overhead facilities, and in the meantime the people suffer. Boynton and his bicycle railway hobbled up last week as follows:

The Boynton Bicycle Railway Company, of No. 32 Nassau street, sent a long communication to the commission last night for consideration at to-day's meeting. It asks that the "L" road be directed to use bicycle cars and so make a four track road out of the present structure without any altering or rebuilding. The company says it will furnish within six months, compartment cars with eighteen doors each, much lighter in weight than the present cars, and electric motors which will take express trains through to Harlem in five minutes.

The company would like a concession for Fourth avenue, on which it would build a four track elevated road, only sixteen feet wide, and guarantee a three-minute service between the post office and the Grand Central station.

The distance to Harlem from the Herald office is about six miles, and to the Grand Central about three miles.

#### The Little Nipper Lamp.

The Little Nipper lamp is the joint invention of Messrs. Davis and Salsbury, and is manufactured by the latter. The burner is screwed into the T-piece, the



wick resting in the pillar, the ends of which and the ends of the handle bar being plugged in order that an oil container may be obtained. The lamp



proper then sets over the burner and is held down by the two clamps which pass over the handle bar.

#### Kirkpatrick vs. Pope.

T. J. Kirkpatrick, ex-president of the L. A. W., has commenced suit in the United States circuit court against the Pope Manufacturing Company. Kirkpatrick is the inventor of the Kirkpatrick saddle, which the Pope company has used for many years, and he wants an accounting.

#### Boston Trade Notes.

Sidwell & Saben have started a factory at Waltham, where they will in future make their wheels. These have been called the S. & S., but they have decided to change the name to Waltham. Mr.

Sidwell makes the factory his business address so that the manufacturing is entirely under his personal supervision.

Dropping into the basement of P. J. Berlo's bicycle emporium, the writer found him working hard on a number of light wheels he is making to order.

Will McCune is on a trip through the west in the interest of the McCune Cycle Company.

#### Autd Lang Syne.

O. O. Davies, business manager of two or three New England weeklies, is evidently a lover of the ordinary. He writes the following to Bayliss & Thomas:

BAYLISS & THOMAS, Coventry, Eng.:—Dear Sirs:—I have in my possession and have been riding for the past fifteen years an ordinary Harvard Roadster bicycle of your make.

The machine must have been imported to this country about 1873, and was given as a prize in a tournament at Providence, R. I., when new.

I have ridden the machine myself over 25,000 miles, and it was second-hand when I bought it. Last Sunday I rode forty miles with a company of pneumatics, and enjoyed the trip as well as any.

The original bearings, tires, etc., are complete and in good order. Thinking these facts may be of interest to your firm, I take the liberty of writing on the subject. Respectfully yours,

O. O. DAVIES.

South Framingham, Mass.

#### Still Another Factory.

The Fenton Metallic Manufacturing Company, Jamestown, N. Y., which makes metallic furniture for banks, is about to place a wheel on the market. It will be known as the Fenton. The concern writes as follows: "We are about to place upon the market a high-grade bicycle, constructed in accordance with the best recognized lines and pattern. We are confident that, with our extensive experience in the manufacture of fine metallic goods, having purchased a complete line of the most improved and latest designed machinery for the manufacture of bicycles, employing only skilled mechanics thoroughly versed in cycle construction and using the best obtainable materials, the goods of our production are inferior to none."

#### The Columbus Light Roadster.

A good looking machine which weighs thirty pounds complete, is the Columbus light roadster, manufactured, we understand, by a concern of unquestioned reliability. The now famous Mannesman spiral tubing and the finest forgings are used in its construction. Its wheels are both 28 inches with tangent spokes of piano wire; tires, Morgan & Wright, New York Belting and Packing Company, or Greyhound; pedals, Columbus rat trap ball pedals; saddles, Bergel, Garford, Sercombe-Bolte, or Hart; gear, sixty, sixty-three or sixty-six, as desired; finish, heavy black enamel and nickel plated on copper; colored enamel furnished if desired.

#### For the World's Fair.

Two large frames of parts have been received by the Taylor Cycle Company from Wilson, Myers & Co., manufacturers of the Liberty. These frames are 31-2x4 feet. One contains a complete machine unfinished, the other finished. These are intended for the Liberty exhibit at the world's fair, and will remain on exhibition at the Taylor company's store for some time.

#### New Concern in California.

Articles of incorporation were filed with the county clerk at Los Angeles on March 2 by the Pacific Cycle Company, formed for the purpose of buying, selling, manufacturing and constructing bicycles, etc., with a capital stock of \$25,000, all of which has been actually subscribed. Its board of directors consists of F. E. Olds, J. Q. Tufts, E. B. Tufts, F. M. Lyon and D. C. McGarvin.

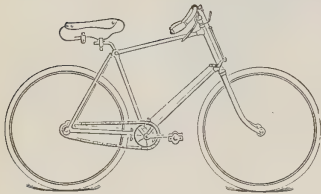


# —No Medicine—

*Will remedy that aching void in your pocket when you find out you have not received full value for your money.*

WE ASK NOTHING FROM YOU

Except in exchange for full value received.



PACER.

Credenda Bicycles are Good as Gold,

AND SELL FOR \$115.00.

CATALOGUE FREE.

A. G. SPALDING & BROS.,

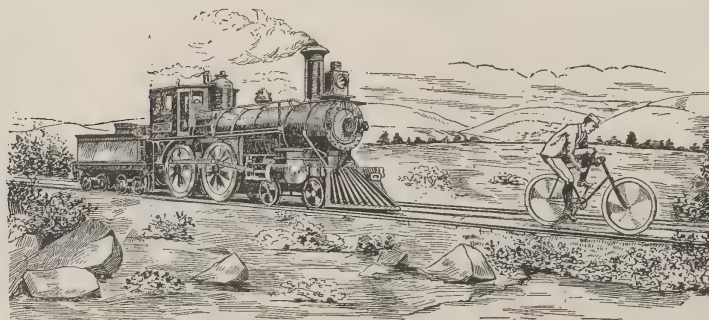
CHICAGO.

NEW YORK.

PHILADELPHIA.

WHY, THIS IS EASY,

We Succeeded  
Where Others  
Failed.



RACER 20 lbs.

Reduced Weight  
and  
Added Strength.

Model A 28 lbs., Model B 32 lbs., Model C 38 lbs. Send for '93 Catalogue.

E. C. STEARNS & COMPANY,

SYRACUSE, N. Y.



## OSMOND COMING SOON.

LEAVES EARLY IN APRIL FOR CHICAGO AND THE WORLD'S FAIR.

*Dr. Turner's Licensing Scheme Will Go Through—Leeming Amuses the Britishers—Trade Quiet, but Steady.*

LONDON, March 11.—The news of the week is that Osmond is leaving England early next month for the United States, whither he is proceeding in order to look after the interests of the Whitworth Works Cycle Company at the world's fair. He starts early, with the intention of becoming thoroughly acclimated, so that he may be able to do himself the utmost justice when the time comes for the fall race meetings, in which he hopes to encounter Zimmerman and all the American cracks, as well as those Britishers who will probably have found their way to the states by the time the autumn arrives.

## THAT LICENSING SCHEME.

The details of the licensing scheme—of which I was able to send particulars to the REFEREE a week before they were published in any of the papers on this side—are coming in for some severe criticism. But a great many men are in favor of the scheme as it stands, with very few alterations, and I have little doubt that it will be carried. The chief opposition will probably come from Birmingham and Manchester, but London, Bristol and Newcastle are almost unanimous in support of the scheme, and Dr. Turner, the originator of it, is very sanguine of its passing. When it is passed there will doubtless arise some little friction in carrying it out. In any case the establishment of a second class, coinciding with class B of the L. A. W., [Which was knocked out.—Ed.] seems almost a certainty, and I believe that some of those who are foremost in the attempt to re-establish pure amateurism on a sound basis will also be among the first to offer prizes for races confined to men to whom the union has declined licenses. It would certainly be well for American riders who have declared their intention of racing in England this year to apply at once to the N. C. U. officials, at 57 Basinghall street, E. C., for licenses, and to see whether they obtain them before setting out. It would scarcely be worth their while, or their employers', for them to go to the expense and trouble of a journey to England only to find themselves unable to obtain licenses, and so be debarred from taking part in the principal events of the year.

## HARRY LEEMING ON THIS SIDE.

A number of us have been highly amused to read of the admission to and expulsion from the League of American Wheelmen of Harry Leeming. Here Leeming has a reputation for being one of the cleverest trainers and biggest "knock-outs" on the face of the earth. But this, I believe, is not the first time he has posed as an amateur. He could probably tell a number of tales of the quiet little country meetings where he attended and won prizes in the same disguise. Leeming's reputation as a trainer is only equalled by the reputation which he holds for the strength of his language.

It is said that when he was training Gatehouse some seven years ago the latter used to leave him up at Cambridge, in order that Leeming might astonish the men in the university by the number and power of his oaths.

## TRADE QUIET, BUT STEADY.

From the Midlands I hear that trade is

quiet, but steady. Makers of parts and accessories are the busiest. The R. F. Hall Manufacturing Company is regularly working two shifts, and the Butler's Fittings Company is also very hard at it. The Dunlop tire people, who, since the beginning of the year, have been working right up till 10 o'clock at night, have now slackened off somewhat, having been at last able to get on terms with the vast number of orders which literally poured in upon them.

The Premier people, having thoroughly tested the helical tubing, patented last year by their managing director, William Hillman, have now decided to give the rest of the trade an opportunity of using it and benefitting in so doing. They are taking steps for the formation of a company to acquire and work the patents, and are desirous of finding nine other firms to subscribe £500 each towards a capital of £5,000.

## FEW FRONT DRIVERS BEING SOLD.

Nearly all the trade that is being done in cycles is in rear-driving safeties. I am told that in spite of all we have heard of front drivers during the winter very few machines of this pattern are being sold. For myself I must say that I have been riding a front driver all the winter and I feel very much inclined to keep it for the summer. I find that it has strengthened my legs very much, so that when I get on to a rear driver I find that I can go much faster than I ever did before; but the latter has not the same swing and give which belongs to the f. d., and for long distances is not nearly so comfortable. The trade in tandem safeties is distinctly looking up. Quite a number of makers are turning out machines of this type, the majority of them closely resembling the pattern which Humber & Co. have been building for the last two years.

## Is Your Club Going to the World's Fair?

If so, you should put yourselves in communication with the National Columbian United Wheelmen's Association. This association can provide them with suitable sleeping and eating accommodations at reasonable rates, besides furnishing storage accommodations for their wheels, and giving them the use of the finest bicycle club house in Chicago. The advantages of having a wheel while in Chicago are many, for long walks and tiresome waits in sun and rain will be the fate of the great majority of visitors. But the wheelman will be independent and can go and come at pleasure; besides he will have an opportunity of seeing more of this city, its fine boulevards and beautiful residences than he would if he depended on local conveyances, which, as a rule, would not take him through the most desirable portion of the city.

Wheelmen coming alone may have the same advantages. Bring your wheels whether you stay with the National Columbian United Wheelmen's Association or not, as you will need them in going to and coming from the fair, and you can use their storage room.

Address L. D. Taylor, 959 West Madison street, Chicago, Ill.

## With Fear and Trembling.

He was a traveler and when he reached Chicago was met by a REFEREE representative, who informed him (the traveler) that a letter awaited him at this office. That was on a Thursday.

"Well," he said, "I suppose the jig's up with me," for he feared it was a letter from his employers saying "Come home."

Monday he crawled into the REFEREE office, trembling and fearful of results.

But the letter only brought him cheer—it was all right. Why did he tremble?

## TRADE YOUR OLD WHEEL FOR A NEW



Columbia Relay, 29 pounds, or a Thistle 25 or 32 pounds.  
Century, 35 pounds, or Stearns, 20 to 38 pounds.  
Rambler, 28 to 37 pounds.

By making a deal now you can get a bigger price on your old wheel and get your new one in good time.

AVOID DELAY. SEND FOR CATALOGUE AND SECOND-HAND LIST.

## Great Bargains in Second-hand Wheels.

We want bicycle riders for our agents for the Thistle. Apply at once. Correspondence solicited.

## MASON &amp; MASON,

599 West Madison St.,

CHICAGO

## SMALL CHICAGO NOTES.

## Short Paragraphs, Personal Gossip, Club Affairs, Etc.

The Cook County Wheelmen turned out twenty-six men for Evanston, Sunday last.

J. W. Hipwell has been elected treasurer of the Cook County Wheelmen, vice J. E. Crump, who has gone to Pennsylvania for the summer.

The Lincoln Cycling Club has not as yet decided where its summer club house will be built. A committee will look up a site in the lake region in Lake county.

W. A. Skinkle, president of the Century Road Club, was in Chicago early this week. He has decided to call a meeting of the club officials at an early date.

W. H. Hollister, the well-known Rockford cyclist, C. S. Thomas, Lake View Cycling Club and A. G. Bennett, Ravenswood Cycling Club, leave shortly for a month's pleasure trip in Colorado.

Three prominent members of the Cleveland Wheel Club—Charles Sebastian, James Marshall and Herrman Schleman—are now located in Chicago, and will join the Lincoln Cycling Club.

Gideon Hayes, of Boston, ex-secretary of the L. A. W., and one of the Bean city's most popular cyclists, is in the city on business. Hayes is a manufacturer on an extensive scale of popcorn novelties, and expects to open an office in the city.

The fate of the Oak Park Cycling Club will be decided Saturday, as the result of the mail vote will be known then. There will be a change in the name of the club at any rate. There is still backbone in the cycling element, and a cycling division will be formed.

At Royal League Hall, Ravenswood, this Friday evening, the Ravenswood Cycling Club gives a "Magazine Vivant," in which the club members will appear in interesting magazine illustrations in character costumes. This promises to be very interesting, the characters representing statuary, with various colored lights to enhance the effect. Among the people taking part will be Mrs. F. E. Spooner, Mrs. Will Cobb, Mrs. Harry B. Rennolds, Mrs. W. H. Chambers, Mrs. Grant Newell, Mrs. John C. Shirra, Mrs. Dr. Fredericks, Mrs. K. F. Peterson and Mrs. H. Oldam; Miss Jennie Howard, Miss Marie Matheson, Miss Alice McIver, Miss Lulu Raymer and Messrs. C. E. Salter, Harry Oldham, C. E. Thomas, Guy Malcolm, H. O. Buell, W. H. Chambers, C. E. Churchill, G. E. Burt and Gerald Chambers.

## Puritanical Ideas in the South.

Some of the older and more straight-laced ladies in Louisville are still greatly opposed to their own sex riding bicycles,

according to the *Post* of that place, and are using every means in their power to show to the young ladies who have braved the criticisms of the public by riding wheels that their actions are undignified and unwomanly. Last Monday afternoon a handsome young lady came spinning in Third street on her wheel looking the very picture of health and happiness. Her brown curls were playing about her forehead, and the bright glow on her cheeks showed that the invigorating exercise was having good effect. She stopped at Jeffries' store, and asked to put her wheel in the house until she could return from a short shopping tour down the street. She had hardly gone before a middle-aged woman rushed into the store.

"Where is the girl who stepped in here a few minutes ago?" she asked breathlessly.

When told that the young lady had left the store she looked disappointed and said:

"Oh, I must see her. I don't feel as though I can rest easy until I see that girl and warn her against riding these horrible things. She is so pretty, too, that it seems a shame that someone does not tell her of the mistake she is making."

After a pause she turned to several gentlemen who stood near, greatly amused at her remarks, and said:

"Well, will not one of you tell me her address? I must see and talk to that girl at any cost."

When told that neither her name nor address was known she took her departure with reluctance.

## Notes.

The Elliptic Cycling Club has been organized in Winona, Minn.

The Brooklyn B. C. has adopted plans for its proposed summer club house.

The Wicker Park Cycling Club will join the Associated Cycling Clubs at its next meeting.

Pneumatic sulkies have just reached France, and have captured every event in which they were used.

C. Ford Seeley will attempt a record ride from Hartford, Conn., to New York as soon as the roads are in shape.

The Pneumatic Tire Company of Dublin has hit upon a scheme by which 1892 Dunlop tires may, for the sum of \$5, be made into detachable tires.

London policemen are being mounted on wheels, 200 having been purchased last season. Rudge & Co. now have a large order for wheels for the "bobbies."

A bicycle club of eighteen members was organized at Anderson, S. C., last week. M. Baker was elected president, Dr. J. P. Anderson, vice-president; E. P. Welch, secretary and treasurer, and J. L. Brown, captain.

The Winona (Minn.) C. C. has elected the following officers: J. R. Marfield, president; J. D. Miller, vice-president; John I. Wilson, secretary and treasurer; E. K. Tarbell, H. J. Grabo, J. A. Wychgram, E. S. Gregory, F. C. Horton, S. L. Prentiss, directors.



Should Not Be Mentioned in the Presence of a Lady:

Any Bicycle as Being Superior to the

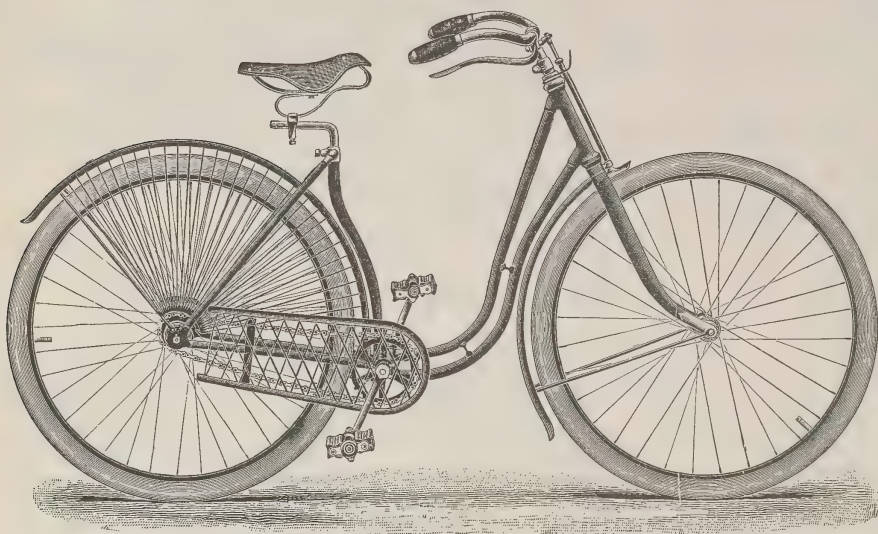
**MONARCH**

The Grandest Ladies' Machine  
Ever Produced.

Beautiful in Design, Workmanship  
and Finish.

**WEIGHT, 35 LBS.**

Three Styles of Gent's Wheels, which  
are the Best That Money Can Build.



Get our complete Catalogue of Bicycles and Sundries. Active agents wanted in open  
territory.

**THE MONARCH CYCLE CO.,**  
42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

Racing Men and Scorchers!

Business Men and Tourists!!

**DON'T GET LEFT!**

If you want to be among the 1893 Champions, or the Easy-Running Road Brigade,  
for pleasure or business, send in your order at once for a

**RALEIGH RALEIGH**  
**AND YOU WILL BE HAPPY.**

New Catalogues, with Portrait of A. A. ZIMMERMAN, Free.

*The RALEIGH CYCLE CO., Ltd.,*  
Greenwich and Bank Sts., NEW YORK.





# GOSSIP

HAS IT THAT

## THE ECLIPSE

IS AHEAD.

MADE BY ECLIPSE-BICYCLE-CO.

INDIANAPOLIS IND  
FACTORY BEAVER FALLS PA.

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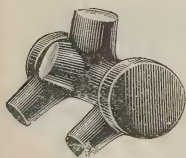
E. ALSDORF & CO., Newark, N. J.—Northern New Jersey.

SCHULENBERG CYCLE CO., Detroit, Mich.—Michigan.

SOLOMON A. ADAMS, Jacksonville, Fla.—Florida.

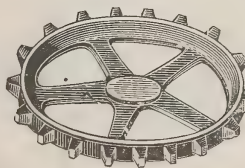
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RELAY MFG. CO., Ltd., 753-755 CHERRY STREET, Reading, Pa.

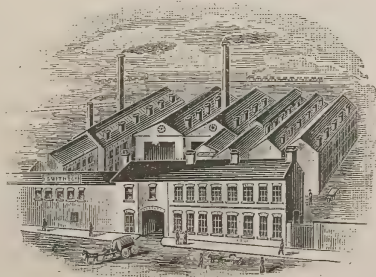


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Best Material and



Workmanship Guaranteed.

## STEEL STAMPINGS.

Telephone 2525.

NEW PRICE LISTS NOW READY.

Telegrams, "Hector."



## Pomeroy Bros. M't's.,

67 Orange St., New Haven, Conn.

Superior Hard Brass Bicycle Nipples for all wheels made, both foreign and domestic; Nipple Washers, Nuts, Oil Tubes, Taps and Dies, Studs and Special Screws. Estimates from sample or sketch.

## "According to Hoyle"

Have your Bicycle Repaired and Thoroughly Overhauled by the Veteran Repairer.

Over twenty years factory and repair shop experience with makers of Rudge, Rover, Rival, Rapid, Rambler, Premier, Humber, Singer, Swift, &c., &c. Highest testimonials from American and English flyers of the path.

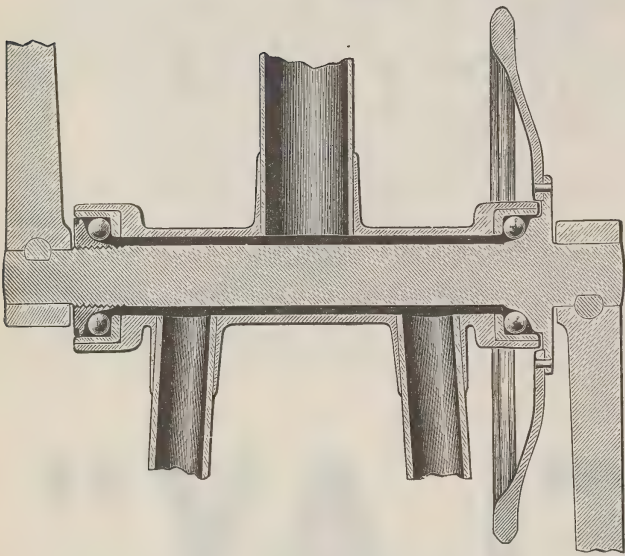
NICKEL-PLATING, PAINTING,

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Be sure you see HOYLE, 5-7 Madison-st. E.  
Ret. Michigan and Wabash-aves., Chicago.



# THE NEGRO QUESTION.



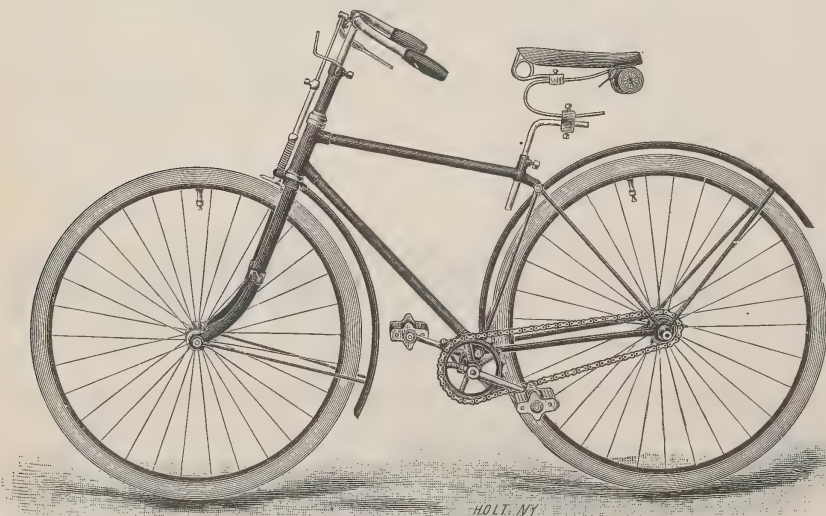
After long and careful investigation of the negro imbroglio we have decided that it will in no way affect the sale of our Arrow bicycles, if we put a black crank hanger on them. Don't misunderstand us, we do not want to put on a contrivance to hang all cranks of ebony hue, we merely refer to the finish of the hanger. We hope none of the anti-negro advocates will take exception to this. By the way, this same crank hanger is a feature which ought not to be passed by without a few moments' study. A careful observer will notice the narrow tread ( $6\frac{1}{2}$  inches), and the wide spread of balls; also that there is practically no leverage between the bearings and the cranks.

Our Catalogue tells all about it and other of our special features.

CENTURY CYCLE MFG. CO.

295 WABASH AVE.,

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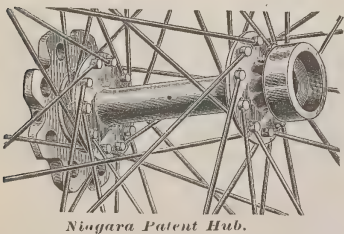
CRAWFORD NO. 1.

-\*CRAWFORD NO. 2.\*-

CRAWFORD NO. 3.

If you want a medium-priced wheel that will stand hard use, see our line before making a selection. Our Crawford No. 3 has and will stand the weight of 1,000 pounds. What do you think of that for a Boy's wheel? We make the best sellers of any medium-grade wheels manufactured, *Because They Are Durable.* Write for catalogue,

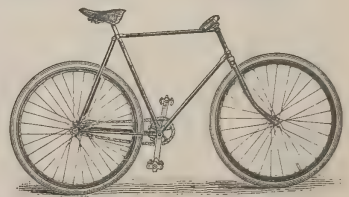
The Crawford Manufacturing Co.,  
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Niagara Patent Hub.

## NIAGARA.

There is no Wheel made to-day Superior in Scientific Construction or Quality of Materials used. It is distinguished for *High Class* finish and *Lightness of Running.* The *Niagara* on the Race Track and on the Road *Lowered* many *Records.* There is not a *Single Casting* used in the *Niagara.* Send for *Catalogue.* Agents wanted in unoccupied territory.



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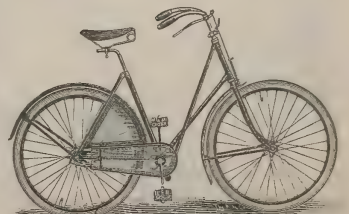


Niagara Full Roadster.

## BUFFALO WHEEL CO.,

BUFFALO, N. Y.,

MAKERS OF THE NIAGARA.



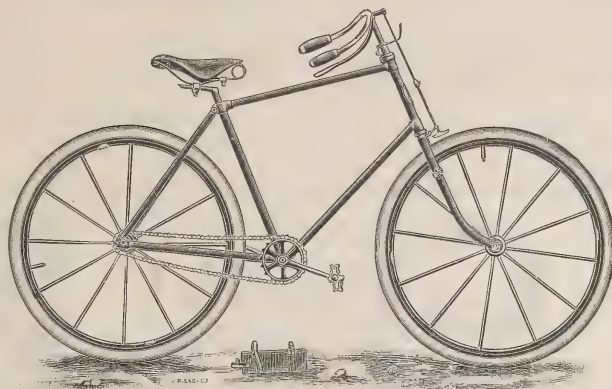
Niagara Maid of the Mist.



# HICKORY WHEELS

With Ball Bearings and Pneumatic Tires.

We are a little late  
in getting out our  
"Ad."



Michigan Hickory, Model A.

But are in good  
time to fill your or-  
ders for our High  
Grade Hickory Bi-  
cycles. . . . .

MICHIGAN ♦ WHEEL ♦ COMPANY,  
LANSING, MICHIGAN.



The Hudson County Wheelmen are about to organize a military cycling corps.

Women are not allowed to ride bicycles in public in the Argentine Republic, report says.

At last accounts Allen and Sachtleben, the around-the-world cyclists, were in Texas, journeying New Yorkward.

The Associated Cycling Clubs of Buffalo has petitioned the park commissioners for a fifteen-foot pathway in the park.

The Portland Wheel Club is the only league club in Oregon and possesses thirty of the fifty league members in that state.

Cycling of London has been told that there are 1,000 lady cyclists in San Francisco. Hardly, *Cycling*; that's a large number, you know.

It is likely that a hundred members of the Columbia Cycle Club of Hartford, Conn., will tour to Chicago this summer, and be there in time to take in the international races.

In August twenty or thirty members of the Genesee B. C. of Rochester will travel to Chicago in a sleeping car, which will be their home while attending the international races.

The Rochester Ramblers elected new officers recently as follows: President, W. P. O'Brien; vice-president, J. M. Kelly; recording secretary, C. H. Grashof; financial secretary, J. H. Bennett; treasurer, C. E. Van Houten; cap-

tain, C. W. Fertig; trustees, J. Wolf, W. Zimmerman, F. Rose, J. Nadig and F. Witter.

Club uniforms are still in vogue in some parts of the country, but they are becoming beautifully out of date and style.

The Porkop's Wheelmen, of Cincinnati, held their third annual banquet Saturday night at the Palace Hotel. M. A. High presided.

The bicycle end of the late Manhattan Athletic Club is to be reorganized, if possible, under the title of the Cherry Diamond Wheeling Club.

Augusta, Ga., has spent \$100,000 in paving its streets with asphalt, and there is talk of taxing bicycle riders \$3 each to help meet the expense.

Omaha has organized the Y. M. C. A. Cycling Club with the following officers: Captain, W. S. Sheldon; lieutenant, M. S. Coe; sergeant, D. H. Brochie. There are already over thirty members.

Lieutenant John H. Taylor, of the Grand Rapids Guard, Company B, is making preparations for the cycle corps this year in connection with the Michigan annual encampment of the state militia.

The Thirteen Cycle Club, organized Jan. 13, at 8:13 o'clock, has obtained its charter from the Thirteen Club of New York. The officers are: President, J. Rorn; vice-president, J. W. Hedden; secretary, F. G. Luchesi; treasurer, J. J. Clairmont; captain, F. E. Sylvester, M. D.

Wheelmen who have occasion to travel on trains will watch with interest the outcome of a suit brought against the New York Central road by Mulliken, of Baltimore. He shipped the wheel to Buffalo and paid the required charge thereon. The wheel was lost for a time,

but was finally returned, though in a damaged condition.

The annual run over the De Soto road, from St. Louis to De Soto, will be held June 4. As usual, a large number of Chicagoans will participate. The St. Louis County tour will be held April 2, and on May 7 the Pike County tour.

A St. Louis wheelman, Captain H. A. Canfield, of the Pastime Cycling Club, has just been awarded \$50 damages by a St. Louis jury. A reckless driver ran over Canfield and the driver's employer, a liveryman, is compelled to pay the costs and damages.

We are in receipt of some "snap shot" pictures taken by Jay J. Ro's at the Savannah tournament. One of them introduces Zimmerman and Whittaker's tally-ho, showing Whittaker driving a team of mules, seated alongside a negro, Zimmerman, Wheeler and the REFEREE representative being passengers on top of the load of lumber.

#### B. & O. Misrepresented.

The popular Baltimore & Ohio railroad people are busy denying the false report that the favorite road will not carry bicycles free to the world's fair, and write the REFEREE to say that the report is the work of a competing rival, and that they will, as usual, carry wheels free.

#### The First We've Heard of It.

For the world's fair, the cyclists will be on hand with a Boston-Chicago relay at the opening. It is proposed to start from Boston over the route of last year to New York, and then follow the path of the Chicago-New York ride. The message will be from Governor Russell of Massachusetts to Governor Altgeld of Illinois, with the acknowledgment of the United States postal service. The dis-

tance is 1,244 miles, and is expected to be done in 90 hours. The *Boston Post*, *New York Recorder*, *American Wheelman*, of Buffalo, and the REFEREE, of Chicago, will handle and control the ride.—*New York Recorder*.

#### Nearly 2,500 Club Members.

The clubs now members of the Associated Cycling Clubs of Chicago and the number of votes to which each is entitled, are as follows:

| Club.                       | Members. | Vote. |
|-----------------------------|----------|-------|
| Chicago Cycling Club.....   | 300      | 3     |
| Lincoln C. C.....           | 216      | 3     |
| Illinois C. C.....          | 300      | 3     |
| Oak Park C. C.....          | 193      | 2     |
| Englewood C. C.....         | 204      | 3     |
| Æolus C. C.....             | 178      | 2     |
| Lake View C. C.....         | 2        | 1     |
| Ravenswood C. C.....        | 102      | 2     |
| Sheridan C. C.....          | 69       | 1     |
| Cook County Wheelmen.....   | 200      | 4     |
| Columbia Wheelmen.....      | 162      | 2     |
| Minnette Cycling Corps..... | 347      | 3     |
|                             | 2,233    | 25    |

Each of the clubs has three delegates. At the last few meetings nearly ninety per cent of the delegates have been present.

#### Three Dramas to Be Given.

Thursday night, April 6, a dramatic entertainment, under the auspices of the Lake View C. C., Chicago, will be given at Lincoln Turner Hall, corner Sheffield avenue and Diversey street. The following one-act comedies will be presented by a first-class aggregation of talent secured from the membership of the Amateur Dramatic Stock Company of Chicago, managed by one of the principal members of this well-known organization: "Barbara," "My Lord in Livery" and "A Woman's Wont." These plays are all well known to the theatre-going public of Chicago, and it goes without saying that presented by such a talented



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ONE OF THE MOST POPULAR MOUNTS ON THE MARKET.



THE WULFRUNAS have earned a splendid reputation throughout England and the continent, and also in America.

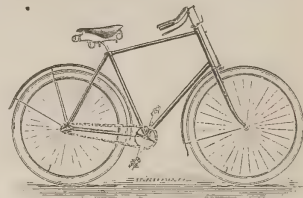
**There is No Better Cycle Made.**

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Wolverhampton, England.

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60W

**SUPERIORITY  
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**C** COUPLED WITH  
**COMFORT**  
AREFULLY AND

**S** ATISFACTION  
**SADDLES**  
WIFTLY MADE.

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Not the Largest but the Best Makers of Bicycle Saddles.

company of amateur players, the entertainment should be a success.

*Social Equality Neither Desirable Nor Possible.*

The Mobile Register says, regarding the debate and vote on the colored question, that "the incident teaches that wherever the whites express themselves, no matter what the locality, they naturally oppose social equality between the races, and, moreover, we believe that if the matter of association were left to the better class of negroes, they would agree with the whites that social equality is neither possible nor desirable.

*Taxing Springfield Cyclists.*

A feature of the summer campaign of the assessors this year will be to levy a tax upon bicycles, and as last year was their first experience in this line the experience gathered will greatly assist the members of the board and their assistants when they go forth in search of the valuables of the taxpayer this summer. Bicycles are included in the tax list under the general head of personal property, and are specially classified as vehicles. Last year only about four hundred owners of wheels contributed to the city treasury on account of their wheels, although it was estimated that there were at least a thousand wheels owned in the city at the time. This year it is figured that the number will be doubled and that the amount gathered in by Tax Collector Norton as a bicycle tax will be largely increased over that of last year.

The plan adopted by the assessors in taxing the wheels last year will be followed this year. This year's wheels will be taxed at nearly their full value, say from \$180 to \$150, last year's models at \$100 to \$110, and so on, the ancient makes of '91 and earlier times having a much lower valuation placed upon them, while the "bone-shakers" of pre-historic times are only valued at from \$10 to \$20. The wheelmen as a rule paid tax cheerfully last year, but some kicking is anticipated this year, as more wheels will be taxed.—Springfield Union.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly

## Invisible Enamel

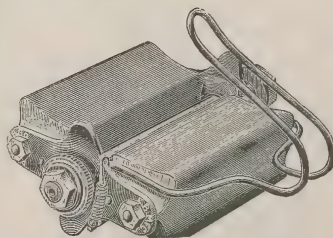
For Protecting Nickel From Rusting or Tarnishing.



Black Diamond Enamel. '93 Novelties.

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Send For Prices  
AND TRADE DISCOUNTS OF  
**RANKIN'S  
PAT. TOE CLIP.**

Sample Pair by Mail, 50c.

**MUNROE'S  
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We will send you cuts of the above for '93 catalogues.

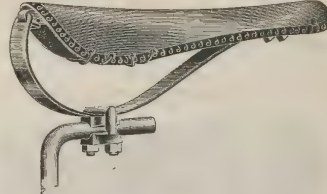
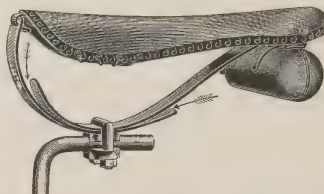
W. G. RANKIN & CO.,  
28 Custom House St.,  
PROVIDENCE, - R. I.



and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

## Two Important Points Covered---Saddle, Oiler.

The SALADEE Saddle is the most perfect connecting link between rider and machine ever devised. PRICE, \$5.00. Send for Circular.



The Metal Turning  
cycle Oiler is Guaranteed  
Tool Bag or soil  
who use pocket oilers.

Does not leak  
Magic Oiler.  
Clean for Pocket use.



Company's Magic Bi-  
teed not to leak and  
pocket. A boon to all  
Price, by mail, 25c.

Electrotypes for Manufacturers and Dealers who wish to Catalogue.

**THE WHITTEN-GODDING CYCLE COMPANY,**

Manufacturer of SALADEE Saddles, and Sole Selling Agents of MAGIC OILER.

118-124 South Main St., - PROVIDENCE R. I.

## CYCLISTS' EYE PROTECTOR.



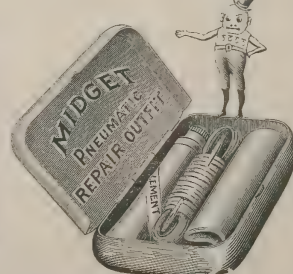
No Glass, but Mica—Safe; cannot break.  
Indispensable when riding on dusty  
roads. Just the thing for sleighing, skat-  
ing or tobogganing. May be had clear or  
in colors. Price, in neat pocket case, by  
mail, 50c.

LINCOLN HOLLAND, - S. Framingham, Mass.



## "THE MIDGET."

Just the Trick for Scorchers.



The Midget is the scorchers' friend, and the only vest pocket kit that meets the requirements of all pneumatics.

PRICE BY MAIL 35 CENTS.

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CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

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We are always ready to pay for live, entertaining contributions. If you have anything to offer, send it along. We want correspondents in cities where the REFEREE is not already represented.

## THE CASH PRIZE LEAGUE.

Possibly no institution ever launched started life with an absolutely perfect constitution. Time invariably develops weak points and the inability of the projectors to surmount unlooked for difficulties generally makes changes necessary. After reading the constitution of the National Cyclists' Association one is forced to admit that, on paper at least, the new-comer has started well. The document shows great care in preparation. It is constructed on business principles—likely as not resembling, in many points, the constitution of the base ball league. Everything about it states the objects clearly. A man takes a license to secure dollars. A man becomes a referee—for dollars; a handicapper—for dollars; a secretary or director—always for dollars. There is no beating about the bush, no misrepresentation. The N. C. A. in the language of the immortal Berlioz is "out for the stuff." It is a business venture. Business first, sport second, all the time. Theoretically, the document seems to be all right. Practice only can tell the tale and bring out such weak points as may be at present undiscovered.

It has been assumed by the N. C. A.'s critics that it could not govern racing for cash in such manner as to prevent fraud on the part of riders. Perhaps the critics are right, but the greatest care seems to have been exercised to guard against it. The association becomes sponsor for all of its members by guaranteeing all prize money, and having thus set at rest all doubts which might otherwise harass the racer's mind, proceeds to instruct him as to what he may and may not do.

First of all every man connected with the races, whether as competitor or official, must procure a license. Should a license be revoked the holder can take no further part in the association's affairs. "The governing board," says section 26, "may fix the period of disqualification, except in cases of proven crookedness, where permanent disqualification is mandatory." There appears

to be no chance for argument here. It is a case of once out, always out—for life. Penalties are provided for "ungentlemanly conduct on the track, for consorting with suspicious persons, for suspicious racing and generally for conduct prejudicial to the interests of cycling or of this association."

The vigilance of the association's watch dogs is not to be relaxed, even when business or racing hours are over. An official is provided to whose lot falls the onerous task of "keeping tab" on the boys when off duty. Just think for a moment what a lovely time such an officer would have among the gentlemen amateurs who comprise the L. A. W. racing men—the sights he would see; the stories he could tell! His would, indeed, be a life of joy!

Betting and gambling is strictly tabooed. A franchise-holder renders himself liable to expulsion should he allow open betting on the grounds or in any building owned or occupied by him. The same penalty is to be meted out to any man for "offering, agreeing, conspiring, or attempting to conspire with any racing men, track officials or others to lose any race," or for "being interested in any pool or wager thereon."

Clearly, the N. C. A. means to do all that is in man's power to do to insure square racing, and it must live up to its rules to have any chance, whatever, of winning its way into public favor. It has but one object in view. It has no other interests to divert its attention from the main issue. It will be ever on the alert for the betterment of professionalism in the eyes of the people. If such an association as this seems to be cannot present to the rider a strong enough government to keep racing free from trickery it will have been proven to the satisfaction of most people that the task is impossible of accomplishment.

The N. C. A. should be supported so long as it abides by the principles at present outlined, and none the less, either, because it is the avowed object of its promoters to make money. Give us good, clean government and we believe the professional league will prove a blessing, not only to the men it seeks to control, but to the cause of amateurism and professionalism alike.

## THE ROAD BUREAU FINANCES.

In our last issue there appeared particulars of a suit, for a comparatively trivial amount of money, against *Good Roads*. When seen by the REFEREE's representative Mr. Potter, while he courted investigation of the affairs of the bureau by the league's officers, seemed determined to give no definite information about finances. To a representative of the *Wheel* he subsequently gave some information. Here is a quotation from the interview:

"How did the expert figure a balance of \$2,028 in favor of *Good Roads*?"

"It's the excess of assets over liabilities."

"What do the assets consist of?"

"Bills collectable. At that time there was something like \$8,000 due us, and our indebtedness for paper, printing, etc., amounted to about \$6,000."

The paper then makes a showing of the finances of the bureau, from which we find the following to represent the state of affairs for thirteen months, to the end of 1892:

|                                      |             |
|--------------------------------------|-------------|
| Total receipts of bureau.....        | \$25,415.70 |
| Received from advertisers.....       | \$11,106.52 |
| Received from sales and sub.....     | 2,597.23    |
| Total earnings of 13 months.....     | 13,703.75   |
| Amounts paid by guarantors.....      | \$3,499.22  |
| Amount paid by L. A. W.....          | 8,212.73    |
| Total contributed.....               | 11,711.95   |
| Average earnings per month.....      | 1,054.13    |
| Average contributions per month..... | 900.91      |

The amount stated above as having been advanced by the league is largely in excess of the appropriation of \$6,000 granted by the national assembly of

1892. "The remainder was drawn," said Mr. Potter, "before *Good Roads* had established a bank account in this city. A portion of it has since been returned." Yet, as the treasurer's reports of 1892-'93 show, the road bureau has drawn considerably more than the amount stated by Mr. Potter—some \$4,000 in excess of the appropriation, we understand. This is not due to any discrepancy between the books of the bureau and the treasurer, but to the fact that some of it was drawn prior to and some later than the period included in Mr. Potter's statement.

Unless figures lie, we can not understand that Colonel Burdett presented to the national assembly as accurate a report as it was his duty to do. Clearly enough the figures show that the bureau can not show a balance in its favor. On the contrary, it owes the league and the guarantors more money by nearly ten thousand dollars than the stated balance in its favor amounts to, even though every outstanding account and other asset were available. The president informed the meeting that the money used by the bureau was not lost—was merely an investment of capital. Why, then, did he not include the amount when figuring the liabilities?

Now, accepting as correct Mr. Potter's estimate that the cost of publication is about \$2,400 and the amount of advertising about the same, it seems possible that, with shrewd management, the magazine may struggle along without calling on the league or guarantors for more money. And, again, it may not. Most men, with \$6,000 of pressing liabilities and \$8,000 of outstanding accounts, many of them hard to collect, would be mightily pleased if some one offered to add, say \$5,000 to his bank account. To go on without money, the bureau must virtually do business without capital—an undesirable, unsatisfactory process which must keep the management continually in trouble and which will reflect but small credit on the league.

If *Good Roads* costs \$2,400 per issue, the returns, based on the figures given by Mr. Potter for the first number, and allowing for the increase of advertising patronage from a dozen to twenty-eight pages, do not seem equal to the task of supporting it. In short, the bureau needs money. The officers may continue to hide the fact, but, with all due respect to Mr. Potter's managerial abilities, he can't do business on wind.

Finally, we can not understand the attitude of the executive committee, and of the president particularly. Why beat about the bush and create a false impression? Why not state, fairly and squarely to the members, that the highway improvement work—the noblest the league has ever undertaken—has cost so many thousands of dollars, and that it will take so many thousands more to carry on the work and place *Good Roads* on a paying basis? Was it because of an unwillingness to acknowledge that a greater amount of money had been spent than the assembly had sanctioned? The fact was bound to leak out sooner or later. The league doesn't expect its officers and committees to conduct its affairs without the expenditure of money. People do not, as a rule, establish a business, which requires so large an expenditure as *Good Roads*, on wind. If, at the end of eighteen months or so, with an investment of from twelve to fifteen thousand dollars, and with an expenditure of nearly double that amount, the magazine is found to be on a paying basis, it may be regarded as a fortunate investment. If it isn't it was surely the business of the assembly to say whether or not more money should be invested in the enterprise. Every member is,

doubtless, anxious to see the work for which the magazine was started carried on, and, if satisfied that the best possible results were being attained, would have voted gladly for a liberal appropriation. The course pursued by the executive committee does not seem to have been altogether wise, nor would it be great cause for surprise should other divisions express a desire to be supplied with more detailed information.

## MR. POST IS ANGRY.

Everyone, in New England at least, knows that the president of the league owes much to David Post, of Hartford. When Colonel Burdett was first mentioned for a vice-presidency, Post was the most active worker in his behalf. When it became certain that Mr. Dunn would resign it was Post who worked most faithfully to secure the presidency for the colonel. Whenever, since that time, an opportunity has occurred, Post has been a hard-working, persistent friend to the administration. We are not aware that he has asked for, or expected any recognition. But when, one day, prior to the late meeting, the colonel sent to him asking whether he would accept a place on the racing board, and David answered in the affirmative, he considered the thing settled. But it wasn't, for despite the invitation and the acceptance he was shelved and left severely out in the cold. Colonel Burdett's change of mind was probably due to the hue and cry against trade officials. But that doesn't prevent Post being as mad as a hornet, though he is holding his tongue about the matter and informing his friends that this will be his last year in league politics.

## A GENERAL LAMP LAW NEEDED.

A few years ago—in what might be called the early days of cycling—various legislative bodies saw fit, for the protection of the general public, to pass laws providing that cycles should carry light at night, and in practically every portion of the world, where cycling exists to any great extent, at any rate, such laws are in force. It was argued, and rightly so, that cycles, being shod with rubber, could not be heard when approaching a person crossing the road. In a great many ways a lamp is a nuisance, but on the whole it is quite desirable—not for the safety of the pedestrian alone, but the rider as well.

But when these lamp laws or ordinances were passed the safety of the bicycle rider was not taken into consideration; it was thought, likely, that he could take care of himself. What protection from danger has a rider of a bicycle? He may be riding along leisurely, on the right side of the road, with lamp lighted, yet he is not sure that a team will not approach from the rear and run him down. He might be riding on a narrow dirt road; a horse might approach from the front, yet he would not hear the pound of the horses' feet on the soft ground, and the driver would not, of course—at least they never do—turn out. The rider must run into the ditch to save himself.

Inasmuch as cyclists are entitled to the use of the road, and are supposed to have the same protection guaranteed them as the owners of other vehicles, would it be in any sense an injustice to the owners of vehicles if a general lamp law were passed and enforced? Such an ordinance was passed by the South Park (Chicago) commissioners some years ago, but, except so far as it relates to cycles and cabs, it has never been enforced. Carriages and "all vehicles usually carrying lamps" are supposed to carry lights at night, but they don't. Abroad this question has been agitated, and the re-



sult is that the following act will undoubtedly be passed, as it has reached the second reading and will come up for passage next month:

Whereas, by section eighty-five of the Local Government Act, 1888, and by section fifty-eight of the Local Government (Scotland) Act, 1889, every person riding a bicycle or similar machine is bound to carry attached to such bicycle or machine a lighted lamp during the period between one hour after sunset and one hour before sunrise, and it is expedient to extend this obligation to the case of other vehicles: Be it therefore enacted, etc.—

1. This act may be cited as the "Lights on Carriages Act, 1893.

2. (1) During the period between one hour after sunset and one hour before sunrise every person driving or being in charge of any carriage on any highway shall carry, attached to the carriage, a lamp or lantern, which shall be so constructed and placed as to exhibit a light in the direction in which he is proceeding, and so lighted and kept lighted as to afford adequate means of signaling the approach or position of the carriage. (2) The driver or person in charge of any carriage who fails to comply with the provisions of this section shall be liable, on summary conviction, to a penalty not exceeding forty shillings, unless the owner of the carriage has made default in providing a suitable lamp or lantern and means of lighting it, in which case the owner shall be liable, on summary conviction, to the like penalty.

3. In this act the term "carriage" includes cab, omnibus, tramcar, cart, wagon, and any other similar vehicle.

4. This act does not extend to Ireland.

Wheelmen have long since ceased complaining about carrying lamps and have not even asked that the ordinances be enforced as regards other vehicles when they are included in these ordinances. City councils and town and village boards should be asked to amend their ordinances so as to compel all vehicles to carry lamps. Wheelmen should be protected as well as other citizens.

#### MR. PERKINS, OF MASSACHUSETTS

It may or may not be true that George A. Perkins, chief consul of the largest division of the league, will be a candidate for the presidency. It is very early in the game to indulge in predictions. A number of men may be heard of in the two years which intervene between now and election day. But it may not be out of place to remark that the writers who have summarily disposed of Mr. Perkins and assured the cycling world of the opposition of this, that and the other section, may find themselves very wide of the mark when the time comes. Mr. Perkins is an old league politician. The worst that can be urged against him in connection with his career as such is that he has displayed remarkable aptitude in figuring on the losing side. In debate he is aggressive but invariably good natured. Come what may, he is invariably happy. He is frequently at "outs" with the administration and may be regarded as a reformer—a leader of the opposition as it were. Perkins is undoubtedly an able man, a hard worker and an ornament to the league. His popularity in his own division is at high-water mark. In New York he has staunch and influential friends, a remark which also applies to states further south. We have already remarked that it is too early for prediction. But let not the unwary be led to believe that Mr. Perkins is a man to be easily disposed of, by any means.

#### A FORCIBLE PROTEST.

In another column will be found an extract from the *Sporting Life* concerning the attitude of the western cycling press toward the *Bulletin*. This is by no means the only expression of approval received, however. Mr. White, secretary-treasurer of the Illinois division, expresses his opinion briefly but forcibly in the following letter:

CHICAGO, March 15.—Editor REFEREE:—Your editorial of the national assembly in the issue of

March 10 is certainly very timely and should not fail to show certain people that they have greatly erred, not only in their treatment of the editor of the REFEREE, but also in their sweeping charge of selfishness against the western cycling press in general.

I think those who know, can appreciate the motives that have actuated you during the past two months in your treatment of current matters of interest in the league, and I not only protest against the very summary way in which you were disposed of in Philadelphia, but also think the recent jubilant attitude of the Bicycling World entirely uncalled for.

The assembly has come and gone, the Bicycling World has been defended, and we have voted to protect all the privileges to which it is entitled under the present contract, and the time has now come when we should settle down for an era of peace and hard work. Yours truly,

BURTON F. WHITE,  
Secretary-treasurer.

#### PLEASE BE EXPLICIT.

We have offered this advice to contemporaries before, but, wise in their own conceit, they continue to hide their true meaning. Here is an item from the *Bearings*:

There are sniffling people who have querulously said that Mr. Potter is overburdened with salary. There is one cycling editor who has, according to the admission of his New York representative, refused to publish anything creditable to Mr. Potter, and who seems, for some inscrutable reason, to favor a policy of misrepresentation toward that gentleman.

Names, please. There are a score or more cycling editors outside of New York on whom this item reflects. The one, whoever he may be, should stand revealed, for though we have met men by whom the policy mentioned is constantly practiced, we have never known one to admit it to "his New York representative" or any one else.

Mr. Erwin has been attacked by a contemporary because, in a recent issue of his paper, he misquoted the editors of two Chicago cycling journals. The editor of the REFEREE did not say, at the Leland Hotel meeting, or at any other time, that he believed the *Bulletin* should be discontinued, nor are those his sentiments. Quite the contrary. On account of our desire to have the addresses published, Mr. Erwin concluded, in common with others, that we were opposed to a continuance of the *Bulletin*. We desire to say, once for all, that there may be no further mistake, that we should regard the discontinuance of the *Bulletin* as one of the greatest misfortunes the league could sustain.

WITH Campbell, a non-league member, refusing to return prizes won in league championships, and Munger daring the league to expel him for signing Leeming's application for membership—both threatening to "have the law on 'em,"—there seems to be some chance of a little work for the no doubt ornamental but by no means overworked rights and privileges committee.

In his recent explanation of the racing board's inability to convict the Milwaukee suspects, Mr. Raymond omitted, no doubt unintentionally, to state what had been done in the cases of the men charged with having accepted expenses from a Chicago club. We have no doubt someone, somehow, managed to clear them, but who and how?

If Tom Roe's ride is to be honestly made let it be honestly announced also. Everyone knows, of course, that the rider represents the Union company. Why, then, print fairy tales about \$5,000 purses? They gull people for a time, are exploded in the end and leave a dark brown taste in the mouths of the public.

WE respectfully suggest to some of the argumentative owners of tire patents the advisability of hiring a hall for the pur-

pose of a discussion similar to that once held in London. Enough wind has been wasted to fill all the tires that can be sold this season.

WHILE Mr. Raymond was in Chicago we learned that Mr. Gideon, of Philadelphia, would positively accept the position offered him on the racing board. Gideon has been there before, however, and is unlikely to remain long unless rules are enforced.

THERE they go again. "A western cycle paper makes a very savage attack on President Burdett." Which paper, please, Mr. Hennessy? We, the "western cycle papers," are several. We are also distinct—very. Be explicit, please.

THE proposed race between Wilmington and Philadelphia riders has fallen through. Chicago riders who recollect the unreasonable terms demanded by Wilmington once before, don't wonder at it.

RUMOR has it that while in America Osmond will roll his own cigarettes. We offer this as an important item of racing news.

#### A FRAGMENT FROM THE LEGEND OF TOMEC.

Then Tomec the mighty boaster,  
He the marvelous record breaker,  
He the faker and the schemer,  
Brought a wheel to Yoneyonson;  
Made of steel, it was, and rubber,  
By the big chief of the Yengees,  
Black it was in wheels and frame work,  
But the ri us were red and shiny;  
And he said to Yoneyonson,  
Said the Only, he the Grey Haired,  
"With this wheel we'll try for records  
On the track at sunny Nashville,  
Mounted on it, you can bet yer  
Life we soon will higher knock 'em  
Than a kite. Chiefs Zim and Windle  
Won't be in it with us after."  
Then the Litelyone hefted  
With both hands the red rimmed racer,  
Thumbed its tires and spun its pedals,  
As he'd oft seen warriors test them.  
"By the Great Numatic, Tomec,  
She's a daisy, but I fear me  
Will not prove as fast as if she  
Had an elliptical sprocket."  
"Wah; My son your words are foolish,  
Foolish as an amateur's,  
Got I this wheel from Fredpate,  
He the Big Chief of the Salzemen;  
He says that the goose egg sprocket  
Is no good, and far more speedy,  
Will you prove upon this round one,  
And in proof his words are wise ones,  
Sends this belt of long green wampum."

"Now, indeed," said Yon the Scorchier,  
"Are my eyes more fully opened,  
And I see that Oldevore's  
'Lipect sprocket is not in it  
With this round one of the Salzemen;  
Get a move on you, T. W.,  
Get some triplets and pacemakers,  
And we'll take the trail for Nashville."  
"I long for the scalp of Windle,  
And for more of this green wampum;  
Hustle now among the warriors,  
And spare not the long green wampum:  
Strike Edbalard, strike Bilrodesay,  
They will gladly go 'long with us,  
And will make pace all for glory,  
(And some belts of this green wampum."

Forth then to the south hied Tomec,  
Took along the Yoneyonson,  
Bilrodes and Hansomedi,  
Peoriabert and many triplets;  
And along with them in secret,  
Went Great Medicine Alatkis,  
With his blanket full of wampum,  
Full of oil to grease his men with.  
And the braves and mighty warriors,  
The swift riders of the southland,  
Anxious all for fame and records,  
(And for belts of long green wampum,  
Gathered them unto the Grey Haired;  
Learned to skim like fleet-winged swallows,  
'Round the track on red-rimmed racers,  
And on steel steeds triple seated.  
And the Great, the Only Tomec,  
Boasted thus among the warriors:

"You who doubted Yoni's records,  
You who say we are but fakirs,  
Stand back and give us room according  
To our strength and closely watch us,  
And we'll show you in a twinkling,  
Easy 'tis for US to break 'em."  
And the warriors, braves and chieftains,  
Watched with bated breath and trembling,

Watched with awe the only Tomec,  
As he worked the combination.  
Watched Great Medicine Alatkis,  
Working spells and incantations,  
Watched to see the records tumble,  
As the Grey Haired 'loudly boasted.  
And the Yoni, Bil, and Edi,  
And the swift chiefs of the southland,  
Rode around the track like lightning,  
To break the mile, the half, the quarter;  
While Alatkis, the Great Medicine,  
Called unto the God Numatic,

"Go-on-Yon;" "Yer-gotter-go."  
But in spite of many trials,  
Spite of mystic invocations,  
Something ailed the combination,  
And the records failed to tumble;  
'Till at last with mein dejected,  
Ceased they at the call of Tomec,  
And with all his boastings fruitless,  
Stole he with them back to northland.  
Then the warriors and the old men,  
The Little Bear, the Wheel, the Refre,  
All the braves of north and southland,  
Jeered at them with scornful laughter,  
Pointed fingers of scorn at them,  
Called them fakirs, squaws, papooses,  
Said the couldn't keep a kite up.  
And Chief Raymond should jump on them.  
And the Sachem did jump on them,  
Jumped both hard and very often,  
But the wily record triers,  
Hid their wampum in their blankets,  
And swore by the God Numatic,  
They were only out for glory,  
Only out for fame and glory,  
And their squaws paid all expenses.

This, the story of their trials,  
And the troubles they had after,  
How Yoneyonson didn't get there,  
Why Bilrodes don't own that half mile,  
How Edbalard lost the quarter,  
Why he now lives in far Portland,  
Why Bilrodes now serves the Monarch,  
Yon and Ec the Syrausian.

HABZEN.

#### Mourns for the A. O. O.

We are positively sorry for the man who wrote these lines to the editor of the *Cleveland Press*: "An old bicycle rider, having tired of riding that plaything called a safety would like to see the good old 'ordinary' called out again. Don't you remember, boys, you who rode the old 'ordinary,' the good old exciting times we had on that high wheel? How we would ride through the country high above the old hedge and rail fence! What if we did take a tumble occasionally! That was only fun. Come, boys, let us revive the good old wheel again and have those good times over again. Riding a 'safety' is nothing but child's play. One hour on the old wheel is worth more than a day on the wheel that every boy and girl can ride. Come boys, all you who can get a high wheel, and have a day with us in the country. Long live the grand old ordinary."

#### Bicycle Police Corps.

Colonel Deitsch has by no means given up his idea of mounting suburban officers on bicycles. The success that the bicycle arm of the service in the French and German armies has met with, as well as its proven adaptability wherever tried in the militia of this and other states, convinces the colonel that the silent iron steeds would be a valuable adjunct to police work. The bicycle needs no feed or stable, can be relied upon to stand instead of running away, and has many advantages over the horse, and these the superintendent is urging before the commissioners. Each officer's bicycle might be provided with a large basket, and in case of the arrest of a "helpless drunk" he could be put in this and trundled off to the police station, so saving a wear and tear on patrol wagons.—*Cincinnati Times and Star*.

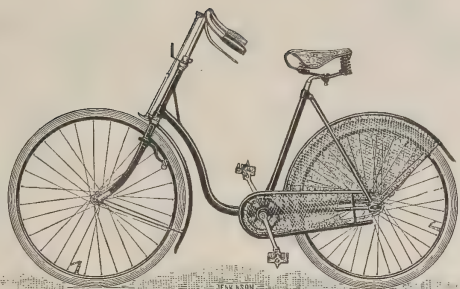
The Susquehanna Wheel Club has just been organized at Harrisburg, Pa., and elected the following officers: President, W. A. Weidner; secretary, W. J. Wetmore; treasurer, H. T. Eisenberg. Between thirty-five and forty members were present and a great deal of interest was taken in the organization.



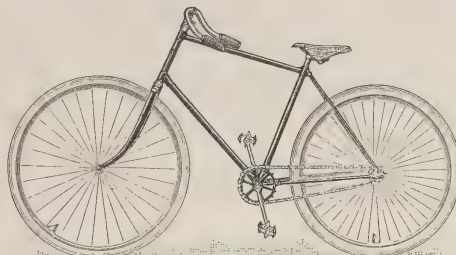
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## PHCEBUS' INTERESTING CHAT.

*Space Writers' Hard Times—Fine Wheels  
This Year—That Lunch Room.*

The space writer's life is not, strictly speaking, a joyous one, for he has so many columns to fill and a lot of readers to interest in order to earn his weekly stipend, whether he has anything to write about or not. Just at present in my own case it is most decidedly a case of *not*. I understand that this is nobody's fault but my own; nevertheless I wish that the powers that be would do something which could be used as a handle for grinding out copy. One sometimes yearns for the days of "Oil Can Tommy" cycling journalism, when it was the proper caper to refer to the doings in Squeedunk and to mention the chief cyclist in that historic town as having taken his machine to Yon Yonson, the popular repairer, to have a new spoke put in. Alas, however, in these *fin de siècle* days one has to load, or pretend to load, himself up with a lot of news and opinions respecting various cycling political bodies, or to dish up a lot of literary hash for the Browning constituency that get their mental pabulum from the cycling press.

This seems to be the season that lies between hay and grass—everyone has laid his plans for the year, everyone is ready for business, but business is not ready for anybody. The cycle salesman stands bowing and smiling before an empty salesroom with a gnawing pain at his heart and a cross manager in the office. The cycling drummer is hurrying home, called in by his house because he cannot make sales in territory where, if cycles were selling at two bits each, the dealers would not buy an air pump. The factories may be working nights "to catch up," but the drummers, the dealers and the general public don't believe

it and don't care a continental anyway, for it is a dead sure thing that there is a very elegant plenty of air-shod steeds to fill all and sundry calls and orders.

\*\*

I strolled down the row a day or two ago and gave the boys a chance to practice on me as a prospective customer, and I wish to remark, and my language is plain, that I have never seen so many fine bicycles in my life as are now on exhibition on Wabash avenue. There has never been a season in my recollection when there were so few fads and monstrosities, and such a large number of thoroughly mechanical and scientifically constructed machines on the market. The tire question has also been well considered and with one or two exceptions all of the better makers will fit their goods with these imported articles at the customer's option. There is also a marked tendency to hold to prices, and I think that the key-note of this lies in the fact that bicycles cost more to construct than ever before, and that the customer is getting his value dollar for dollar.

\*\*

The new board of trade seems to be already making itself felt and it is possible that a more healthy condition of things may obtain before the season is over. I haven't heard of any big deals in either bicycles or tires this week, and I really cannot understand what the matter can be. Perhaps it is because about all of the traveling men in the United States are at present domiciled in Chicago, which is a notoriously bad place for bicycle deals, or because everybody is over-stocked with both wheels and tires. Between you and me the last is the most reasonable reason.

\*\*

I am mightily interested in the success

of the lunch club. In my humble opinion it is one of the best and most practicable schemes that has been sprung in a month of Sundays. To have a place in the centre of cycledom devoted to the gastronomic peculiarities of bicyclists, and a comfortable lounging room, where trade and cycling generalities can be discussed without the annoyance of strangers' presence, is a consummation devoutly to be wished, and I trust that the scheme will not miscarry. I am told that a circular will be issued at once calling all interested to a general meeting at which ways and means will be discussed, and it is to be hoped that everybody will take an hour off and attend.

PHCEBUS.

## Try Again, Tommy.

The English, after much sneering at the elliptical sprocket, are beginning to experiment with it. Such, at least, is the opinion of an American exchange, whose editor appears to be ignorant of the fact that English cycle manufacturers have forgotten more than their brethren across the Atlantic ever knew about the great almighty elliptical sprocket wheel.—British Sport.

Perhaps so, but it remained for an American to discover that a mile could be made in 1:56 3-5 with a wheel fitted with "the great almighty elliptical sprocket wheel."

British Sport credits the REFEREE with a picture of a "Parisian 'lady' cyclist," quoting the word lady. We would thank you to know, Tommy, that the picture was redrawn from one which appeared in the *Cycle Record* and the same title as appeared in the British paper was given it. It was also credited.

New officials of the Toronto B. C.: Secretary, S. J. Shulte; statistical secretary, W. Frazer; captain, James H. Sinclair; racing board, A. F. Webster, J. F. Lawson, O. W. Hurndall, C. F. Laverder and F. J. Whatmough.

## COMMENTATOR CONVINCED.

*A Writer With Courage Enough to Acknowledge a Mistake.*

The REFEREE is not often guilty of tooting its horn. We have been so grossly misrepresented by the *Bulletin* lately, however, that we feel a hankering to be heard a little in our own behalf. We feel justified in presenting to our readers the following extract from an article which appeared in the last issue of the *Sporting Life*, over the signature of The Commentator:

"Little Rollo scarcely thought that while he was enjoying himself making faccs at the bear and shying stones at the tiger that both these animals would break loose at once, but they did. Mr. Miles is a modest man and a fair fighter, but he isn't any angel—that position is copyrighted by editors further east than Chicago. Mr. Miles sought to do what he and his readers thought was his duty, and as a result of making this attempt he so displeased little Rollo, who, while he stuck pins in the bear with one hand, poked up the tiger with the remaining one. The result was that little Rollo will spend days in the hospital learning wisdom and healing his wounds. In the long time I have been in bicycling I do not believe I have ever read more truth, or seen it conveyed in better language, than the following from the leader in the last issue of the REFEREE:

"We have about come to the conclusion that any man connected with the cycle press who imagines the rest of the cycling world will, under any circumstances, deem it possible for him to perform an unselfish action, is akin to an idiot. We have tried it and know whereof we speak. Nevertheless we deem it fair to ourselves and to other cycling journals to state that the man who at the recent assembly meeting accused all the papers (except the *Bulletin*) of making fun and belittling the league had either very little regard for the truth or a very limited acquaintance with the institution he sought to rebuke.

"Every cycling paper controlled by men of aver-



# MEN WILLINGLY BELIEVE

At the same time it does not signify that a certain Cycle is best because its maker, or the agent selling it, says so, yet he may be honest in his belief that it is best. When a Cycle has been on the market many years and has given satisfaction during the entire period it has been sold, when it has become so well known that its merits are talked about in nearly every country in the world, when it has been awarded 25 medals for excellency of workmanship from almost as many countries, it surely is iligible to enter the class-styled "Best."

## *The Rudge is such a Wheel*

and is the result of 22 years' practical experience in Cycle construction. A glance at the illustrations in our Catalogue and a perusal of the specifications will enable customers to see that Rudge Cycles are fully "up to date." To meet the demand for these world-famous machines in the U. S. a Rudge American branch factory has been established in Peoria, under our own supervision. Complete machines are now being turned out in America from finished bearings, forgings, etc., direct from the parent Rudge factory. Write for Catalogue and terms. Agents wanted in all unoccupied territory.



RUDGE SCORCHER, NO. 1. Weight 23 pounds.

**ROUSE, HAZARD & CO., - 89 G Street, - PEORIA, ILL.**

LARGEST WESTERN JOBBERS OF WESTERN WHEEL WORKS' CYCLES. PROMPT DELIVERIES GUARANTEED.

F. L. DOUGLAS CYCLE CO., Chicago Agents for Rudge Cycles, 284-286 Wabash Ave.

age common sense is a friend of the league. Every one of them realizes that on the league depends, to a very large extent at least, the future of cycling. League or no league, cycling will go on forever, but it is only by organization that the good work now and heretofore carried on can be accomplished.

"But the cycling press is not, by reason of its friendship, made blind to the necessities and shortcomings of the league. The press is in a better position than nine-tenths of the men in power to judge what the members desire. No constitution, no president, no executive committee, no chief consul, no racing board, no official organ is perfect, and if the cycle press can discover in any of these a flaw which can be remedied, what is its duty? To stand idly by? To flatter the administration and find nothing but cause for praise in its actions? No. Rather, we think, does the press show its friendship and its desire to improve and perpetuate the league by pointing out such errors as may be found.

"Following this Mr. Miles presents his case in so dignified, logical and convincing a manner that no unprejudiced reader can accuse him of having been actuated by any other than honorable motives in what he sought to accomplish in the recent convention. I am free to confess that prior to reading the open letter of Mr. Van Sicklen in the *Bearings* and Mr. Miles' able editorial in the *Referee*, that my sympathies were with the official organ. I doubted the motives of those who demanded a change in the way the league conducted its organ, but I no longer do so. I would be less a man than I believe I am were I to hesitate to accept the fair, dispassionate and logical statements Messrs. Van Sicklen and Miles have laid before the public. I see that I had in a measure misjudged those whose motives I questioned, because I knew not what they were. Had the *Bi. World* been content to have celebrated its victory in as straightforward and manly a fashion as my western contemporaries took their defeat, all would have been well; but when little Rollo stirred up the animals with his jibes and jeers, he made the

mistake of his good, sweet little life, and the result no man can tell. To Messrs. Van Sicklen and Miles my congratulations are most heartily given for the manner they have lifted a cycling discussion above the level of school girls and little boys, and made it partake of the dignity of a debate among men. We have needed such an elevation for many a long day."

### *Publications Received.*

The REFEREE acknowledges the receipt of the following publications:

Albert A. Pope, Boston, Memorial to Congress on the subject of a road department at Washington.

Whitworth Works Cycle Company, Birmingham, catalogue—Shows No 1 Whitworth, full roadster, 40 pounds; No. 2, light roadster, 37 pounds; No. 3, road-racer, 29 pounds; No. 4, track racer, 25 pounds; No. 5, ladies' wheel, 33 pounds; No. 8, special track racer, 20 to 22 pounds.

A. O. Very Cycle Company, 245 Columbus avenue, Boston, catalogue—Shows full assortment of the Warwick and Liberty lines; also Royal Limited, Central, Envoy, Unique, Fleetwing, Ben Hur and Reindeer.

Premier Cycle Company, New York, catalogue—Shows Premier roadster, 32 pounds, all on; road racer, 27 pounds; racer 18 1/2 pounds; ladies', 30 pounds.

Luburg Manufacturing Company, Philadelphia, catalogue—Shows the Sprinter in two styles, and a line of cheaper grades.

### *Wheelmen as Revolutionists.*

Jack Atkinson, one of the leading cyclists of Hawaii, writes W. S. Maltby that bicycles played an important part in the revolution. Some of the leading riders resolved themselves into a messenger corps and kept the provisional government fully posted as to the movements of the royalists. Mr. Atkinson is a sort of adopted brother of the young princess, who was recently at Washington looking for a first or second-class throne. Miss Princess Kaiulani is a pure amateur.

### DEATH OF GEORGE E. LLOYD.

*One of Chicago's Oldest Wheelmen Passes Away.*

George E. Lloyd, a member at one time and another of various Chicago cycling organizations, died at Lake Geneva, Wis., on March 16. About seven months ago he was taken ill and



GEORGE E. LLOYD.

grew rapidly worse. He was removed to a sanitarium at Lake Geneva, where, for a long time, it was impossible to say whether he would recover. His son-in-law, Frank Fanning, stated to the writer on March 13 that he was somewhat better and would possibly recover. Three days later he died.

Mr. Lloyd's history, if properly presented, would prove an interesting one. In his younger days he joined the army, and, we have heard it said, was one of the prisoners confined in o'd Libby. He was an extremely clever mechanic. About fifteen years ago he started business for himself with \$400 and a lathe as capital. He was plucky—every one who

knew him knows that—persistent and an excellent salesman. These characteristics accounted for his success. He leaves a business estimated to be worth \$100,000.

Lloyd first rode a bicycle in 1882, and became infatuated with the sport. Not content with riding himself, he insisted on all his friends giving it a trial, and thus became the means of inducing many to ride. He was fond of sport of every description. But his enthusiasm carried him away. No one could pass him on the road except he could prove himself a better man. He would don the gloves with all comers. He perhaps overdid it, and it is supposed that by this means a naturally rugged constitution was undermined.

Lloyd was not a popular man, but those who knew him well know that there were excellent traits in his character. He was peculiar, beyond question, but generous as any man to those whom he included among his friends. He leaves a wife and four children, two by his first wife who died some seven or eight years ago. His business is in the care of E. C. Williams, also a cyclist, who has been associated with him for over ten years.

The body will be interred in New York, where nearly all of Mr. Lloyd's relatives have been buried.

### *Elected Officers.*

The following officers have been elected by the Windsor (Ont.) Wheelmen: Honorary president, William McGregor, M. P.; president, A. D. Bowlby; first vice-president, A. Botsford; second vice-president, A. W. Reid; secretary and treasurer, F. S. Sharpe; captain, W. H. Tebman; first lieutenant, J. A. C. Carpenter; second lieutenant, A. Banwell; official handicapper, C. W. Bristol.



## AUSTRALIAN CYCLING.

## INTERESTING CHAT FROM TWO REFEREE CORRESPONDENTS.

*A Question as to the Ruling Body—Club Premiership—Good Long-Distance Work—Not Equal to Americans.*

The summer is pretty well over with us and we have had an extraordinarily cool one, consequently first-rate for wheeling. Sydney is considerably hotter than Melbourne. When over there last month you could not ride a mile without your collar becoming as limp as a dead eel, and just as uncomfortable to have round the neck. In Melbourne, however, it's not like that, so cycling is seasonable all the year round.

## RULING THE SPORT.

There is nothing settled yet as to whether the Melbourne Bicycle Club or the veteran Racing Cyclists' Association shall rule absolutely. I rather fancy that after all the racing association will win the day, and if it does the credit must be laid at the door of Schwalbach, an enthusiast in cycling and a genuine hard worker. Somehow or other he makes enemies—as leading men always will—but for all that no man in Victoria has put so much of his soul into wheeling and his designs have always been honest. At one time he sat on the committee of the Melbourne club and lent valuable aid in forming big Austral programmes, but one night his ideas were objected to by some other members, and soon after he chucked up the club and joined the racing club, and ever since then he has put forward the racing club in preference to the M. B. C., and with such determined persistence that it looks now as though he must win and get the sole control of the sport into the hands of the racing association. It affords another instance of the fact that determination of purpose must win in the long run. Schwalbach's idea now is to expand his "jockey club" by admitting all cyclists, the sport to be governed by a racing board, and road riding to be watched over by a touring branch of nine members each, and then a special committee of seven is to control the whole concern, which will include the Cyclists' Club House. Nearly all the clubs have sworn their allegiance to him in preference to the Melbourne club, because they are jealous of the premier position the M. B. C. holds. So it looks as though Schwalbach would win a great battle if the work doesn't kill him beforehand.

## THE CLUB PREMIERSHIP.

Of the ten clubs which were in the first contest for the premiership, only two were left in for the first round—the Fitzroy and Southern District clubs. On Jan. 28 these clubs met, and the two teams, six men a side, raced over the road 26 1-4 miles, and finished up a draw, each side scoring 39. Last Saturday the twelve men met again to run off the draw, and for the second time a draw was made, with 39 each side. This is regarded as most extraordinary, and shows that the teams are splendidly matched. The scoring is done by points, first man in counting 12, second 11, and so on down to the last man, who gets 1. In the first match the Southern Districts' time was two minutes ahead of the Fitzroy total, and in the second match the S. D. were nine minutes ahead. They will have to run it off again. All the members of the team are wild, because its real hard graft, twenty-six and a

fourth miles of rough road for a simple medal worth about £5!

The men are demons for road work. Campion and James are the cracks. The former holds the record for this route, twenty-six and a quarter miles of up and down hills and along the level, in 1 hr. 34 1-2 min., and James' time is twenty seconds slower. Both men finish up quite fresh. They are each under eleven stone in weight, and between twenty and thirty years old.

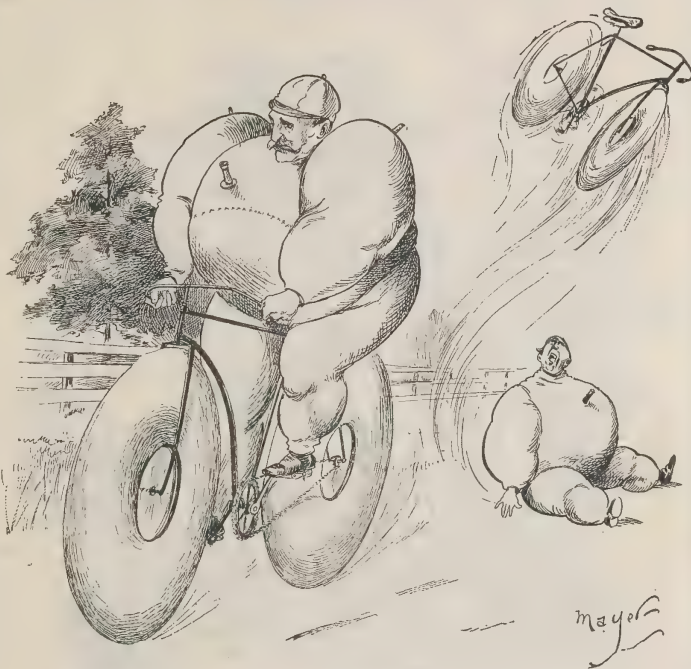
## OLDEST ESTABLISHED BICYCLE FIRM.

Singer & Co. have the title. They have always had the choicest pickings of the trade. The agency was first taken up by H. C. Bagot in the seventies, and for a long time he held the field. But at last the Coventry Machinists' Company sent out Herbert Stewart Bale to run its show, and then the time payment business started, and the boys in the street, when they saw any one on a bicycle, sang out, "alf a crown a week," and selling bicycles got to be a sick game. Bale tried hard for popularity, and spent lots of money in advertising and holding race meetings on his own account, and

has good ideas and knows how to express them, while Farroll is a magnificently proportioned man, over six feet five, weighs seventeen stone, and used a short time back to ride a 64-inch all nickel-plated ordinary, and a monster on wheels he was you can imagine. Formerly he was a jeweler at Hamilton, 250 miles from Melbourne, and every year the Melbourne club at Christmas time, under Captain George Burston, used to tour to Farroll's district, where he was known as "king of the west." Farroll would often meet the party away out on the burning hot plains, and just when they were miles and miles from any public house, he would spring out from behind the rocks and lead the way to some icy spring, in which would be several long bottles of cool beer. How the perspiring boys fell on his neck and wept for joy it is needless to repeat here.

## A BIG RACE MEETING.

Australians have a national holiday just like your fourth of July. Our day is Jan. 26, and on that day the Australian Natives' Association gave a good



An inventor claims a patent on a new pneumatic wheel, the tires of which are inflated with gas, making the affair extremely light, therefore advantageous in speeding over sand, etc. The rider himself is dressed in a rubber suit, which may be inflated. Should an accident occur and the rider be upset, the wheel, owing to its lightness, is carried off in the air.

altogether did the thing so fine and large he was looked upon as a little prince. At his sports meetings he was starter, committee and judge, and once when something special in his business happened, he invited a crowd of his friends round, and when the champagne glasses had been filled by every one, Herbert Stewart sung out in his peculiar twang, "Gentlemen, when you've drank this health, do as I do." The toast was gulped and Bale dashed his glass on the floor, and forty other glasses were instantly hurled down and smashed into smithereens. The Singer and the Coventry, or, in other words, Bagot and Bale (Bags and Bales, as they were called) were yellow spectacles when they passed each other, and things for a long time were awfully nasty. However, Bale's place knows him no more now, either the money or the business not being flourishing enough. To return to Singer & Co. They have just moved into a large four-storied place, and are selling, it seems, lots of Models de Luxe, their leading line for Melbourne. S. A. Bucknall and Walter Farroll manage the place. Both are good sorts. The former loves a chat on the sport, and

programme of bicycle races on the exhibition building oval. There were numberless shows both inside and outside the building, and an immense attendance of 40,000 people. The reason so many attended was probably because the A. N. A. people issued one-shilling art union tickets, admitting to the ground and giving a chance in £1,200 prizes, including a trip round the world or £600. The sea of faces round the bicycle track was a memorable one, the whole circle was packed tier behind tier and cheered the riders enthusiastically both during the afternoon and in the evening, when the grounds were lighted by electricity and the full moon. About £100 in cash prizes was given away over the bicycle races. G. A. Bishop won the chief prize, £20 for the A. N. A. wheel race, distance two miles. On the same day at the Caledonian sports on the East Melbourne cricket ground, S. Turner won £20 for first prize in the Caledonian wheel race.

## REGARDING CASH PRIZES.

We call all racing men here cyclists—the terms amateur or professional are gradually and properly becoming obsolete, because it is found there is no need

for such terms in cycling. Our racing men won't tolerate being dubbed professionals (although they all take cash) because every one of them can prove that they cannot and do not make their living by racing. It is a great blessing that we are not troubled with the makers' amateur, for there are no makers. That is the only way men can become professionalised here, and if the game is tried on the Ki-bosh will soon be put on it. AN IDLE BOY.

\* \* \*

## From Another Source.

Since I wrote you of the state of cash amateurism here, the system has progressed to a great extent. This season has seen its adoption in N. S. W. and the old trophy system is almost dead. As a consequence we have better and purer racing. In New Zealand it has been introduced and there is a great battle there. At a cash cycle meeting held there in December, two of our best men, Scharp and McComb, went over to compete, but did not meet with much success. They had to race a few days after landing from a week's sea voyage and their poor form is likened unto Zimmerman when he went to England. However, they brought two championships back with them.

## NOT EQUAL TO AMERICANS.

As a class I do not think that our racing men are equal to the Americans or the English. We have no shining lights amongst them, and there are about a dozen who are nearly equal. In Tom Bust's time he was head and shoulders above anyone else, and there's no doubt if he were on the track at present and in his old form he would still maintain that position. When there are so many nearly equal it is generally found that they are a moderate lot. But the reason is easily shown when we have no good tracks and a dearth of scratch races. I have no doubt that if our men had the same advantages as the Americans have in the shape of fast tracks, inducers, etc., they would more than hold their own against you. We beat you in rowing, boxing and cricket, and if such men as Scharpe, McCombe, Turner, Davis, etc., of this country were in America for a couple of years, Zimmerman, Tyler & Co. would have to go under. Our men have indomitable pluck and are as expert in head work as is possible. Tom Bust, if he had only visited your shores when he intended to, would have startled you and cyclists who have seen Osmond and the English cracks' riding; over that, he would have beaten anyone in the world. But it is not easy to bear this out. He is in ill health and attributes it to a strain he received when riding a severe race against Davis, the South Australian champion. Tom is a picture as regards build and is splendidly proportioned. The best track we have is a five lap asphalt one. The two miles on the track has been run in 5 min. 15 sec. from scratch in competition. Scharpe is a fine handicap man and possesses fine judgment. McCombe, who rode third in the last Austral, is the Victorian champion and these two are little superior to Lewis, Turner, Kellows and Herman. Davis, of Adelaide, is a great rider and is thought to be superior to any in Australia. On the road we have some fine men as the following clippings will show.

## CLUB COMPETITION.

We have a system here of club competition. There are ten clubs in the competition and these race each other once a month throughout the season and the club men obtaining the most number of points are awarded premiership medals. This is the first season of their



introduction and have been a great success. The only two unbeaten clubs in the competition have twice raced for the premiership and have tied both times. This is somewhat remarkable when it is considered that there are six men on each side, and the first man in counts twelve points, second eleven, and so on. The distance is 26 1-2 miles on a very hilly road, and the fastest time has been 1 hr. 34 1-2 min. What do you think of it? Our four best road riders are G. C. Broadbent, H. B. James, J. J. Cumpion and G. W. Chrisp, with T. D. Scott a fine long distance man.

GOOD LONG DISTANCE RIDE.

The following account of a performance made by Scott, about a month ago, is taken from the *Sportsman*:

One of the most meritorious long-distance rides ever accomplished by an Australian was executed last week by T. D. Scott, of the Normandy Bicycle Club. This rider has been well known as a good road rider and an enthusiastic tourist, and the fact that he has ridden from Adelaide to Melbourne—a distance of 589 miles—in 115 hr., 59 min. classes him amongst the very best of our many fine road riders. Many cyclists have previously ridden across, but have availed themselves of the train through part of the country, which was considered unridable—a distance of about fifty miles. So, in addition to holding the record, he can claim to having been the first man who has ever ridden from the one capital to the other. The most remarkable part of the performance is that Scott rode a pneumatic racing machine of the Raleigh make, weighing only 27 pounds and which was geared to sixty-four inches. However, Mr. Scott is of very light weight, being only 9 st. 8 lb., but the merits of the machine must be of a very high order. This rider previously held the twenty-four-hours' record, but in the last twenty-four hours of this ride he beat his previous best, and rode from near Coleraine to Melbourne—a distance of 230 miles—in that time, which is a fine achievement, considering that it was at the latter end of his journey.

Don't you think it is very fair?

ANOTHER GOOD RIDE.

The following is an account of a ride of H. B. James, ridden about six weeks ago.

H. B. James, of the Southern District Cycling Club, who has been competing at the race meeting in Adelaide, broke the 100-mile road record of South Australia on Thursday last on a Singer Modele de Luxe machine. The route chosen was from Mount Gambier to M'Donnel Bay and back, and thence to Farracoorte. The distance was ridden in 6 hr. 26 min., and the actual riding time was 6 hr. 9 min. This is a very good performance and one which does credit to the young rider. On the previous Saturday he fell while racing and severely injured his knee, which makes the performance all the more meritorious. The Australian record for the distance is held by G. R. Broadbent in 6 hr. 4 1-3 min., done on the western district roads, which are said to be superior to any roads in Australia. There is no doubt but that James would be able to lower his own record in the western district, and also make an invasion on Broadbent's, and he can be credited with having come nearer to the champion's time than any other cyclist has previously done. Broadbent is firmly of the opinion that he can still lower his own record, but until it is likely to be taken from him, will not endeavor to reduce it.

We have no cycling paper here, but I think that one would pay well. In my next letter I will give you something about the trade, and will follow up some of my remarks with reference to the cash business. **SEX.**

The Monarch Company's Agents.

The Monarch company's travelers have placed agencies with some excellent houses, among them the following: The H. H. Kiffe Company, New York city; W. W. Stall, Boston; Speedwell Cycle Company, Baltimore; C. W. Dalsen Cycle Company, Philadelphia; George H. Hilsendegen, Detroit; C. J. Conolly, Rochester, N. Y.; M. Doll, Buffalo; Haradon & Son, Springfield, Mass.; Prince Wells, Louisville, Ky.; Charles Hanauer & Brother, Cincinnati, O.; J. S. Elliott & Co., Springfield, O.; Fred T. Merrill, Portland, Ore.; Hedley Salmon, Denver, Colo.; Cleveland Cycle Depot, Cleveland, O.; Benjamin & Andrews, Syracuse, N. Y.; A. L. Yardly, Columbus, O.; Dayton

Cycle Company, Dayton, O.; Francis Chenoweth Hardware Company; Birmingham, Ala.; Albany Hardware & Iron Company, Albany, N. Y.; Hutchinson & Phillips, Sioux City, Ia.; H. T. Conde Implement Company, Indianapolis, Ind.; D. D. Huntington, Grand Rapids, Wis.; Eldridge & Wilson, Knoxville, Tenn.; Fred E. McEwen, Elgin, Ill.; White Cycle Company, Ft. Wayne, Ind.; Buckingham, Clark & Jackson, New Haven, Conn.; Jacob Leu & Son, Atchinson, Kas.; Way & Company, Hartford, Conn.; A. S. Blake, Colorado Springs, Colo.; E. D. Loomis, LaCrosse, Wis.; Chas. Thatcher Company, Waterbury, Conn.; Byron V. Covert, Lockport, N. Y.; E. R. Darling, Woonsocket, Rhode Island; Edward L. Kerste, Schenectady, N. Y.; Wallace W. Roberts, Utica, N. Y.; W. V. N. Stowell, Troy, N. Y.; E. S. Petrie, Watertown, N. Y.; A. E. Lehman, Green Bay, Wis.; H. W. Williams & Company, Waupaca, Wis.; M. C. Hitchcock, Ansonia, Conn.; The Gate City Carriage Company; Winona, Minn.; W. G. Northcutt, Longview, Texas; E. Becker, Ft. Howard, Wis.;

BURKE'S CYCLE CHAT.

PERTINENT PARS ABOUT PROMINENT PEOPLE AND PASSING EVENTS.

*What Ails the League?—Two "Gentlemen" of Illinois—The Leeming Incident Recalled—Faith in the N. C. Association.*

There is something vitally wrong with the League of American Wheelmen. A few figures will prove the truth of this statement.

The L. A. W. at present has a membership of less than 35,000, and yet if a cyclist were to join now he would receive a membership card bearing a number certainly not below 47,000. This proves that since the L. A. W. was organized a few years ago over 10,000 members have severed their connection with the league. And now the startling statement is made that the average continuance of a mem-

and influence may well be respected by business man and politician, for it will truly be a power in the land.

All hail to him who shall discover the "open sesame" to the good will and interest of that five-sixths element.

TWO ILLINOIS "GENTLEMEN."

The *Bearings* has made a serious charge against two Illinois men, delegates to the recent National assembly at Philadelphia. I have been expecting to see an explanation demanded by a few of our strong-minded writers, who know when the public is entitled to an explanation. I have waited in vain.

If two delegates to any convention do not use the proxies they possess according to the instructions of those whom the proxies represent, they should be branded as dishonest, as defaulters of public trust and friendship. Nothing excuses them and nothing excuses the paper which would shield them. The paper that does so stands in the same relation to the proxy juggler as the receiver of stolen goods does to the thief.

If the paper has evidence to prove that the two Illinois "gentlemen" misused the authority placed in their hands it is the duty of Editor Berger to publicly brand them. He owes this to the Illinois division, to the L. A. W., to the whole world of wheelmen.

What is the Illinois division going to do about this matter? Will it sit idly by and see a paper, whether in the right or wrong, make charges against two of its members without doing something to prove that either the paper has maliciously or unconsciously made a mistake or purge from its ranks the two "gentlemen" who are not fit company for men who have at least a remote idea of what constitutes the qualities of an honest man.

Will Editor Berger or the Illinois division follow the straight but narrow path, or will "influence" show that it is as rampant in L. A. W. circles as it is in politics?

It looks now as if the two "gentlemen" have no cause for fear. Perhaps this is not their first offense. Hence their complacency.

THE DIALECT WRITER.

The dialect writer is not by any means a novelty. He has puzzled the readers of the gamit of periodicals from the *Century Magazine* to the sickly little weekly paper that considers the "dialect" story to be a sure sign of greatness.

Thus far the dialect writer has not paid much attention to cycling. He is, however, cropping out, and very soon we may expect to see as much gibberish in the cycling papers as in those sheets that make a specialty of the idiotic stuff that is classified under the general head of "dialect stories."

How pleasant it must be to wade through such stuff as this:

"My dere," replide Ebenezer, "doent say as I am a fathur of a famili. I am onli won by proksi. I have sene hevlier men than me on a bisikel, and I fansi a bisikel wud doo mi livver gud."

"Doo your livver gud," showed Missis Ebenezer, "yeu tote to drink less wiski!"

"Well, mi dere," gose on Ebenezer, a-line most owfull, "the dokkter says as how I nede moar eksersise, and he says I have to get a bisikel!"

This is the sort of reading that Obadiah of English *Sport and Play* thinks the public is fond of reading, not because it is funny, for it isn't, but because it is "dialect," and is not intelligible to the average man.

The sure proof of the existence of humor in a dialect story is to translate it into good English. If it is still funny, that dialect story is all right and there is some excuse for publishing it. If, on the contrary, it is weak and inane, you may depend that the budding dialect writer scribbles in jargon because he is



Salesman, to Donkey.—"Git up!"

Donkey, to Salesman.—"Not a git until I have a whack at that feed basket."

Concord Bicycle Company; Concord, N. H.; J. M. Ballard, Eau Claire, Wis.; H. D. McCulloch & Company, Stevens Point, Wis.; Jesse R. Sharp, Chippewa Falls, Wis.

Distance to Washington.

From St. Louis to Washington the distance is 894 miles; from Cincinnati to Washington, 553 miles; from Chicago to Washington 813 miles. This is via the bee line followed by the B. & O. railroad, the most picturesque as well as the most direct route from the Mississippi River to the Atlantic Seaboard. Through B. & O. trains, with Pullman equipment of Sleeping, Parlor and Buffet cars, run from St. Louis to Washington in 29 hours; from Cincinnati to Washington in 18 hours; from Chicago to Washington in 25 hours. Sleepers from all points run through to New York from the west without change. At Washington connection is made with the B. & O.'s matchless Royal Blue Line for Baltimore, Philadelphia and New York. These trains consist of the staunchest and finest Coaches, Parlor and Sleeping cars ever built by the Pullman company; are vestibuled from end to end, and are protected by Pullman's improved anti-telescoping device which makes every car as safe as it can be made by man's ingenuity and skill. All the cars are heated by steam and lighted by Pintsch gas. They are the fastest trains in the world, placing New York and Washington within five hours reach.—20-2.

bership in the L. A. W. is only nineteen months.

The L. A. W. has had the entire United States to itself since the introduction of the bicycle into this country. At this period in its career its membership comprised less than one-sixth of all the wheelmen in this country, and the average continuance of a membership is only nineteen months. This proves conclusively that the L. A. W. is not sought by thousands of wheelmen, is found by some and found wanting by many.

It cannot be said that the dues are heavy. Nothing more is expected of a wheelman after once he enters than that he pays his dues each year. Something is lacking, then. What is it?

When the league finds out what is necessary to awaken the interest of those who have not joined and of those who do join only to drop by the wayside, at that very moment the L. A. W. will stand a good chance of securing a large proportion of the five-sixths of cyclists not now in its ranks. Then, indeed, will it be an organization whose importance



not capable of doing good work in plain, every-day, but good-enough-for-most people English.

Let the dialect writer come, but let him beware if he isn't equipped with something besides the ability to twist the English language into all sorts of contortions and ear-splitting combinations.

#### GIVE THE AMATEUR A CHANCE.

There is much good reason for the scoring which the poor amateur is continually called upon to face, but some of the reasons given to prove that the amateur is one in name only are as ridiculous as the statement recently made by a league official that "a pure amateur would race as willingly for a medal as he would for a house and lot." Not so with the amateurs I have met and do meet every day. Most of them have more sense than that league official seems to think the track-rider possesses.

What sane man would argue that because a cycle racer intends to compete for the Saltonstall trophy at the international races in Chicago he proves himself to be a professional at heart? That's just what a writer in an eastern paper recently declared, and he seemed to think that there could be no answer to his statement. That writer puts a very low estimate on the worth of a man's services.

Just imagine a man with healthy mind and body training for weeks and months for no other purpose than to win a trophy which is worth \$1,000, because that amount was spent on it, but which, as an article of merchandis, is not worth half that sum. If he does not win it he has nothing to show for his time and trouble. If he wins he has a prize which is beautiful, something to be proud of and of considerable intrinsic value, but for which no man would waste many weeks of his time to win for the gold there is in it.

There is plenty of material for the man who does not, or will not, believe that there are no amateurs. Why, then, should he give specious reasons why a man is not an amateur when his very argument proves nothing for or against a rider? The only thing it does prove is that he doesn't know what he is talking about.

Give the amateur a chance. He needs it.

#### WHICH ARE THEY.

It is clear to all but the members of the L. A. W. membership committee that Munger and Barrett are either little boys or unscrupulous men.

At this writing the membership committee has not given out its decision, and Walter Masterson very tritely says that "the only action, it seems, that the membership committee can take, will be to vote unanimously for the expulsion of the two members."

I doubt very much that the membership committee will do as Mr. Masterson says, "vote unanimously for the expulsion of the two members." The committee, very unfortunately for the L. A. W., is not entirely composed of men who, in judicial matters, weigh only the evidence. They too often take a peep into their hearts, and this, aided by the grain of prejudice which every man bears for or against every other man, induces them to make decisions which coming from women could be condoned, but from a body of judges, never.

If Barrett and Munger are too young to understand league rules, they are too young to be league members. If they are unscrupulous they are not fit to be league members.

If they are the first, age will improve them; if the latter, nothing but a whitewash brush would make them present-

able, and whitewash, you know, rubs off very easily.

#### THE GRUMBLING OF OLD WOMEN.

The professional cycling league is of considerably more importance than its traducers are willing to acknowledge. This is amply proven by the malicious-malicious is the only word applicable in this case—manner in which some cycle writers are endeavoring to belittle its work, and at the same time showing how much they don't know about the subject they are handling.

In the last issue of the *American Cyclist*, X. C. C. bellows in this way: "The question is, would not cash-prize racing on the large scale proposed by those who are engineering the new scheme develop wholesale roguery, dirty work, and the prominence of racing men of questionable character to the extent of lowering the standard of cycle racing at large in the public's estimation?"

He hath a pretty wit, hath X. C. C. He also hath a prejudiced mind. He shows this in the lines quoted.

There is a possibility that the new pro-

#### ROE PREPARING FOR THE RIDE.

*Details Arranged for His New York-San Francisco Trip.*

Tom Roe has completed all arrangements for his ride from New York to San Francisco, starting from the city hall, New York, at 10 o'clock, May 14, and finishing in the court of the Palace hotel at Frisco. The ride will be made under the auspices of the New York Recorder, which will have a correspondent travel the entire distance by rail. Roe will use on this trip a Union P. D. Q., weighing thirty-two pounds and fitted with the Airtite-Dunlop tires. He expects to cover the distance (3334 miles) inside of sixty-five days, the record now standing at eighty-six, made by Nelson H. Bondt in 1891.

That there may be no doubt as to the "squareness" of this trip, Roe requests all cycling papers, dailies, bicycle clubs and riders along the line to keep a very close watch on his movements. Besides this, he will be officially checked by representatives of at least six daily papers, and by postal cards he will dis-

secure wheels. They simply have "got to ride," and so express themselves. After all, a long winter is conducive to great activity in the spring. After the long rest the cycling enthusiast returns to his wheel with a zest entirely unknown in warmer climates, where riding is possible the year round. The person who rides all winter is foolish, for when spring comes he misses the accustomed enthusiasm at the opening of the season, and it's "odds on" that he gives up cycling, tired of the pastime ere the following autumn.

The best racing men appreciate that to do their best they must have enthusiasm. By renouncing the wheel for a time, each and every one, be he road or track racer or only a common ordinary rider, resumes his favorite pastime with renewed vigor and a zest he never thought possible again.

#### Will Have a Fine Exhibit.

According to our advices the Whitworth Works Cycle Company will have a very complete exhibition of its wheels at the world's fair in charge of F. J. Osmond, who will arrive in Chicago within the next twenty days. The Whitworth has undoubtedly had a remarkable success abroad, as well as in Canada. The concern has not this year seen fit to dabble in front drivers, but confines itself to safeties, which consist of makes in no less than six styles. The No. 8 is a track racer on which many English records have been made by Messrs. Osmond, Adams, Fowler and Schofield. It is a specially built wheel, neat in design and weighs from twenty to twenty-two pounds. The regular track racer is known as No. 4, weighs twenty-five pounds, and is of practically the same design as the special racer. The ladies' wheel, of which a cut is shown in this issue in addition to Nos. 3 and 8, is a straight-framed wheel, fitted with gear case and Dunlop tires. It weighs thirty-three pounds and is considered abroad one of the leading wheels. The No. 3 is a road racer weighing from twenty-seven to twenty-nine pounds. No. 2 is a light roadster weighing thirty-seven pounds when fitted with brake and mud guards, and No. 1 is a full roadster weighing forty pounds.

#### Notes.

Allen and Sachtleben, the around-the-world cyclists, are still in the Lone Star state.

The Des Moines Y. M. C. A. Cyclers have changed the name of their organization to the Des Moines Cyclers.

The California division meet has been awarded to Stockton, and as a result the Alameda people are protesting vigorously.

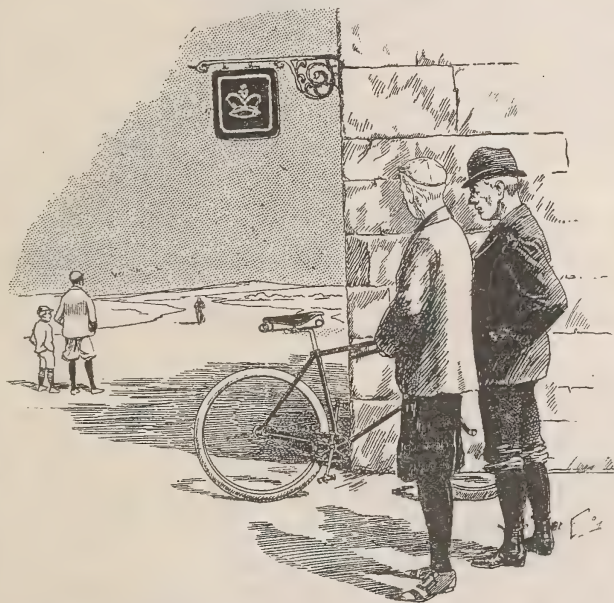
According to a Cheyenne paper, the wheelmen of that place now use their machines instead of horses on which to hunt deer and antelope.

Sam Montgomery, of Toledo, O., has invented an aerial bicycle, he claims, but will not tell how it is to be worked until he secures a patent on the machine.

The Magnolia C. C., of Houston, Tex., has elected the following officers: President, J. A. Patterson; captain, H. D. Spore; secretary, Jerome Swinford.

A Detroit jury has just awarded Edwin Corwin \$50 damages in a suit brought against Frank Werneken. Last fall while riding on Twenty-fourth street near Michigan avenue on a bicycle Corwin collided with Werneken's buggy. Corwin claimed that Werneken sheered off and ran his buggy into the bicycle. Werneken declared that he was driving straight along but that Corwin was not looking and ran into his horse, which shied, knocking the rider down and running the buggy into the machine.

#### THE ELLIPTICAL SPROCKET.



First 'Arry.—"That's 'im as won the 'ill climbing competition on Saturday."

Second do.—"What, 'im a talkin' to the kid? 'e do'n't look strong."

First 'Arry.—"Ain't 'e! why, look 'ow 'e's twisted 'is cog-wheel!"

—Wheeler.

fessional league will become the rottenest, lowest, most despicable and sport-lowering organization that has ever existed. That's the possibility. Now for the probability. It's a cash prize to a league button that it will be a great success financially, that it will do much to raise the standard of cycling in America, and that it will so increase the interest in cycling that wheelmen and makers will rise up and call it blessed. Possibilities and probabilities often have nothing in common.

If X. C. C. and a few others like him would devote more time to writing on subjects with which they are familiar, they would be of greater value to the papers in which they now air their ignorance and prejudice.

Strange, isn't it, how some people mistake grumbling for criticism and theories for conditions. BURKE.

The Toledo Cycling Club has elected the following new trustees: Frank C. Chapman, George B. Colton, James T. Smith, Latimer Thompson, M. C. Himes, O. W. Jones and J. S. Raymond.

tribute all along the line to anyone taking enough interest to fill them out. The route will be through the following cities: Albany, Utica, Syracuse, Rochester, Buffalo, Erie, Cleveland, Toledo, Chicago, Clinton, Cedar Rapids, Des Moines, Council Bluffs, Omaha, Kearney, Cheyenne, Ogden, Salt Lake, Sacramento to San Francisco—following the lines of railroad as closely as possible. Roe is now in training at Highlandville, Mass., and expects to be in condition by May 14.

#### Winter Riding and Its Drawbacks.

"I am not going to ride this season—tired of it; can't afford it any way," said a rider who was a prominent figure along the north shore last season. His chum, who was also an active and constant rider, had come to the same conclusion. All this was when the snow was deep on the ground. Now that the beautiful has taken its departure and the club mates are venturing out over muddy roads, to return with the glow of health on their faces, the two gentlemen are "scratching gravel" to raise funds to



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

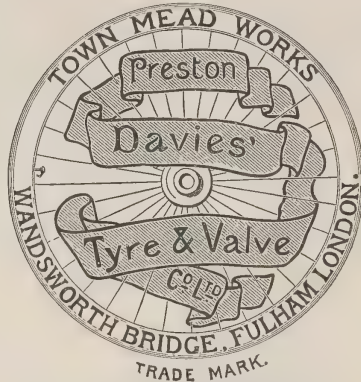
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

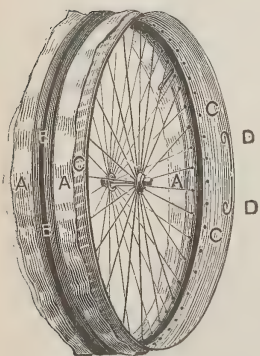
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



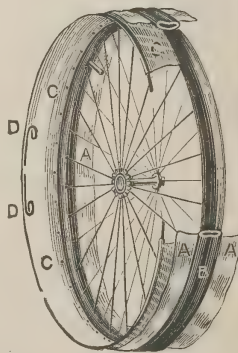
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tyre and you are ready to start.



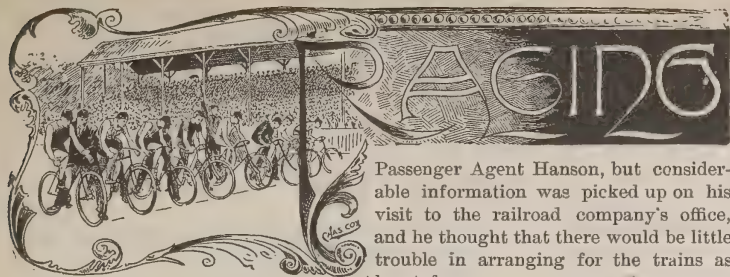
Showing the Tyre open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.  
LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.  
COVENTRY DEPOT: 21 Warwick Lane, Coventry.  
AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.  
AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.





## 1893 FIXTURES.

## APRIL.

26-27—Indoor meet of Milwaukee Wheelmen.  
MAY.

30—Pullman Road Race, Chicago.  
30—New Haven (Conn.) B. C.'s annual meet.  
30—Massachusetts division meet, Worcester.  
30—Martin road race, Buffalo.  
30—Irvington-Milburn road race.  
30—Rome (N. Y.) Cyclers' meet.  
30—Southern Wheelmen's 10-mile road race, Louisville, Ky.  
30—Winona (Minn.) C. C. race meet.  
30—Cleveland (O.) Wheel Club's second annual road race.  
30—Alameda B. C. meet, San Francisco.

## JUNE.

3—Press C. C. meet, Buffalo.  
2—Buffalo. (New York circuit.)  
16-17—Syracuse. (New York circuit.)  
17—English championships on Herne Hill track.  
17—Alpha Wheel Club's 10-mile road race, South Norwalk, Conn.  
24—Prince Wells' second annual 10-mile road race, Louisville.  
27-28—Kentucky division meet, Harrodsburg.

## JULY.

23-24—Missouri division meet, Sedalia.  
2-4—Ohio division meet, Sandusky.  
3-4—Columbia C. C. meet, Hartford Conn.  
4—Tonawanda (Pa.) B. C. meet.  
4—Watertown (N. Y.) Cyclers' meet.  
4—Fourth annual Pullman road race, at Cincinnati.  
4—Second annual road race, Erie (Pa.) Wanderers B. C.  
4—California division meet.  
4—Missouri division meet, Sedalia.  
4-5—Seventh annual meet Kansas division at Fort Scott. Address Henry E. Harris.  
4-5—Rockford, (Ill.) C. C. meet.  
21-22—Coca Cocoa cup race, Herne Hill, London.  
25-26—Indiana division meet, Fort Wayne.

## AUGUST. (WESTERN CIRCUIT.)

5-12—Illinois Division, National L. A. W. and International meets, Chicago.  
14-15—Milwaukee Wheelmen's meet.  
16-17—Wisconsin division meet, Ripon.  
19—Minneapolis C. C. meet.  
22—Evansville C. C. meet.  
24—Ziz-Zag C. C. meet, Indianapolis, Ind.  
26—Cincinnati C. C. meet.  
23-25—Columbus (O.) Century C. C. meet.  
30-31—Cleveland W. C. meet.

## SEPTEMBER.

9—Garden City Cyclers' meet, San Jose, Cal.  
13-14—Springfield (Mass.) B. C.'s annual race meet, Hampden Park track.  
26-27-28—Inter-state Fair Association meet, Trenton, N. J.

## OCTOBER.

2—Capital City Wheelmen meet, Sacramento, Cal.

## PULLMAN HANDICAPPER NAMED.

The A. C. C. Selects S. A. Miles Again—Time Prizes Limited to \$400.

Considerable important work was accomplished by the Associated Cycling Clubs at the meeting held at the Grand Pacific hotel Tuesday evening. There were twenty delegates present and much enthusiasm was manifested by all. The committee appointed to prepare rules for the race made its report, and with the exception of the increase in the entrance fee and the time of starting, the rules were the same as those of last year. The entries will close on May 13, and the time limit, as usual, will be twelve minutes. The limit man will start as near 9 o'clock as is practicable. The rules also provide that the numbers shall be placed upon each upper arm or shoulder.

The chairman reported that no arrangements for a special train had been made with the Illinois Central Railroad Company because of the absence of General

Passenger Agent Hanson, but considerable information was picked up on his visit to the railroad company's office, and he thought that there would be little trouble in arranging for the trains as heretofore.

A committee consisting of Messrs. Stimpson, Roth and Root was appointed to nominate officers for the race—five judges and assistants, five timers, referee, and starter.

In this connection it was stated that the handicapper should be elected by delegates, as has been the case previously. Mr. Tuttle placed in nomination S. A. Miles, who has been handicapper for the past three years, and Mr. Gunn placed in nomination J. M. Erwin, member of the racing board. Mr. Erwin was present, and through Mr. Stimpson declined to accept the position if tendered him. The secretary was instructed to cast the ballot of the association for Mr. Miles, and he was declared elected.

Mr. Stimpson moved that the handicapper be allowed a fee of fifteen cents for each man handicapped. Considerable discussion resulted, Mr. Herrick contending that the handicapper should donate his services as others do in connection with the Pullman race. A vote on the subject stood eleven to nine for the proposition.

A motion was made and carried that the three time prizes be limited in value to \$400.

It is not improbable that a portion of the course will be changed. It is designed by the Pullman club people to have two grand stands erected at the finish farther east than the point of finish last year, and convenient to the club house and training quarters of the Pullman Athletic Club. This, of course, will make the course several hundred yards longer. Inasmuch as South Park avenue is now improved between Fifty-fifth and Sixty-first street, it was thought advisable to run the race over that straightway portion, rather than through the park, because of the crowds that will be present on Decoration day. The matter of changing the course was left to the discretion of the committee on rules. The Plzen Cycling Club was admitted to membership.

## \* \* \*

## Zimmerman's Movements Outlined.

Joseph McDermott last week outlined the movements of Zimmerman for the next two months. He will (as advised by the REFEREE) train at Savannah for the next three months, which should put him into very fair shape. It will make his work six weeks altogether. On April 22 he will sail from New York on the New York for England and on landing will proceed to Bordeaux and take part in the proposed tournament there. He will put on the fine edge of his conditioning on the Bordeaux track, which is said to be a good one. While there he will probably run over to Brussels and scoop a carpet or two from the Belgians at their tournament. Afterwards he will go to Herne Hill and grapple with Johnie Bull once more. These are, briefly, Zimmerman's movements for the next two months. His decision to wander to Bordeaux was possibly occasioned by the fact that his going to Savannah has caused other racing lights to move that way also. By going to Bordeaux in April or early May he will escape that uncertainty, English weather in May, as in Bordeaux the weather is delightful at that time of year. It is more than prob-

able that Wheeler will travel with Zimmerman, and failing Wheeler, Wells, the Toronto crack, who is engaged in law copying in Joseph McDermott's Freehold office.

## \* \* \*

## The Pride of Charleston.

J. W. Baird, the Charleston, S. C., crack racer, was in New York Friday, and in response to a query as to his alleged match with Harry Wheeler, said, in his rich County Carlow brogue: "I knew nothing of the match until the day before I left home. Somebody has been making a match for me without my knowledge or consent. I'm not afraid of Wheeler, and will probably meet him in the open events at Savannah during the next tournament." Baird's looks indicate that he is in tip-top condition, his winter training south having been very beneficial. Charleston, he says, is very much excited over racing, and the trade promises to be large.

## \* \* \*

## Is Training Sanger.

Charles R. Culver, who, for the past two years has been physical director of the Springfield (Mass.) Bicycle Club, has accepted the responsible position of trainer to W. C. Sanger this season, and has him now in active training for his European trip. Culver has been successful with the men he has handled on the path. Last season, under his training, H. C. Tyler defeated both Windle and Zimmerman, and broke the mile



CHARLES R. CULVER.

record, which stood until a month later, when it was lowered by Windle.

In addition to having Sanger, Culver will have charge of the Telegram Cycling Club's team, which is now composed of eleven very promising riders. After training at Milwaukee until about April 15, the party, consisting of Sanger, Sercombe and Culver, will go to Springfield, Mass., and will put in about three weeks on the Hampden Park track previous to their departure for England to participate in the championship races.

## \* \* \*

## Another Southern Track.

At the request of J. L. Johnson, who has been for the past two weeks agitating in the interest of a bicycle race track to be built in Charleston, a number of persons, consisting of some of the leading business men, thronged the club room of the Charleston Wheelmen's Club last night. They were all clear-headed men, and had taken stock in the bicycle track, that without a doubt is a good financial investment, besides being a class of sports that will enliven things in our city and attract visitors from all parts of this country at times when races are held. The object of this meet-

ing was to put matters in correct shape so as to go to work without delay, and to prepare the books for the official signature of those taking stock.

The chairman stated that the first thing would be to procure a charter. The stock sold showed up an amount of \$4,125. It was then decided to apply for a charter with a capital stock of \$5,000. That amount can be very easily raised.

A committee was elected on incorporation, consisting of J. D. Cappelmann, W. J. Baird, L. W. Bicaise, M. C. Smith and J. L. Johnson.

In regard to selecting a name for the club considerable discussion took place, but it was finally agreed upon to call it the Charleston Wheelmen's Track Association.

The meeting adjourned to be called again as soon as the committee gets a chance. That may take about one week.—Charleston News and Courier;

## \* \* \*

## The New Herne Hill Surface.

According to the Ulster Cycling News, the new surface for the Herne Hill track will be pitch-pine battens, about an inch and a half wide, and a quarter of an inch apart—to allow for expansion and contraction—will be bolted together and placed across the track. The bolts which secure the battens pass at intervals through cork washers. The track will be laid in sections, which can be taken up with little difficulty when required. The wood to be used has gone through a thorough process of seasoning, and the most severe tests applied to discover its suitability. Portions have been indiscriminately selected, and soaked several days in water, after which it has been dried in a temperature reaching 180 degrees. The measurements before and after these tests have not varied, consequently the variation of our climate should not appreciably affect it. It is claimed that the slight spaces between the batten will, without curtailing the speed of the track, supply a "biting" surface to the tires, and also obviate suction. It will be always kept thoroughly washed and free from grease, so that side-slip will be unknown.

## \* \* \*

## Will Bear Watching.

We hear it stated that a prominent Philadelphia racing man is to receive a salary of \$1,800 for riding a certain New England-made wheel during the season of 1893. It would hardly be fair to mention the name of the wheel or the racing man, inasmuch as there are no facts to substantiate the charges. But murder will out, and ere long the racing board may be able to learn a thing or two about this little deal.

## \* \* \*

## The World's Fair Track.

Much discussion has taken place since the meeting of the international race committee over its decision to build, on the grounds of the Chicago Ball Club and for the international races, a track composed of dirt, with a brick dust surface. There is a doubt whether brick dust can be secured. Mr. Gerould, who has the matter in charge, thinks there will be no trouble. As a matter of fact, however, Mr. Gerould does not know this to be so (he admitted as much), but he says the brick-yards are overflowing with material. In this connection it might be well to quote a prominent wheelman and architect on the subject of the world's fair track. He said: "If they go to work now to build a track, while the frost is in the ground, the whole thing will prove a failure; and if they wait until the frost gets out of the ground, it will be impossible to build a track and have it in first-class shape by the time the men will want it for train-



# PRESS CLIPPINGS.

## What Authorities Say of the SWIFT.

FROM "WHEELING," JAN. 25.

The Coventry Machinists' Co., Limited, Coventry.—One of the giants of the present or any other show whose exhibit is well worthy of its great reputation. No less than 46 machines are shown, which, taken out of the vast transept, would well-nigh form a show in themselves. Practically speaking, the Cheylesmore people have fixed on an open diamond of regular and pleasing design for their safeties, and have made slight alterations to suit various tastes. This, of course simplifies matters considerably in the workshop, and as this type is in favour at present, it is a judicious business move also. The principal deviation from last year's pattern, however, is the abandonment of the oval bottom back stays in favor of 3-4 in. round tubes—a decided improvement, we think. The Swift racer is now a fine, handsome machine, sitting well and looking a considerable advance over last year's design; plated butted direct spokes, and the world-famed Coventry Machinists' finish makes it beautiful looking mount, and good as it is beautiful. The Model A roadster is little different from the racer in appearance, being, of course, heavier all round, but possessing the same fine appearance. We venture to prophesy there will be no more popular machine on the road in '98 than this one. Of course, the company's dust-proof bottom bracket is still fitted, and of its class there is none better and very few indeed so good. As might be expected when such good results were obtained from it last season, the Coventry Machinists have extensively fitted the long link roller chain to roadsters, the Humber pattern being rightly put on racers. Model E is the light roadster, and no one can complain of its weight at 28 lbs. all on, and provision is made to have brake and mud guards fitted if required, thus bringing up the weight to about 31 lbs. The Swift ladies' safety is a handsome machine, the chief characteristics of the ordinary pattern being carried into it; 1 1/4 in. main tube is used to connect the fore and aft portions of the frame,

and handles are curved upward and in a rational manner for a lady. The front driver is on usual lines, and is undoubtedly one of the prettiest in the Palace. 1898 Runlows and Crypto gear is the combination used. In tricycles quite a delightful show of Marlboro Clubs can be seen, no less than fourteen being exhibited. There are few radical alterations in design beyond larger diameter, round tubes being used extensively, improving the general appearance of the machines. A totally new design of the Olympia pattern, however, has been added, and admirably treated it is sure to add more patterns to the famous Marlboro Club.

FROM "THE CYCLIST," JAN. 25.

Coventry Machinists' Co., Limited, Coventry, certainly occupy pride of place with the central exhibit in the Hall. They have one of the largest displays, too, most tastefully arranged with evergreens, &c. First and foremost is the Juvenile "Marlboro" tricycle, a strong little article for dotlets of tender years; then on the inner line of the exhibit we find ourselves with the "Marlboro" light roadster tricycle. This has the well-known pattern of frame of last year, slightly improved in detail, with the new Clincher tyre and band brake on the driving gear, a very strong looking machine. Another light roadster of still lighter build, and a so a three-wheeler, comes next, the next machine showing the latest pattern for the year in "Marlboro" tricycles, with a diamond frame and light duplex cross tubes, a strong axle bridge, and fitted with Dunlop detachable tyres. Then the ladies' "Marlboro," with curved frame, simplified in construction, followed by a specimen of the Marlboro" road-racing tricycle, which has the well-known Marlboro frame, strengthened at the seat socket, and fitted with gear case. A cushion-tyred "Marlboro" No. 1 completes the exhibit of tricycles on this side, and then we find ourselves with two specimens of the geared ordinary as built by the firm, the first with cushion

tyres and Shorland saddle, the second with pneumatic tyres and a vertically adjustable seat-pillar and both with Crypto gear—neat, compact little machines, nicely balanced and well built. The next five machines show the new Model D safety, this being the cheaper pattern of the firm. These are fitted with various forms of tyres, and in general design are fully up to date, having open straight-tube diamond frames, barrel crank brackets, and ball heads. The next four are Model A machines, lighter built, first-class mounts in every respect, in which we are pleased to note the saddle rod carried forward of the seat pillar as well as back, so as to allow ample room for adjustment. The "Swift" Model E, likewise an up-to-date mount, with neat steering lock, and with high finish, comes next, and then we are introduced to another Model E, built as a light roadster or road racer. Rounding the end of the stand, and commencing the outer line of machines we find three "Swift" racers beautifully designed machines, built specially to suit respective purchasers as to height of frame, and on as fine and good lines as the greatest speedist could desire. Two more Model E's, and then we find ourselves with three Model C safeties, these with 28 in. and 30 in. wheels, front wheel brakes, mudguards, &c, neat, good looking mounts on up-to-date lines. The "Swift" ladies' safety, next shown, is a little gem for ladies of short stature, with 24 in. wheels, well supported curved front tube gear case, and wire dress-guard, Dunlop detachable tyres, and handles brought up. A cushion-tyred ladies' "Swift" with straight front tube follows, and then two more samples of the "Swift" geared front driver on the same lines as before. The next four machines introduce us again to the "Marlboro" tricycle in several patterns, and the last two are distinctly interesting, as showing the new pattern in tandem tricycles which the firm are now making, the "Marlboro" tandem for '98 having single central driving and duplex steering, on the principle of the Olympia and Crypto types. These machines, as usual, are beautifully finished and finely fitted, and as fine and well designed mounts as one could well desire.

*"Imitation is the Sincerest Flattery."*

# HUMBER

IF the Humber is good enough for everybody to copy, it is good enough for us to stand by without the changing, as indulged in by other manufacturers. This admission on the part of the manufacturers, not only puts the **HUMBER** in the front but is an acknowledgment that the Humber is the best machine now before the public.

• ROVER •

I have in stock a considerable quantity of the latest patterns of the well-known ROVER.

I also control Cook County for the sale of the **STEARNS**.

Write for catalogue and prices. Liberal discounts to the trade and rider.

**HORACE BELL, AGENT,**  
285 WABASH AVE., CHICAGO.



ing purposes." We again express the opinion that boards would be the most desirable for the world's fair track, inasmuch as the track could be put down more easily and more quickly than could one built of clay with the brick dust surface. The grounds were surveyed last week, and it is the intention to begin work almost immediately.

\* \* \*

#### A Clever New England Racing Man.

There are not many better known New England racing men than modest Harry Arnold of New Britain, Conn. He is speedy, too, and while with Windle last fall at Springfield rode practice miles pretty close to record. He is a bosom friend of Windle's, and spends a good deal of his spare time at Milbury. He is well off as regards this world's goods, and leads a bachelor life in his own building at New Britain.

Arnold was born Oct 17, 1866, and is



HARRY ARNOLD.

consequently twenty-seven years old. He stands 5 feet 8 1-2 inches high, and, in condition, weighs 150 pounds. For three successive years he won the Connecticut division championships, and in 1891 out of the twenty-one races in which he rode he secured nineteen prizes. That fall he paced Windle the second quarter of his famous 2:15 mile. In 1892 he rode in twenty-five races and captured eleven firsts. At Hartford, July 5, he broke the world's quarter-mile competition record, doing the distance in 32 sec. At Springfield, Mass., last fall Arnold again paced Windle when the Milbury man broke the half-mile, mile and five-mile records. He has a record of 2:26 4-5 for the mile, made in a handicap event at Rockville. It is Harry Arnold that makes the wheel called the Windle, and not Willie Windle, as a contemporary stated recently.

\* \* \*

#### Wants Only One Day.

When the international race committee made out its schedule for the western circuit, it gave Milwaukee two days, Aug. 14 and 15, Monday and Tuesday. Since that time the racing board of the Milwaukee Wheelmen, through its chairman, Mr. Schroeder, has decided that one day is sufficient for it, and has consequently written Mr. Raymond to this effect. It does not follow that this will change the circuit in any way. It merely drops one day and allows the men to have a little rest, which they will undoubtedly need after a week's hard riding in Chicago.

\* \* \*

#### Munger and Barrett Expelled.

The wrath of the league has fallen upon Munger and Barrett for having proposed Leeming's name for membership in the L. A. W., and the report of the membership committee, through the chairman, George C. Pennell, is that the two men be expelled from the league. The expulsion of these two prominent riders will have little effect so far as

racing is concerned. It does not prevent them from competing in any events except division championships. Mr. Raymond stated while in Chicago that the national championships would undoubtedly be thrown open to all Americans, and that if Munger and Barrett were expelled they could only be kept out of division championships. Munger has threatened mandamus proceedings and injunctions and several other horrible things for the league if he should be expelled, while Barrett says nothing. He did say, however, that he didn't think the matter of enough importance to offer any apology.

\* \* \*

#### Facts About Terront

In view of the recent remarkable performances of Charles Terront, it may interest Americans to know that he has been a wheelman for nearly twenty years, and was a member of the team brought to the United States by Harry Etherington, afterward proprietor of *Wheeling*, in 1878. The fact was brought to our recollection by an unknown correspondent, who says:

"Terront raced in the first six-day cycle race held in this country. On the last day, when Cann, Harrison and Rolinson, his competitors, were so saddle-sore and weary and stiff that mounting was a most painful operation, Terront would skip lightly from his tent and do the flying-pedal mount with ease. He it was who taught the pedal-mount in this country."

The team, which consisted of Terront, Cann, Keen and another—we have forgotten who—traveled as far west as Chicago, where they raced in the old Exposition Building. Terront's brother, Jules, was an excellent rider also, in his day, but never the equal of Charles. The latter's recent ride of 419 miles without a dismount shows, first, the wonderful powers of the man, and second, the vast improvement in wheels and tires. Prior to this ride 236 miles stood as record, the next to that being 216.

\* \* \*

#### Spooner Didn't Say So.

Spooner, the American twenty-four hour rider, who is coming over for the Cuca Cup, has been comparing Shorland's performance with his own, and feels sure that, under equally good circumstances, he could have done as well. — Irish Cyclist.

Our bespectacled Hibernian friend has evidently been reading between the lines or on the ends. Spooner has not made such a boast; on the contrary, he says he knows he could not beat Shorland. A friend of Spooner's made some such claim in a letter to the *Evening Post*—but Spooner had nothing to do with it. "Ar Jay's" specks evidently need adjusting or focusing.

\* \* \*

#### Who are They?

The N. C. A. gives it out that about 130 men have made application for licenses to ride under its rules, and it is hinted that Draper and Kelly, the tandem team, have about decided to go in for the cash pots. It would seem likely that if a hundred or more racing men had decided to link their fortunes with the cash prize people, their names would be made known, so that others would be induced to turn professionals. Again we ask Mr. Egan to give us the names.

\* \* \*

#### General Race Notes.

Henry Andrae has been made to figure as a candidate for English championship honors, and all because he thinks there is too much kicking and too little profit in a handicapper's position.

Harry Nye, of Richmond, Ind., is accused by Mr. Raymond of competing on July 4 with one H. Feters for a \$20 cash prize. He says he does not know Feters and did not ride after May of last year.

He was entered in a road race but was too sick to leave the house.

Sandusky will have the Ohio division meet this year. The dates are July 2, 3 and 4.

The Des Moines cyclers are arranging a road race for Decoration day, and are endeavoring to lease the track in the "Zoo."

The Milwaukee Wheelmen will give an indoor tournament at the Exposition building, Saturday, June 3, afternoon and evening.

The Portland (Ore.) Wheel Club is arranging a series of races to take place in May. E. W. Ballard, of the Chicago C. C., has consented to compete.

There is a project on foot to have the annual Waukesha road race take place this year on the 4th of July, instead of the 30th of the month, as heretofore.

April 10 is the date set for the Twelfth Regiment games at New York. Maltby will give exhibition riding, and a two-mile handicap is on the programme.

The Riverside Wheelmen will give ten races this season, but through the uncertain lease of life of the Manhattan grounds, cannot make certain the place of the meets.

The twenty-five-mile road race of the Boston Associated Cycling Clubs will be held June 24. The Press Club, of Boston, will enter the "star" performer in the person of E. A. McDuffee.

F. J. Schroeder, chairman of the racing board of the Milwaukee Wheelmen, has received a letter from Gus Steele, of Chicago, stating that he will ride under that club's colors this season.

May 16 is the date set for the first races of the N. C. A., and W. B. Troy is authority for the statement that Prince, Rowe, Knapp, Berlo, Crocker and Roe will be in the field.

And now we hear that "Thomas A. Wilson, of Flatbush, one of the crack bicyclists of King's county," New York, is contemplating a trial at the Cuca cup race. You have our sympathy, Thomas.

The old war horse, A. B. ("Quilly") Rich has ordered a Campbell racer, fitted with Burris-Michelin tires, and will begin training at once. He will probably go to Savannah for the April meet.

Paul Grosch will ride a Lyndhurst fitted with Burris-Michelin tires, and Charlie Murphy will also use the French thing in wind instruments. But Murphy's mount is undecided. He is "waiting to hear from somebody."

Willie Windle is said to have joined Harry Arnold in the manufacture of the Windle, but it is doubtful, as the report is current that he will ride a Humber, and the additional fact that the Humber people are advertising the fact makes the New Britain proposition look out of place.

The *Sporting Life* recently published a humorous letter from Whittaker in which the latter talked of a race for unheard-of stakes and unheard-of conditions. The Milwaukee *Daily News* swallows it whole and prints it under the heading, "Professional methods exposed."

Toledo wheelmen have completed a deal with the Exposition Company, whereby the latter will build a \$2,000 track in the building. The track will be three laps to the mile and will be built of brick dust, burnt clay or cement, as the committee thinks best. The first meet is to be held in July.

Harry Cornish, who is to be manager of the Chicago Athletic Association, trained George M. Hendee and other "amateurs" of the Columbia team in 85-6, and was quite a sprinter himself. Cornish is an expert with the gloves and a very excellent manager of athletes, so

that Chicago will take kindly to the ex-Bostonian.

The Hartford Wheel Club has just opened its new gymnasium with an exhibition by local experts, the boxing being under the watchful eye of that noted master of the art Tom Faby of the H. W. C. The flourishing Hartford club has also appointed a committee of five to look after the Charter Oak Park tournament, Sept. 4 and 5.

Harry Cornish, the newly elected professor of athletics at the Chicago Athletic Club, was a pupil and graduate of Dr. Sargent, of Harvard, and made his first efforts as trainer in bringing up George Hendee to his excellent form in 1886. Cornish at one time was a racing cyclist on the Springfield Roadster cycle team. No more scientific trainer exists in the United States.

President Richmond, of the Savannah Wheelmen's Track Association, writes that the April 9 meet will be followed by a large one May week—a regular holiday week south. A party will go from New York to the May meet, and if a sufficient number can be guaranteed, special rates and accommodations can be had from the Savannah Line Steamship Company, which will pay special attention to cyclists going south from this on.

The Minneapolis Cycle Track Association has issued \$10,000 worth of stock, and members of the association have already subscribed for a fifth of it. The Business Men's Union committee, appointed to arrange the summer sport carnival, has been asked to set apart \$7,000 for trophies for the races, and the association will see that the track is built and equipped on time. It is probable that the grounds of the Normania club will be used.

Among the many events which will engage the attention of wheelmen during the coming season, none is more prominent than the Waukesha-Milwaukee road race, which, contrary to reports circulated in some of the cycling papers, will take place as usual. Last year it was an overwhelming success, and it is the intention this year to make even greater preparations and hang up a prize list that will attract the best road-racing talent in the country.

George F. Taylor, like a good many others, believes there is more fun and money in being an amateur bicycle racer than in plugging decayed molars, and will for-ake dentistry for the saddle this season at least, and commences getting off some of the superfluous this week. Taylor will, undoubtedly, ride a Brookes racer, imported by George Drysdale, of School street, Boston, as George is said not to stand very pat with that prominent inducer of blue rims, Asa Windle.

#### Now He's Going Back.

Jacques Adutt, the young gentleman who occasioned some newspaper talk by purchasing several bicycles in Chicago and shipping them abroad, and who was arrested on a charge of forgery preferred by the Austrian government, will be sent back to that country. United States Commissioner Hoyne found that he was properly detained and ordered the United States marshal to keep him in custody until the records of the case could be laid before the secretary of state and extradition papers made out for his transfer to the proper authorities.

#### Papa Ned Oliver.

A line from Cleveland announces that Miss Edwin Oliver appeared there at 6 a. m. on March 20. The young lady is said to weigh nine pounds and is doing splendidly, as is Mrs. Oliver. The ever-happy Ned is happier than ever,



# WHITWORTH CYCLES . . . .

. . . . U. S. A. 1893.

## HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

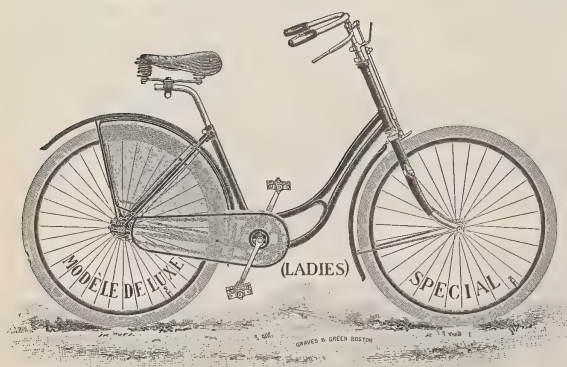
We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 2225, NEW YORK, or - BIRMINGHAM, ENG.

# SINGER CYCLES.

FULLY GUARANTEED.



**SPECIFICATION.**—26 in. wheels, speeded to 55 in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, improved dress guard to driving wheel and to chain, Singer detachable brake, Singer patent detachable foot-rests, adjustable to height, lamp-holder, best saddle, tool-bag, spanner, screw-driver and oil-can. Enamelled and with parts plated.

Price with 1 1-8 in. wired cushion tires - - - \$140

Price with pneumatic tires, as illustrated - - - 155

Average weight as illustrated, less saddle and peddles, 33 lbs.

We fit our safeties with the Dunlop, Acme or Morgan & Wright pneumatic tire, as preferred. Each of these tires is fully guaranteed.

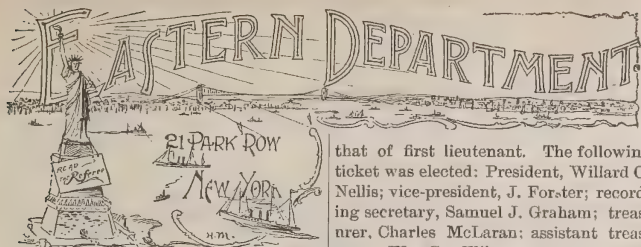
Liberal Discounts to Reliable Agents.

Send for our Catalogue.

# SINGER & CO.,

6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS





Among the callers at the REFEREE office, 21 Park Row, New York, recently, were: W. F. Murphy, Brooklyn; W. S. Maltby; Paul Grosch, Passaic, N. J.; E. H. Seddon and Frederick Jennings, Manchester; Joseph McDermott, Freehold, N. J.; Howard A. Smith, Newark; Samuel Snell, Toledo; Arthur Collins, Collins & Nuttal, New York; C. J. Kilpatrick, A. G. Getz and M. Quinlan, Gendron Wheel Company, New York; H. L. Saltonstall and Charles Brown, Elizabeth; W. Martin, New York; C. Bridges, Savannah; E. C. Bode, Chicago; Tom Roe; C. A. Schwalbach, Brooklyn; Henry Crowther; M. Davies, Raleigh Cycle Company; W. B. Troy and James C. Dayton, *Sporting Life*; A. T. Merrick; S. G. Whittaker, Boston; W. H. Kirkpatrick, McKee & Harrington; John Fecit, Boston; E. C. Lent, Greenwich, Conn.; W. D. Snider, agent, Patterson, N. J.; A. B. Rich and C. M. Murphy, Brooklyn; C. A. Person, New York; S. T. Clark, Baltimore; Roland Hennessy, New York; Mrs. M. F. Peck, Excelsior Cycling Club, New York.

#### The L. A. W. Should Follow Suit.

At the recent meeting of horsemen in New York, the question of records and performances against the watch was dealt with as follows:

Performances against time must be conducted in accordance with the following rules and regulations:

They must be made at a regular meeting of a society in membership with the National Trotting Association or American Trotting Association; said performances to be conducted by the regularly appointed judges and timers for the day, strictly in accordance with the rules of said National or American Trotting Association adopted by the member.

No animal shall be permitted to start against time pending a heat or trial by another animal, nor until the result of such heat or trial shall have been duly announced.

Time shall be taken by three timers engaged in the stand during the performance.

There shall be three judges in the stand during such performances, who shall not act as official timers.

There is no doubt that time trials have been much abused by cyclists as well as horsemen, and records have been made that would not stand the closest scrutiny. The L. A. W. might frame such rules as the above and not allow trainers and a few prominent somebodies to make records at any time of the day or night as the weather conditions permitted. The doubt cast on American records by the English press was pardonable, as the circumstances under which they were made and the manufacturing interests so large, that not only English people, but even our home people, looked upon these performances as tinged with doubt. And in that respect even English times have at times been looked upon with suspicion, notwithstanding "Pam" Coleman, Kew watches and all the other paraphernalia of the official clocker. The time will come when trials against time will have to be made at regular meetings and in sight of more than twelve people.

#### K. C. W. Annual Election.

Last Thursday night the Kings County Wheelmen's annual election of officers was held at the club house, 1255 Bedford avenue, Brooklyn. There was no opposition for any of the offices excepting

that of first lieutenant. The following ticket was elected: President, Willard C. Nellis; vice-president, J. Forster; recording secretary, Samuel J. Graham; treasurer, Charles McLaran; assistant treasurer, W. F. Wilson; corresponding secretary, J. Hayward; captain, R. Walter Steves. The total mileage record for the year was 45,890 miles. The following large mileage records were reported: W. A. Thompson, 3,505; F. Hawley, 3,475; O. R. Gurnee, 3,155; H. Boerum, 3,054; C. W. Young, 2,387; W. L. Wells, 2,330; W. Bonner, 2,089; Grant Kenney, 2,005. Medals were presented to the members with the highest records. The retiring captain's report showed that the club had a very successful year upon both the track and road. The following shows the points won by members during the year: C. M. Murphy, 78; F. Hawley, 34; D. McLean, 21; U. S. Paige, 19; H. C. Shimer, 16; R. W. Steves, 14; F. E. Doup, 10; C. W. Young, 10; F. G. McDonald, 7; S. J. Graham, 7; O. Stephens, Jr., 6; H. S. Blakeman, 5; M. H. Phillips, 4; H. Boerum, 4; H. Peters, 1; W. H. Wells, 1.

#### Union County vs. K. C. W.

The Kings County Wheelmen have taken a high moral stand regarding newspaper challenges by the club, and publicly rebuke the Malden (Mass.) club for daring to shy its castor at the K. C. W. through the vulgar medium of the public press. But the consistency of their morality in this respect is upset by the mean little roast they give that thoroughbred sportsman, Henry L. Saltenstall, of Elizabeth, who believes that Union County, of which Elizabeth and her club are the prominent features, can pick up a team that can "do" the boasted K. C. W. men. Of course it is rank heresy to mention such a thing to Barney Whympy or Durant McLean, but Union County may yet demonstrate that she can lower the proud colors of the crowd across the North River, and their high motives as to their ability are likely to be found scattered around the precincts of Milburn or some other good course. Then the K. C. W. men are excessively arrogant and "bossy" when the terms of a race are mentioned. They insist that the member of an opposition team shall be of a certain age, his mustache the right color, and his forehead classical looking—from a racing point of view—and they may yet insist that the opposing team shall be of the opposite sex. Altogether the K. C. W. are most unreasonable, and their fall from racing power is not far distant.

#### Mr Perkins and the Presidency.

The presidential possibilities of the L. A. W. for '94 are being discussed east with remarkable vigor. Among the names "mentioned prominently" (and which may be "dished" by those lively and dark gentlemen Messrs. Proxy and Caucus) are Gerould of Chicago, Perkins of Boston and Luscomb of New York. It is well to remark *en passant* that the two favorites are men whose states led in the anti-slavery movement. I wrote Chief Consul Perkins of Massachusetts recently, and an extract from his reply shows how he stands for the black man. He writes: "I find my name is being mentioned for the office of president, and I am being pushed by our Massachusetts friends. I think we fully agree on the negro question, and I

am surprised at the stand of Luscomb and some other of our friends. I see that the *Wheel* is for Gerould, who is a most excellent gentleman, and I understand is of our opinion on this question. However, I believe in fighting right on the line, I assure you."

#### The Irvington-Milburn Race.

The Irvington-Milburn race is now commencing to loom up in New York and Brooklyn racing circles, and the New Jersey cracks are getting ready. Small crowds of pure ones can be seen paying visits to tire and bicycle manufacturers, and of course their chances to win—before the handicapper is heard from—are excellent. Barney Whympy has quit smoking, on orders from his captain, and reported a frightful attack of indigestion as the consequence. W. F. Murphy is acting as adviser to Brooklyn racing men, and Saltenstall is looking for advice from a professional for Union County. The race this year will be something immense, and the man who wins it will have to hustle pretty hard.

#### A Bomb Coming.

Henry Crowther was in New York last week and said we might expect a small-sized sensation in L. A. W. management and matters shortly—just as soon as "Ned" Hodges gets into a bit of fighting trim. Look out, also, for a bit of a squall from the *Good Roads* storm centre, which is thick about Massachusetts and near Boston.

#### A World's Fair Scheme.

The Diamond Machine Company has adopted for use in its exhibit at the world's fair an illuminated sign, which will be of fine stained glass and wholly new in method of construction, for, in place of the unstable mounting of lead with the unsightly iron crossbars heretofore used, the glass is set in a durable cement between copper; the latter is "whole" as the spaces filled by the glass are cut out. Desirable and artistic effects are thus gained by the very varying lines or "masses" of copper never before attained under the old method. This new patented way of setting stained glass is owned by the Metallic Setting Company, of Providence.—*Providence Journal*.

#### Will Admit Caucasians Only.

The Californians evidently intend to pay no attention to the action of the national assembly in regard to the color question, as it is called, inasmuch as they have changed a section of their constitution so it will read as follows:

All Caucasians complying with the requirements of the constitution and by-laws of the League of American Wheelmen may become members of the division.

The enemies of the negro and the Chinaman were not given local option. We cannot see how the Californian division can take upon itself the right to amend a constitution so that it will not be in harmony with that of the league.

#### This Is the Way It Goes.

Monday, Chicago, sunshine, clean streets. Says one manager: "Well, —, how many sales?" Nine; best business of the year." "So? Well, we did well—seven or eight, I think."

Tuesday, Chicago, snow. Says manager: "Sold anything?" "Not a thing." "Same here."

But they are confident of big things shortly.

L. L. Wickersham, late a leading dealer at Princeton, Del., has taken his decree at the Chicago Medical College and has established at Ladd.

#### A SHREWD ADVERTISER.

*A Country Boy Who is Now an Adept at Catching the Public's Eye.*

In a recent issue of the *Journalist* there appeared a portrait of George H. Powell, chief of the advertising department of the Overman Wheel Company. The same paper describes Mr. Powell as "a Vermont boy, a printer by trade. At the age of twenty-two he migrated to Boston with his wife, and tried to make both ends meet on \$8 a week. Mr. Powell made the discovery that Boston is a hard place for a country printer with a wife to get along in. But he was not discouraged, and with an unusual display of bull-dog grit, succeeded in mastering his trade, afterward filling positions of foreman and superintendent in Boston, Providence and other cities, including the printing department of Grosvenor & Richards, of Bell Capsic Plaster fame. Later, he devoted much time to the art of advertising, and more than once Boston papers would have been glad to have secured his services in designing and putting into type effective advertisements.

"In 1887 he went to Peabody, Mass., where he managed the *Press* office until 1890, securing a small interest in the concern in 1889. During his management he doubled the advertising receipts and made the office pay 40 per cent on



GEO. H. POWELL.

the capital invested. He knew how to solicit advertising as well as how to design and place it. He also secured a practically defunct magazine, and without a single subscriber, he induced many of the leading advertisers of the country to buy space, and made his scheme pay handsomely from the start. As a *placer* of advertising Mr. Powell would now regard this as a reprehensible proceeding—a change of heart that admirably illustrates the difference between Tweedledum and Tweedledee. He was at this time known as the best printer in Essex County, which includes Salem, Lynn and other cities. He studied hard, worked fifteen hours a day; though not an 'artist,' he designed type faces, borders and ornaments for type foundries, and never missed an opportunity to perfect himself in his profession. In 1890 he won the first prize in the advertising contest in *Printers' Ink*, and this got his name before large advertisers, with the result that he received several flattering offers from large firms, but finally decided to accept the position of advertising manager for the Overman Wheel Company.

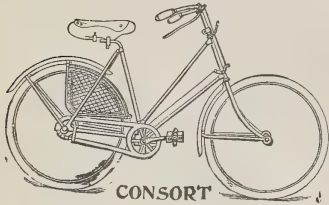
"The second day he was in this position he designed the now celebrated Victor border, which is to-day copied all over the world, and two type foundries in this country are casting imitations of it."



## How's Your Inner Tube?\_\_\_\_\_

OURS IS ALL RIGHT AND IS A FEATURE OF THE '93

# CREDENDA PNEUMATIC.



If you have been unfortunate enough to be possessed of a cheap Hose Pipe Tire, you had better change for something good.

## CREDENDA BICYCLES

ARE GOOD AS GOLD AND SELL FOR \$115.00.

 Send for Catalogue.

## A. G. SPALDING & BROS.,

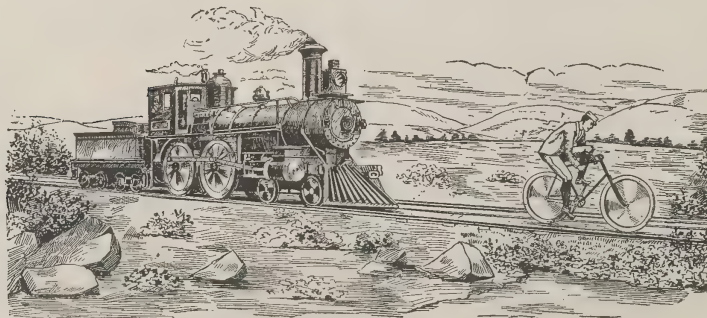
CHICAGO.

NEW YORK.

PHILADELPHIA.

## WHY, THIS IS EASY.

We Succeeded  
Where Others  
Failed.



Reduced Weight  
and  
Added Strength.

RACER 20 lbs.

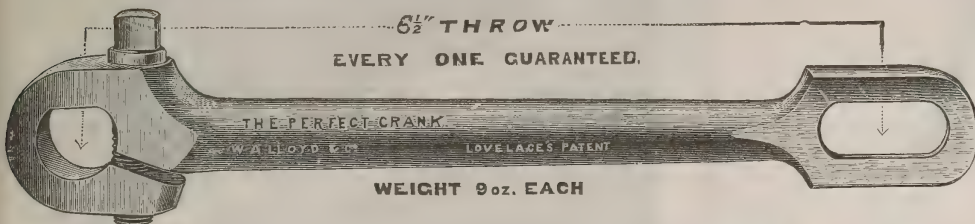
Model A 28 lbs., Model B 32 lbs., Model C 38 lbs. Send for '93 Catalogue.

## E. C. STEARNS & COMPANY,

SYRACUSE, N. Y.



# THE PERFECT CRANK.



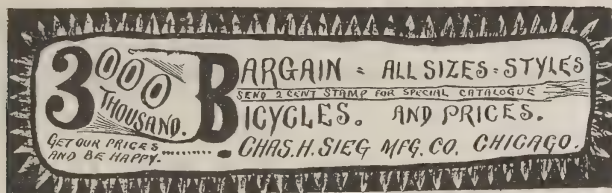
spoiling is dispensed with by using the "PERFECT" Cranks. Thousands of pairs are well laid out for the 1893 trade in the states.

## THE HAMMER

Ought not to be used in getting a crank off, and the ordinary method of fixing cranks on with a "key" or cotter, is a disgrace to the cycle trade, and riders are getting sick of their wheels being knocked about by repairs in getting the crank off. All this Hammering, tinkering and cotter

Sole Manufacturers, **W. A. LLOYD & COMPANY,** Birmingham, England.

Agents.—THE ANGLO AMERICAN IRON & METAL CO., 213 Pearl street, New York.



### THE EFFECTS OF TRAINING.



The Beginning.

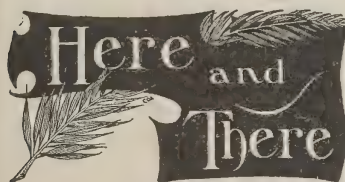


A Month Later.



In Condition.

—Le Grant.



Fred Patee, on account of removal from the state, has tendered his resignation as a member of the executive and finance committee of the Illinois division and his resignation has been accepted. Charles P. Watson, of Peoria, has been appointed as his successor.

A convention has been called for Saturday night, at Los Angeles, for the purpose of forming the South California division. The officers elected will serve until fall, when the regular election will be held. A lantern parade and a banquet will also be held on that day.

England claims, we believe, to be the leader as regards improvements relating to bicycles. How about this, then: "England granted 2,400 applications for cycling patents last year, while the United States patent office reports show that 4,000 patents for improvements in bicycles were granted in 1892."

The Troy (N. Y.) B C has elected the following officers: President, R. D. Cook; vice-president, M. Thiessen; recording secretary, W. C. Simmons; financial secretary, G. W. Daley; corresponding secretary, G. W. Cornwell; treasurer, J. R. Mulliken; captain, E. S. Homer

trustees, T. W. Hislop, G. A. Ruth, W. L. Speck, Z. Mead, Jr., and F. S. Snyder.

The Royal Cycle Works, at Marshall, Mich., have for the last two or three weeks been working twelve and a half hours a day in order to catch up on orders.

Charles Pasche, of Davenport, will retire from the cycle trade to accept a high position in one of the leading banks of Davenport. A new firm of young men well known on both sides of the river will take his business.

A new bicycle factory has been started at Piqua, Ohio, by Messrs. D. M. Wyatt and C. F. Schnauffer. It will be known as the Piqua Cycle Works and a high grade wheel will be turned out. They claim to have something entirely new in the shape of a pneumatic tire and several other desirable features. They already have the material on hand and in a few weeks will have out sample wheels.

**BICYCLE BEARINGS OF TOOL** Steel Cones and Bearings made of best tool steel insure smooth running and little wear. We make Bicycle Hubs, Cones, Cups, Ball Bearings, Axles, Nuts, Steps, Nipples. Also, Bicycle Roller Chain with case-hardened roll; Humber-pattern solid link Chain, Coasters, Lamp Brackets and all kinds of machine screws, etc. Send sample or accurate drawings of parts for estimates. We solicit your business and have the best facilities for doing your work. **THE NEW BRITAIN HARDWARE MANUFACTURING CO.,** New Britain, Conn. 9-eow

## CYCLISTS' EYE PROTECTOR.



No Glass, but Mica—Safe; cannot break. Indispensable when riding on dusty roads. Just the thing for sleighing, skating or tobogganing. May be had clear or in colors. Price, in neat pocket case, by mail, 50c.

LINCOLN HOLLAND, - S. Framingham, Mass.

## Invisible Enamel

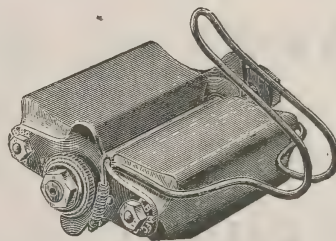
For Protecting Nickel From Rusting or Tarnishing.



Black Diamond Enamel. '93 Novelties.

For Electrotypes and Information, address

**Fred'k C. Gilbert & Co.,** ELIZABETH, N. J.



Send For Prices AND TRADE DISCOUNTS OF **RANKIN'S PAT. TOE CLIP.** Sample Pair by Mail, 50c.

**MUNROE'S ANTI-FRICTION** Compound for Cycle Chains. Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.

**W. G. RANKIN & CO.,** 23 Custom House St., PROVIDENCE, R. I.



## HANDY BICYCLE STANDS

Simple, Strong, Practical, Popular. No. 1. Supports securely any wheel from center of handle-bar. Price \$1.00. No. 2. Supports securely any wheel by spring grip on front fork, or rear frame, either side (see cut) Price \$1.00. The Spring Grip is covered by my patents now pending. No. 3. Shown in cut. Combines No. 1 and 2, and is most complete and convenient. Does not mar the finest finish. Just the stand for RIDERS. Price \$1.25. No. 2 is the favorite with dealers. Sold by all dealers or any Stand sent prepaid to any address in U. S. on receipt of \$1.25. Accept no other. Liberal discount to trade only. Write for Catalogue. **C. W. MUNSON,** TOLEDO, O. Mention this Paper.

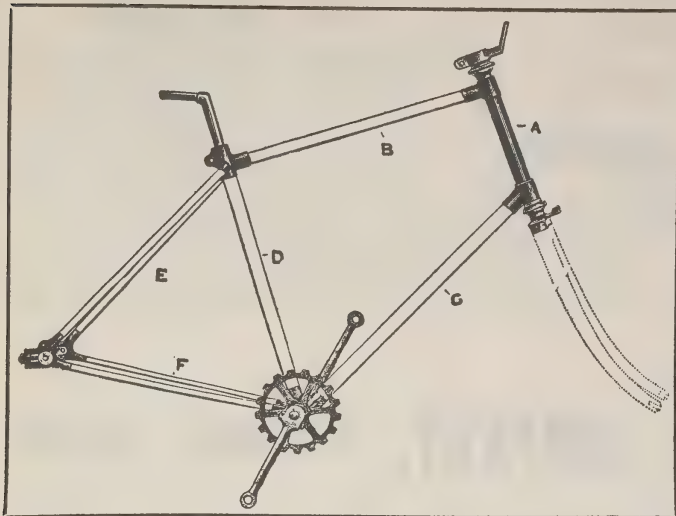


## \$1.50 AMERICAN WATCH

We commenced on Jan. 1st, '93, in our New England factory, to make a newly patented AMERICAN LEVER WATCH, which we not only GUARANTEE to keep PERFECT TIME but to give satisfaction in every respect. We will refund money without question to any dissatisfied purchaser. We are making an average of a WATCH EVERY MINUTE—1440 per day—\$22,000 for this World's Fair year. Our trade mark is on every dial and a guarantee with every watch. IT IS MADE ON HONOR! DESCRIPTION:—The movement is AMERICAN PATENT LEVER; Lantarn Pinion; Patent Escapement and Regulator; Patent Pinion (or stem) Wind and Set, requiring no key; 5 turns winds for 36 hours; Patent DUST-PROOF CASE, heavily Plated with GOLD Substitute, guaranteed to wear a year; Weight of watch 4 1/2 oz.; Cut exactly represents it. Every watch tested and regulated before leaving our hands and will NOT VARY A MINUTE IN 30 DAYS. Price postpaid, \$1.50 each; \$3 for \$4.00; 12 for \$15.00 by express. Mention paper and we will include a handsome GOLD PLATED CHAIN with Columbus Medal Charm. AGENTS and STORE-KEEPERS send us once for sample and terms. Catalogue of 1,000 necessary articles free. We refer to any prominent Publisher or New York firm. Do not order C. O. D.; a useless expense as we warrant every watch. **ROBT. H. INGERSOLL & BRO.,** 65 Cortlandt St., N. Y. CITY.

This Paper can be bought at the leading news depots in Chicago at ten cents per copy. Subscription price, \$2.00 per annum in advance.





Best Finished and Lightest Frames  
— in the World. —



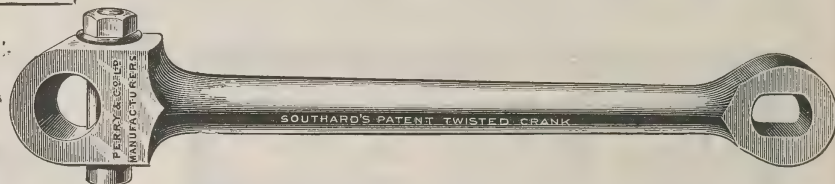
The finest finished Chain in the world and used by  
Humbers, Whitworths and Raleighs on all their machines

## PERRY'S FRAMES.

Mechanical Accuracy, Lightness, Reliability and Splendid Finish.



Perry's High-Class Hubs.



Sole manufacturers of Southard's Patent Cranks.

**PERRY & COMPANY, Limited,**

Birmingham, England.

AGENTS: Anglo-American Iron and Metal  
Co., 213 Pearl street, New York.

# OVERSTONES

ARE

## ARISTOCRATS. ---Bearings.

Send along for prices and terms. I have some territory still open.

ARTHUR E. FLAVELL, - - P. O. BOX 444, NEW YORK CITY.

LOYD, READ & CO., COVENTRY.

## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                           |                                         |                                 |                                   |                                                   |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|
| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|

And Jobbers Generally Throughout the United States.





Writers on trade topics can always find a market for interesting and instructive matter at the REFEREE office. We shall be pleased to arrange with competent writers for regular contributions.

#### TRADE IN ROCHESTER.

Dealers Report Business Far Ahead of Last Year.

ROCHESTER, March 19. — Predictions made during the winter that the bicycle trade in '93 would lose a large percentage of the enthusiasm of prospective purchasers, which so auspiciously manifested itself in '92, seems to have encountered a reversal of affairs infinitely gratifying to the local agents, at least, and, perhaps, the trade generally. To the REFEREE's local representative many dealers talked of the trade prospects for this year in an apprehensive manner, basing their fears on the fact that the world's fair in Chicago would attract hundreds of young men, and thus attracted thither much expense would be involved. "Then," as one dealer said, "the young man would discover that with his income of moderate proportions he could not get a bicycle without temporarily embarrassing himself. He can not get a wheel unless he deposits a third of the value. He prefers to wait another year, and there you are losing customer after customer." Only for a time, it might be inferred, the trade would ultimately come in the way of the dealers. Happily, however, and consoling also, is it to know that business this year has been so brisk as to turn the heads of the false prophets to shame.

Genial weather, dry pavements and light machines, showing more improvements and symmetrical lines are too great a temptation for all men, young and old, and not excluding those who have their minds and purses bent on Chicago. It is a temptation irresistible, and in consequence the dealers have been doing quite a thriving business.

Robert Thoms is as happy as the proverbial clam over the large number of sales already made. "We will have nearly everything our way this year with the Victor," said he. So far this season, which is early here, three machines have been sold by me, while a year ago up to the same time the sales were a third less. Victor pneumatics are farther in the van than any other pneumatic in the country. It is as much better than any other pneumatic as is the Victor cushion ahead of any other cushion. With us the old saying, a good beginning makes a bad ending, is interpreted to mean a good beginning, constant prosperity and a good ending."

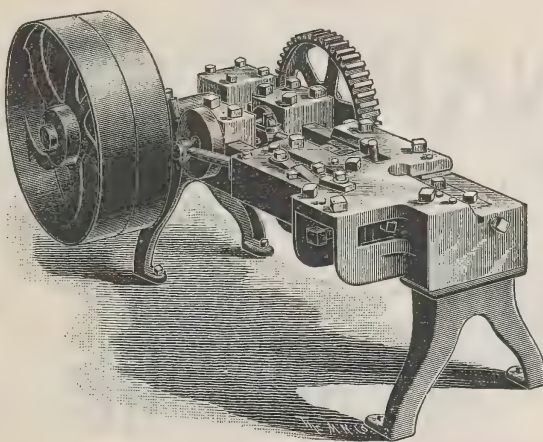
F. L. Hughes, the Columbia agent, was talkative and interesting. He said: "Sales have been surprisingly good thus far. Most of the lookers for wheels are the riders that have something to trade, and usually securing better bargains by being early birds. One man is kept busy explaining the great gain in power of the elliptical sprocket wheel over the round. It has caused a furore in wheeling circles, and I think the Columbia and Hartford companies have struck it rich. The prospect

for a big season was never better, and I'll tell you why. Last season the people were fearful of the pneumatic, and deferred purchasing until this year in order to look into the merits of the inflated tire. Now the cry is exclusively for pneumatics, everybody contemplating buying feeling perfectly assured of the value and comfort of the balloons. Lady lookers are numerous this year, and no doubt there will be a perceptible increase in the number of feminine riders."

C. J. Conolly: "Business is out of sight." Being asked to interpret this remark in plain English, Mr. Conolly replied that the business with him up to the present time was a fourth greater than for the same time a year ago, "and what is more encouraging," said he, "is the outlook that this lively pace will not be relaxed at any time during the year. Humbers, Ramblers, Buffalos, Niagaras, Stearns and many others are holding their own against any of the machines in the market."

President W. W. Kenfield of the Rochester Cycle Works is as much

ford way, and the extensive, well-lighted shops, built of corrugated iron, lined with timber, are all on the same level, covering a very large area. For the past year or two this remarkable rural factory has been turning out from 250 to 300 machines per week, without advertising the fact to the cycling world at large. Its orders have been executed for the trade. Between 100 and 200 workmen are employed. The stock of parts in the store rooms, including tires, is very extensive. Two sixteen-horse-power gas engines drive the machinery throughout the factory. I was taken through the buildings and saw the machinery and plant for enamelling and stoving, polishing and plating. The works manager is A. J. Buckingham, late of the Great Western Cycle Company, Bordesley, Birmingham, who is assisted by Mr. Goodwin, late of the Southern Cycle Company. Mr. Buckingham is a brother of F. S. Buckingham, the ex-racing man and present manager of the Elswick Works. The St. Andrews company is now preparing to place on the market its own machines, and is securing agents throughout the country. The A. J. Buckingham safety is a full roadster weighing 40 pounds, listed with Dunlop tires at \$123. In its light roadster form (No. 2) it weighs 33 pounds and is listed at the same sum. As a racer it weighs 24 pounds and is listed at \$133. A very



ATHERTON'S SPOKE HEADER.

elated, apparently, as any manufacturer could wish to be. The factory's output has long since been disposed of, and to most responsible and enterprising business men. Mr. Kenfield stated emphatically that this season would surpass any of its predecessors, meaning that the sales would be greater. The company is enjoying a big local retail trade.

Bettys & Smith, manufacturers of the Humming Bird, say they will have no trouble to dispose of their entire product in this city, and as a side line they anticipate lively sales with the Union, Fowler and the Lovell Diamond.

From information elicited from the different dealers, light wheels are in the greatest demand. Riders are keeping shy of "lumber wagons," as is the term applied to heavy wheels.

#### TRADE TALK FROM ABROAD.

An Unknown but Large Factory — Brisk Trade in Front Drivers.

LONDON, March 11. — One day last week I paid a visit to Romford, about twelve miles northeast of London, to visit the St. Andrews Cycle Company. I knew nothing about the firm. Had I found a small shed containing two men and a boy I should have felt no surprise. After tramping half a mile along a country road I reached the works, which proved to be the largest in England, south of Coventry. Ground is cheap out Rom-

ford way, and the extensive, well-lighted shops, built of corrugated iron, lined with timber, are all on the same level, covering a very large area. For the past year or two this remarkable rural factory has been turning out from 250 to 300 machines per week, without advertising the fact to the cycling world at large. Its orders have been executed for the trade. Between 100 and 200 workmen are employed. The stock of parts in the store rooms, including tires, is very extensive. Two sixteen-horse-power gas engines drive the machinery throughout the factory. I was taken through the buildings and saw the machinery and plant for enamelling and stoving, polishing and plating. The works manager is A. J. Buckingham, late of the Great Western Cycle Company, Bordesley, Birmingham, who is assisted by Mr. Goodwin, late of the Southern Cycle Company. Mr. Buckingham is a brother of F. S. Buckingham, the ex-racing man and present manager of the Elswick Works. The St. Andrews company is now preparing to place on the market its own machines, and is securing agents throughout the country. The A. J. Buckingham safety is a full roadster weighing 40 pounds, listed with Dunlop tires at \$123. In its light roadster form (No. 2) it weighs 33 pounds and is listed at the same sum. As a racer it weighs 24 pounds and is listed at \$133. A very

neat ladies' safety, bearing the same name, has a curved frame of double tubes, connected by struts, and with a gear case and guards weighs 37 pounds. The A. J. Buckingham front driver safety has Crypto gear, and with Boothroyd tires weighs 36 pounds and is listed at \$138. The second grade safeties are called the Hornchurch, and a tricycle is also made. These machines are well made and well finished, but the prices I have quoted are ridiculously high, regarded from the purchaser's point of view. The explanation, however, is that a liberal profit is allowed to the middleman or agent, who in his turn allows a substantial discount to the rider. This policy may prove a successful one, although it appears to me foolish to issue a price list containing misleading figures likely to frighten customers from a good article.

H. T. Arnott, the well known and energetic captain of the Bath Road Club, who about a year ago launched himself into the cycle business under the style of Arnott & Co., has now changed both his premises in Newgate street and the title of his firm. The shop in Newgate street has become the London depot of the St. George's Engineering Company, and when I called recently I was shown the latest light roadster New Rapid safety at 27 1-2 pounds, and a racer scaling at 23 pounds. The New Rapid people will not

touch the f. d. this year. But to return to Arnott. I found him installed in King Edward street, close to Christ's hospital, where, as the Union Manufacturing Company (which sounds quite Yankee, doesn't it?), he has an attractive depot, full of mounts designed to meet the prevailing public taste. The Union 38-inch f. d. safety, with Crypto gear, is a neat little mount, 34 pounds being its weight as a roadster, and 28 pounds as a road racer. Its back wheel is only 20 inches, and is fitted with a mud protector to the bearings. Mr. Arnott also controls at least two other cycle depots—one at Streatham and another is the east of London.

Jelley & Co., of Wandsworth, who were amongst the very earliest in the field to make and advertise both geared ordinaries and f. d. safeties, are just now doing a brisk business with their neat little front driver. "Horseskin" Norris on the vaaduct, who is now an agent for ever so many makes, finds it difficult to keep a specimen in his shop, so rapidly do the mounts go off.

There is now no doubt that the Crypto f. d. safety will figure prominently on the path during this season. Mr. Boothroyd has been riding for months a tiny specimen with a 30-inch front wheel, hardly distinguishable from a safety at night. Made as a racer this machine will weigh 23 pounds and expose the rider to little more windage than that encountered on a rear driver. Of course a special gear is used, with ball bearings to all frictional parts, especially suited to the low wheel employed, and possessing a new feature—the capability of being used on roadsters as a two-sp ed gear. By altering the position of one of the gear wheels it is possible to change the gear to one some inches higher or lower, as the case may be. Of course, the change would not be affected when traveling, but at the close of the summer or the commencement of spring.

Improvements continue to be made by the progressive front driver firms. I have just placed an order for a new machine, which I had no intention of doing until the other day, when I happened to try the very latest sample turned out by the Crypto firm for a fellow club man. It was a 28-inch f. d. with a 22-inch back wheel, one inch rake to the fork, center of saddle 13 1-2 inches behind the axle, and most comfortably arranged handles, dropped and brought back at the ends, with full roadster tires, and its complete equipment for the road, lamp, bell, pump, etc. This mount weighs 32 pounds. I have tried various f. d. safeties at different times, and preferred to cling to my geared ordinary, but the running of this machine caused me to alter my mind at once. In has got my order, and by Easter I hope to be carrying my head eight inches lower in the world.

The Premier rear drivers made of the new helical tube are now met with on the road. I shall be surprised if there is not quite a little boom with them shortly. There is a powerful attraction about a stout looking machine, rigid as a rock, large in its parts, fitted with broad mudguards to both wheels—in short, possessing all the comforts of a full roadster — while only scaling, when loaded up with lamp, bell and valise, a shade over 32 pound. Such is the helical tube Premier.

The Rudge Cycle Company has the satisfaction of knowing that the first prize taken on French soil by a pneumatic tired sulky in a trotting race was secured at Neuilly-Levallois last week, with the aid of a Rudge.

The cycle show in Manchester does not appear to have brought any novelty to light. The exhibit was a small one,



Should Not Be Mentioned in the Presence of a Lady:

Any Bicycle as Being Superior to the

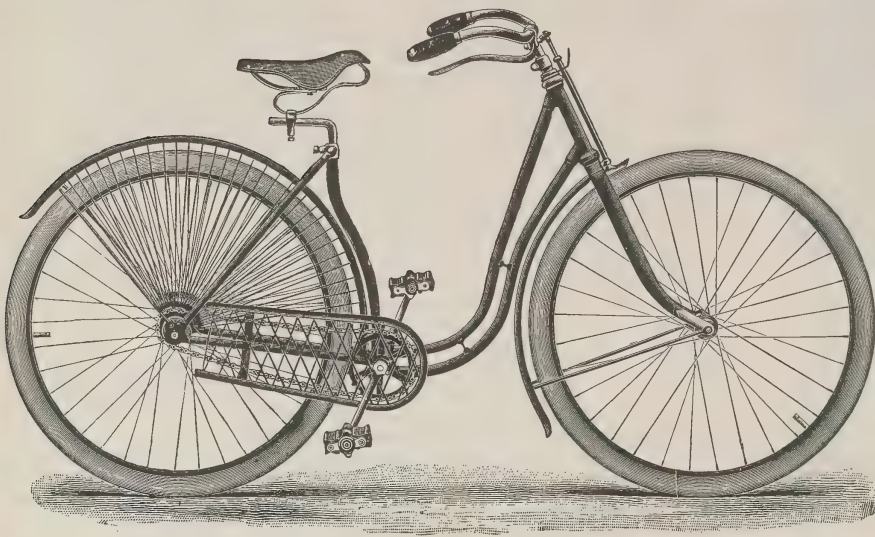
**MONARCH**

The Grandest Ladies' Machine  
Ever Produced.

Beautiful in Design, Workmanship  
and Finish.

**WEIGHT, 35 LBS.**

Three Styles of Gent's Wheels, which  
are the Best That Money Can Build.



Get our complete Catalogue of Bicycles and Sundries. Active agents wanted in open  
territory.

**THE MONARCH CYCLE CO.,**  
42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.

Racing Men and Scorchers!

Business Men and Tourists!!

**DON'T GET LEFT!**

If you want to be among the 1893 Champions, or the Easy-Running Road Brigade,  
for pleasure or business, send in your order at once for a

**RALEIGH RALEIGH**  
***AND YOU WILL BE HAPPY.***

New Catalogues, with Portrait of A. A. ZIMMERMAN, Free.

**The RALEIGH CYCLE CO., Ltd.,**  
Greenwich and Bank Sts., NEW YORK.



most of the exhibitors being agents, exhibiting well known makes, or small local makers.

In my last letter I referred to the comparatively new but most promising cycle firm of A. Fearnhead & Co., Little James street, Holborn. At the last Stanley show the firm exhibited among other things its tire—then known as Turner's Climax, but now called the Fearnhead. From the following description which I have just obtained, a good idea may be formed of its present features. The roadster tire will fit 1 3-4 inch '92 pattern Dunlop rims, or 1 3-4 inch cushion rims. It consists of a composite inner tube cemented to the rim in the usual form, like a Boothroyd, with an outer cover carrying two endless wires in its edges, which cover protects the tube from the road. The wires, although gripping the tire, do not touch the rim. In the event of a puncture it is only necessary to deflate the tire, just outside the outer cover, patch in the ordinary way, and without waiting for the solution to dry, replace the cover and re-inflate. The racing tire consists of a canvas bag with two wires running in the interior of same, a pure rubber tube and an ordinary rubber cover solutioned on. When the tire is inflated it becomes clinched upon the rim, for, not being able to expand at its outer circumference owing to the wire, it expands along its inner or bottom circumference and firmly clinches to the rim. The cover also makes a good protector for existing racing tires when used on the road. One of the best tire protectors and anti-slippers on the market—the Trigwell—is attached to the tire by a similar method.

STANLEY.

CHICAGO TRADE BRIEFS.

Movement of Traveling Men—General Local Trade Talk.

F. N. Smith, of the Garford Manufacturing Company, is in the city.

Horace Bell, 285 Wabash avenue, has secured the agency for Cook County for the now popular Stearns.

William Perrett left Chicago last week with a "book full of orders" (so he says) for saddles and Quinton Scorchers.

R. O. (Dick) Forrest has entered the employ of the Century Cycle Manufacturing Company as salesman in the Chicago store.

Robert Slusser started for the south last week in the interest of the Century Cycle Manufacturing Company. His first stop was at Memphis, Tenn.

The Thorsen & Cassady Company has secured the agency for the state of Illinois for Relay cycles, made by the Relay Manufacturing Company, Reading, Pa.

Frank Smith, manager of the Sunol Cycle Company, is in the west recuperating his health. Mr. Bishop, of the McIntosh-Huntington Company, is now filling Mr. Smith's place at the factory.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

The Century Cycle Manufacturing Company has added Quinton Scorchers to its line. Arrows, New Howes and Quintons will all be pushed by this concern, the former being of the company's own manufacture.

George T. Brodnax, of Deupree & Brodnax, Memphis, Tenn., was in Chicago last week arranging for agencies with Chicago manufacturers and jobbers. T. J. Deupree, of the above firm, is now located permanently in Chicago. Mr. Brodnax is conducting the

entire business this year, which he prophesies will be large.

Dan Caswell, formerly with Wright & Ditson, Boston, will assume charge this week of the retail store of A. Featherstone & Co., 282 Wabash avenue. Mr. Caswell has had an extensive experience in the bicycle business.

A local traveling man returned from the road recently with weird tales of inflated sales. One man bragged of an order for twenty-five wheels, but when the l. t. m. reached the town he solicited an agency from the same agent. Yes, he would take it on the same terms as he got the —, the consignment of one machine, to order twenty-five if he could sell them, or as many less as he liked.

C. H. Sterner returned last week from a trip in Iowa in the interest of the Thorsen & Cassady Company. He reports excellent business, chimes in with all regarding price cutting, and says the field is greatly over worked. Mr. Sterner has severed his connection with the above concern to take charge of his cycle business at 597 West Madison street. Warwicks, Remingtons, Fliers and Western Wheel Works goods will be handled.

An eloquent tribute to price cutting was given by Harry Hanford, of the McIntosh-Huntington Company, last

and Chicago, notably Buffalo and Cleveland.

C. E. Wilson has secured the agency for the Niagara wheels at Troy, N. Y. Mr. Wilson is a successful agent and will, no doubt, do well for the Niagara.

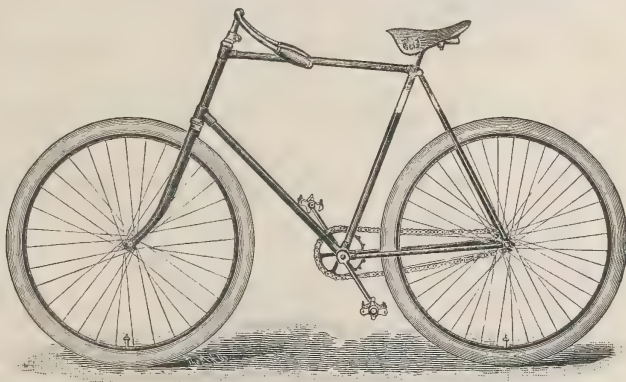
A Chicago house received a letter from an agent who says he can get a discount of 32 1-2 per cent on an order of two wheels. Similar stories are heard every day.

John B. Narick & Co., Manchester, N. H., agents for the Victor, Keating, Eagle and others, are doing a large business in fitting sulkies with pneumatic tired wheels.

Reports from Ottumwa, Ia., say the trade in cycles this spring has been and will continue good, one firm, Pallister Brothers, having disposed of all its first shipments.

The Ohio Cycle Company, with a capital stock of \$10,000, was incorporated last week by A. W. Gump, H. A. McGinnis, Frank L. Smith, W. S. Allen and Alfred N. Binkerd.

Winona, Minn., is one of the liveliest cities in the northwest in the cycle trade. Gregory & Co. are the leaders, handling Columbias, Victors and Unions. Le Mar & Roberts and the Winona Cycle Company are other prominent dealers. The long time payment



THE VINCENT, MODEL A

Saturday. Hanford was in Chicago on his way to Cleveland. "Yes, I am going back," said he, "going home to talk to the firm. Prices are being cut so unmercifully a man has got to get down on his marrow bones to sell goods, and these prices must be met nowadays or 'your name is mud.' Of course, you know, our wheel is better than these cut-price wheels, but the trade won't see it that way."

GENERAL TRADE NOTES.

Paragraphs About Trade Men, Wheels and Business.

P. A. Stubblebein has opened a new cycle store at Ilion, N. Y.

A small bicycle factory has been opened on Center street, Doylestown, Pa., by J. C. Hensall.

George Coffin, who gained something of a reputation on the path last season, is now in the cycle business in Newark, N. J.

A scheme is on foot to start a bicycle factory at Appleton, Wis. The names of those interested have been withheld from the public for the present.

Elyria, Ohio, business men are making an effort to secure the Sunol works. A company is being organized and subscriptions taken with that end in view.

Look out for Jake Bretz! He is now en route west and will not take a course as straight as the crow flies. He will call at various villages between New York

system is the only drawback to a most profitable business in that quarter.

Maltby, the trick rider, has been engaged by the American Ormonde Cycle Company to run its riding school at One hundred and Twenty-fourth street and Seventh avenue, New York.

Under the title of the Peoria Bicycle Works, W. O. Wood and F. B. Lucas have opened a repair shop at 608 Main street, Peoria. Mr. Wood had charge of the repair shop of Kirkwood, Miller & Co.

The recent thaws and heavy rains in Michigan, which produced a small sized flood in Grand Rapids, stopped all work with the Grand Rapids Cycle Company for several days. No damage other than the loss of time was caused, however.

Owners of old wheels which need retiring are informed that the New York Belting & Packing Company has on hand a few '92 Protection Strip tires, and also some cushions and solids of various sizes. These are being sold at reduced prices.

The Buckeye Cycle Company of Columbus, O., has been experiencing a lively demand from agents for its lines—March, McCune, Telegram, Dauntless, Crawford, Queen City, Buckeye and Ben Hur—and reports that the season will be an unprecedented one, providing, however, that the factories make prompt deliveries. The Buckeye company makes shipments from Cincinnati, Baltimore, Chicago, Davenport and At-

lanta. Mr. Emmerson is the ruling spirit in this house, and has as manager Mr. Sea.

H. L. Howell of the Badger Cycle Company, Oregon, Wis., was in Chicago this week. Mr. Howell says his company will manufacture about 150 Badger safeties this season, and in addition handle the James, B. and A., and South Road for Oregon and vicinity. The St. Nicholas line of cheap wheels will also be handled.

The E. Lent Sons, of Greenwich, Conn., are making a safety called the Old Pat, with a 34-inch driving wheel and 32 front. This is, according to C. E. Lent, an experiment in wheel building, and the local riders like it. It is possible that a stock company will be formed to manufacture in a large way. The firm manufactures several other things, including sulky wheels.

A paragraph in a Dallas, Tex., paper says: "Ott & Trieller, 281 Elm street, started last January with four hands to manufacture bicycles out of the rough work received from the north. Mr. Trieller says: 'Our prospects are bright, encouraging the belief that we can rapidly enlarge our business. Making the bicycle here represents a paying return. It is too early to make an estimate of wages.'"

The Red Star Manufacturing Company wishes to call attention to its advertisement this week in regard to imitations of its Red Star Solid Illuminant. It has applied for patents not only in this country but also in Great Britain, France and Germany, and says it intends to prosecute every case brought to its notice of an infringement on its rights, whether it be a manufacturer or simply a dealer selling an imitation.

L. W. Conkling, who is on the road for the Coventry Machinists' Company, reports a good trip. He has recently placed agencies with the following: Baker & Watson, Terre Haute; Hay & Willets, Indianapolis; Kratz Brothers, Evansville; Joe W. Bell, Fort Wayne; Hub Cycle Company, Richmond; Schulenburg Cycle Company, Detroit, Mich.; Lear & Thurber, Columbus, O.; D. Olin-ton Herly, Dayton, O.

The buildings for the Snell Cycle Fitting Company, Toledo, are about completed. The company will have one of the finest plants for the manufacture of parts, lamps, etc., in the world. As our readers are aware, Mr. Snell is now located in Toledo, and is giving the new enterprise his personal attention. The REFEREE will be able to give its readers more information concerning this company in the course of a month.

Ivel Cycles in America.

Ivel cycles need little introduction, as Dan Albone's wares are well and favorably known—even to Americans, although Dan's famous "brat basket" has not made much headway on these shores. Biggleswade has been made famous as the home of the Ivel, and the remarkable road performances by amateurs of more or less note, have made the machine much sought after. The Ivel Cycle Company, limited, which is now pushing the construction of the wheel, is a solid concern and doing full justice to the name and fame of Ivel.

The American business has not been of large proportions, and the original importers, R. H. Dana Company, 15 Whitehall street, New York, this year gave the agency to a New York firm whose past experience with the business had been confined to reports that there were "millions in it." As is generally the case, they failed to sell their goods as fast as they expected. Lack of ex-



## SUCH IS FAME.

When Stanley found himself lost in the jungles of darkest Africa he was somewhat astonished to learn that the natives were acquainted with two English words; *only two*—and this proves what it is to have a reputation. One word was *bicycle* and the other was *Tourist*—"Tourist Bicycle."

Another enlightened tribe, still further in the interior, showed its progress toward civilization by being able to articulate "Bidwell Tire," "Restrictive fabric." And one inebriate old black king even used one every morning for the novel purpose of reducing his head to the proper size after a night's debauch. *You know it contracts upon the rim when inflated.*



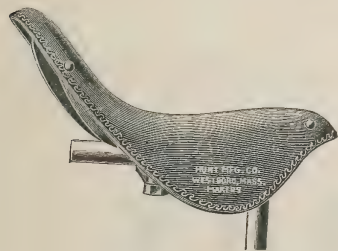
perience and the right people to handle it, caused them to turn the agency over to the original importers.

But in the hands of the R. H. Dana Company, whose secretary, James H. Opp, is filled with that kind of energy that wins, the business is progressing so well that 600 out of the 1,000 imported are sold already. There can be no delay in shipment, as the wheels are now all here, and parts in abundance came with the wheels, so that agents who handle them can replace any part on short notice. The ladies' Ivel is a pretty wheel with plenty of room between saddle post and handle bars, and the handles are placed in a correct position. The R. H. Dana Company wants agents west, and will treat responsible people liberally. The Ivel will be shod with Bidwell tires, but any preferred tire can be put on. R. H. Dana is now in Europe visiting the large manufacturing factories.

*Hunt's New Racing Saddle.*

The cut herewith shows a new racing saddle put upon the market by the Hunt Manufacturing Company, Westboro, Mass., which furnishes the following details:

It is adjusted with the forward end down and high in the back. It may be adjusted so that the forward end will be higher and the back lower; it is the only racing saddle that can be so adjusted. The adjustment for the seat post is of forged steel with no chance to get away. There is no possibility of the saddle turning on the post, and it is fitted for any size post from 9-16 to 7-8, and is of very light weight, being made 12 and 15 ounces, respectively. The base of this saddle is made from sheet steel, rolled es-



pecially for this purpose, as by practical test very little of the stock already manufactured is strong enough. It is fitted with either the regular leather top or with the special non-stretchable top manufactured by this company. Very few samples of this saddle have been put out on account of the delay in securing the special stock required, but considering the limited amount of soliciting this saddle has had it has taken remarkably well and generous orders have been placed for it; one order from one dealer being for 1,000 with the special top. The leading racing men who have seen it pronounce it the ideal racing saddle for the season of '93. Orders are now being filled promptly.

*The Atherton Spoke Header.*

After several years of experience with spoke heading machines, F. C. Atherton, of the Buffalo Tricycle Company, has invented a machine which he thinks contains more desirable features than anything of the kind yet produced. The parts are made of tool steel, and are all adjustable. The machine has a capacity of 10,000 per day and a boy can run it. The dies can be arranged to head any sized spoke desired, and a set screw and lock nut changes it either way the thousandth part of an inch in a moment. There are several new features connected with this machine. The plunger comes against the header so it can be adjusted so as to make any style of head desired

without altering the dies. The dies are small and can be readily replaced when worn out, or replaced with different dies for larger and smaller wires. The entire machine is automatic in its workings, and the only thing necessary is to place the spokes in proper position and they are headed and thrown out, and the machine is ready for another.

*The Vincent Company's Wheels.*

The Vincent Cycle Manufacturing Company, Buffalo, writes that it has a thousand machines this season, and is now working night and day trying to catch up with orders. The Vincent model A has 28-inch wheels, 43-inch wheel base, music wire spokes, dust-proof bearings, 9-inch steering head, barrel shaped bottom bracket, 6 1-2 inch cranks, and rims finished with orange

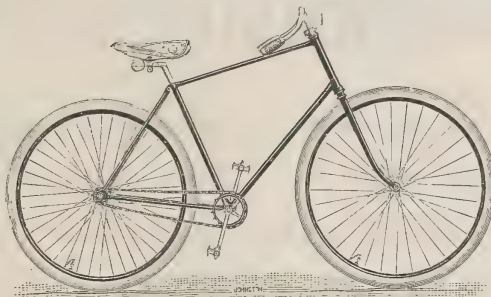
Q, block No. 3, where we propose to exhibit rifles, both military and sporting, shot guns, double Derringers and all arms at present manufactured by this company, as well as samples of all military rifles of Remington make furnished or used by foreign governments."

The English houses will be located in the west side of the gallery, or in the British section. The Coventry Machinists Company, will be located in section G, No. 71, between posts 19 and 21. The Raleigh company is in the same section, No. 70; Humber & Co., No. 72; Premier Cycle Company, No. 87 and Sparkbrook Manufacturing Company, No. 88.

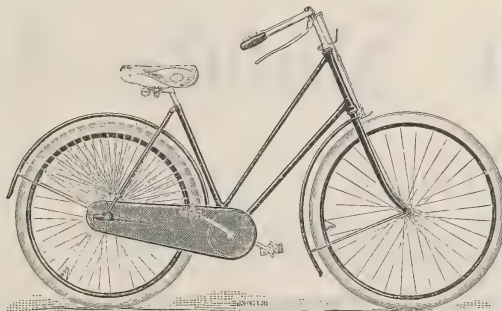
*James Company Moves Again.*

The James Cycle Importing Company is about to move to new and more com-

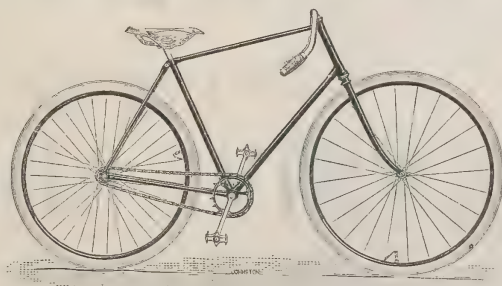
THE WHITWORTH LINE.



ROAD RACER.



LADIES'.



SPECIAL TRACK RACER.

when specially ordered. The company is also making a 25-pound road racer, the details of which are similar to those of the model A, and a 32-pound road machine, fitted with mud guards and brake, as well as a 30-pound ladies' wheel.

*At the World's Fair.*

The Remington Arms Company, Ilion, N. Y., writes as follows: "Acknowledging receipt of your letter asking us particulars regarding the world's fair exhibition, we have been assigned space in the Department of Transportation known as section F gallery; post No. 2, frontage isles, and 14x16, in which we propose to exhibit bicycles, parts, etc. In our arms department we have been assigned space in the department of manufacturers in group No. 113, class No. 714, location in

modious quarters at 250 and 252 Wabash avenue. George T. Robie, proprietor of the Excelsior Supply Company, has purchased an interest in the James concern and will devote more or less of his time to pushing that wheel. There are now in the neighborhood of 300 James wheels between Liverpool and Chicago, or in Chicago. Last Saturday no less than a dozen wheels were delivered to city purchasers.

*Advertiser vs. Publisher.*

According to a story which reached us recently there is a prospect of some little amusement for advertisers and publishers over a suit between the American Dunlop Tire Company and the *Sporting Life*. It is said that a representative of the latter secured a contract, with the understanding that the advertisement was to occupy two inches at the bottom

of a reading matter column in center of page. The Philadelphia people not only refused to accept the contract, but, so the story goes, roasted the tire company into the bargain. Now the American Dunlop Company proposes to compel the *Sporting Life* to publish the "ad," feeling annoyed over the unsolicited "reading notice." Harvey Du Cros, Jr., corroborated the rumor. Manager Dayton of the *Life* says "go ahead," so that a case of interest is likely to result.

*A Neat Stand.*

The McIntosh-Huntington Company, Cleveland, has just put on the market a neat stand. It is finished in gold bronze



or nickel. According to the makers "it will take any size of tire, and has a firm grip on the wheel, and will hold it as firmly as any stand now on the market, and at the same time it is not necessary for the stand to be screwed down to the floor, nor is it possible for it to be over-balanced." The stand lists at \$1 and \$1.25 for bronze and nickel finish, respectively.

*Where is the Discrepancy.*

A correspondent writes the REFEREE as follows: "There is a discrepancy here. One manufacturer employs forty men and expects to turn out 1,200 high grade wheels this season—at least that is what he says. Another firm, which has on an average 200 workmen the year through, says it will make 4,000 bicycles. Another concern, employing at present 135 men, places its output at 1,800 machines, and a concern turning out medium grade machines employing 960 workmen will turn out 30,000 wheels. The first concern averages thirty machines a man, all of the best grade. The last mentioned concern, whose men are well drilled and far more familiar with their work through long employment, has about the same average of cheap and medium grades. The second concern, which turns out the highest grade wheel made, averages only twenty wheels to the man."

*Activity of Westboro.*

The old Westboro factory, over which the late Purvis Bruce used to mourn and rejoice in turn, is once more on terra firma. The company writes: "Every appearance indicates an extension of our plant will be a necessity next season, in order to take care of the contract work which will be offered us. You will be glad to know that contracts we have on hand for delivery this season have necessitated enlargements of our plant, the placing of new automatic machinery in our general machine room, and a bad attack of hustle throughout our entire corps. Portions of our plant will be run double time for the next five months.

*A Satisfactory Settlement.*

It will be seen by the following that the suit recently instituted by the Garford Manufacturing Company against J. A. Hunt & Co. has been settled out of court. Thus both parties showed excellent judgment in avoiding the expense and ill-feeling incidental to tiresome litigation:

WESTBOROUGH, MASS., March 18.—To whom it may concern: The patent suits recently pending between the Garford Manufacturing Company and ourselves have been settled, and all differences heretofore existing have been amicably adjusted. Under the terms of the settlement we have taken out a license from the Garford Manufacturing Company to manufacture under their patents, and are now in a better position than ever



# SEDDON ADJUSTABLE ADJUSTABLE TYRES

NO SLIPPING—————NO CREEPING.

EASILY REPAIRED.

★ *PERFECT IN EVERY WAY.* ★

Can be Exposed to Heat of Sun Without Danger.

Western and Southern agents will know what this means. Last year the agents of the old tyre explained all defects by saying, exposure to sun had caused the old pattern to explode.

The Seddon Stands All Climates.

There has been published lately as having been made an enormous deal in Tyre Patents, but the following

## EXTRAORDINARY

✈ AND ✈

## EXTENSIVE DEAL

Is unknown in the history of cycling. Seddon's Pneumatic Tyre Patents for United States and Canada have been purchased, and in future will be worked by the AMERICAN SEDDON'S TYRE COMPANY, with a capital of

**\$300,000.00.**

Catalogue Free.

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AMERICAN SEDDON'S TYRE COMPANY,

65 READ STREET NEW YORK.



to fill orders for a special line of saddles, guaranteeing at the same time protection to our customers, as we consider such arrangement to be of benefit to both our customers and ourselves by doing away with all expense of litigation. By this method our customers can feel assured of the protection necessary for our class of goods.

The Garford Manufacturing Company has been granted a license to manufacture under some of our patents.  
J. A. HUNT & Co.

RECENT ENGLISH INVENTIONS.

New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Jan. 18, 1893, give notice in the prescribed form of such opposition.]

THE NEW RAPID RIM.

No. 17,963. C. A. E. T. Palmer's "Improvements in the construction of hollow rims for the wheels of velocipedes and similar vehicles." Oct. 8, 1892.—According to this invention a hollow rim is constructed by taking a strip of steel (A) and bending the edges thereof back on itself and then up at the right angles. The strip is then rolled or drawn into a crescent section to form the shell of the rim, the edges (a a) forming widely projecting flanges below the edges of the rim. Another strip of metal (B) which is either entirely flat or has a concave curve in its centre as illustrated, is placed round the strip (A) so as to rest on the flanges (a a). The two parts are then brazed or hard soldered together, forming a hollow rim. One or other of the strips (A and B) may be thickened to receive the heads of the spokes. Several modifications of the principle are described and illustrated.

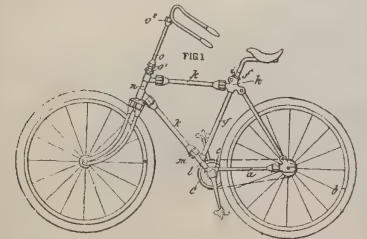
All persons interested in opposing the grant of a patent on any one of the undermentioned applications, may at any time within two months from Jan. 25, 1893, give notice in the prescribed form of such opposition.

A DETACHABLE PEDAL CLIP.

No. 13,761. R. W. Retford's "Improvements in pedal clips." July 23, 1892. The pedal clip consists of two plates of metal (A and A1) both of a T-shape and each carrying on its cross arm blocks (B) of leather or other suitable material. The plate (A) is the foundation plate adapted to be fixed to the boot and the plate (A1) is adjustable. The plates are adapted to be fixed to and adjusted with respect to each other by means of a bolt (c) passing through a hole in the plate (A) and through a slot (a1) in the adjustable plate, so the distance apart of the blocks (B B) carried by the plates may be varied to adapt them to fit either between the bars of a pedal or on either side of one of the said bars. In the end of the foundation plate (A) is formed an oval or rectangular hole (a), which is adapted to engage with a T-headed stud or screw adapted to be fixed to the waist of the boot in such a position that the plate (A) can only be released from the said stud or screw by turning the plate (A) at right angles to the boot. To the cross-bar of one of the plates (A or A1) preferably to the latter or to the block (B), carried by it is fixed a strap (D) adapted to pass over the toe of the boot to complete the attachment to the clip to the boot. These clips were on view at the national show.

THE ALUMINIUM SAFETY.

No. 986. T. L. Vincent's "Improvements in velocipedes." Jan. 18, 1892.—The improvements have for their object to enable greater lightness to be obtained and greater strength. Brazing is

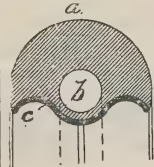


dispensed with, the various parts of the frame being united by nuts, a more easy construction resulting therefrom, and repairs can be effected with greater rapidity. Further, this mode of construction enables aluminium to be applied to the manufacture of velocipedes, the lightness of which metal is well known. The invention is also applicable to cycles constructed of iron and steel. The frame of the machine, as will be seen on referring to the illustration, is constructed first of

tubes (a) supporting the axle of the rear wheel (b). The tubes (a) are provided at their front ends with conical parts, which are placed in the interior of the parts (c) which parts (c) are internally screw threaded to receive the screw plug terminated by the head (e). The pillar (f) carries the saddle and passes into a tube (g) on which is placed a piece (h) terminated at its upper end by a screw plug (i), the pressure of which exerted on the end of the tube (g) insures the rigidity of the frame by holding the piece (h) down. The backbones (k k) connect the back of the frame to the head, the conical ends of the backbones being connected to the piece (l)—and those which correspond to it—by the nuts (m). The handle-bar is connected to the stem (o) by a conical screw and nut (o2), and this is similarly connected to a tube passing through the head (n) by a screw and nut (o1). The chain wheels are composed of a body of aluminium, upon which is fixed a toothed ring of steel or other suitable material. A modified method of constructing the joints is set forth and other parts of the machine described in detail. A machine built in accordance with this specification was exhibited by Mons Vincent at the Stanley show, where it attracted considerable attention.

A GERMAN CUSHION TIRE.

No. 22,138. M. Ulitzsch and E. Kretzschmar's "Improved hollow India rubber tire for velocipedes." This invention is intended to improve cushion tires by manufacturing them of such a cross sectional form as will economize the material and increase the elasticity and durability of the same. The accompanying drawing shows the tire (a) in position on a metal rim (c and b) shows the usual annular hole. It is claimed that by this construction the hole (b) may be made larger than would be practicable with round tires of the usual kind and the elasticity thereby increased.



It is claimed that by this construction the hole (b) may be made larger than would be practicable with round tires of the usual kind and the elasticity thereby increased.

Recent Patents Granted.

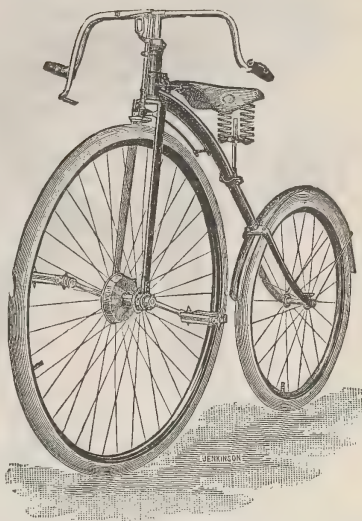
The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Anghinbaugh, patent attorney, Washington, D. C.:

- 492,887, bicycle whistle; Fred J. Hall, Wallingford, Conn.; filed July 16, 1892.
- 492,958, ball-bearing; William B. Douglas, Phoenix, R. I.; filed April 30, 1892.
- 492,959, velocipede; William H. Fauber, Chicago, assignor of one-half to Henry W. Norton, Wellington, Ill.; filed July 18, 1892.
- 492,988, velocipede; Charles F. Pease, Chicago, Ill., assignor to the Ames & Frost Company, same place; filed Oct. 22, 1892.
- 492,989, pedal; Charles F. Pease, Chicago, Ill., assignor to the Ames & Frost Company, same place; filed Oct. 22, 1892.
- 492,990, velocipede pedal; Charles F. Pease, Chicago, Ill., assignor to the Ames & Frost Company, same place; filed Oct. 22, 1892.
- 493,042, bell; Albert A. Page and William E. Sparks, New Haven, Conn., assignors to Sargent & Co., same place; filed June 20, 1892.
- 493,160, rubber tire; William Golding, Manchester, Eng., assignor to Charles Macintosh & Co., Ltd., same place; filed Oct. 6, 1891. Patented in England Dec. 8, 1890.
- 493,201, cycle; John C. Xander, Reading, Pa., assignor of one-half to James C. Reber, same place; filed Sept. 14, 1892.
- 493,410, wheel for vehicles; Marcus R. Wolcott, Rockford, Ill.; filed Dec. 19, 1892.
- 493,488, pneumatic tire, Charles E. Duryea, Springfield, Mass.; filed Sept. 5, 1892.
- 493,505, tricycle, Louis Kurtz, New York, N. Y.; filed July 2, 1892.
- 493,554, pneumatic tire, Charles M. Lungren, Bayonne, N. J.; filed June 9, 1892.
- Trade-marks 22,661, bicycles; the Kenyon Bicycle Manufacturing Company, Des Moines, Iowa; filed Jan. 7, 1893. Essential feature the word "Pacemaker."

A "Catcher" for 1894.

A. Tillinghast, the tire inventor, is in the city. Mr. Tillinghast is paying off a hurried visit to the prominent tradesmen. He informs the REFEREE that the patent office has just notified him that his applications for patents on the "hose-pipe" style of tire have been allowed and that he will prosecute infringers of his rights immediately upon receipt of papers. Mr. Tillinghast says that he has a "catcher" for '94 and will be very distinctly "in it" then. The new tire, he says, and mode of repair is simplicity itself. The factory is now very busy and barely able to hold good on orders.

The  
Crypto  
Front  
Driving  
Safety,  
and the  
Crypto  
Geared  
Ordinary



combine all the good points of both the "Old Ordinary" and the "Rear Driving Safety," without possessing the disadvantages of either. Send for catalogue.

THE McINTOSH-HUNTINGTON CO.,

Sole Agents for  
United States.

Cleveland,  
Ohio.

DON'T BE SATISFIED



(One-half actual size.)

With a poor and leaky oil can for your bicycle. An oil can is the most important accessory, and the best oil can is the "PERFECT" POCKET OILER. Does not leak. It also regulates the supply of oil so that you can oil your wheel properly without trouble. Price 25c. each. Handsomely nickel-plated.

CUSHMAN & DENISON, 172 9th ave., New York.



"PERFECT" POCKET OILER Holder  
Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. For sale everywhere. Price, 25c. each.  
CUSHMAN & DENISON  
172 9th Ave., - New York.



"PERFECT" Pneumatic Pump Holder  
Best and most convenient device for carrying a Pneumatic Pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. Handsomely nickel-plated. For sale everywhere. Price, 25c. each. Cushman & Denison,  
172 9th Ave., - New York.

WORKS BIRMINGHAM, ENGLAND.

HIGH GRADE ONLY...

**Quadrant Cycles**

AGENTS WANTED

WHOLESALE & RETAIL WAREHOUSES AND STORES

EAST 249 COLUMBUS AVE. BOSTON

WEST 309 WABASH AVE. CHICAGO

Pneumatics Applied For \$20 00.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in A 1 steel rims for \$30 per pair; frame spreading and general repairing done at proportionate prices; these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 509 Tremont street Boston. 14-1f

BICYCLE CLUBS—

BARBER,

The celebrated Trick Bicyclist, can be engaged to produce his Wonderful Wheel Act by addressing

9 Merriman St., ROCHESTER, N. Y.



THE  
ROVER  
IS

Without Doubt the Most Popular Machine in America.

AGENTS WANTED WHERE NOT REPRESENTED.

For List and Terms apply—

J. K. STARLEY & COMPANY, Ltd., MAKERS, - COVENTRY, ENGLAND.

NOW IS THE TIME OF YEAR WHEN  
POETS BEGIN TO WRITE ABOUT

“Spring, Beautiful Spring,” and “That Beautiful Feeling in the Air.”

But We, too, can write about “Spring, Beautiful Spring,” and “That Springy Feeling in the Air,” which is confined in Our CLEVELAND PNEUMATIC TIRE, the covering of which is constructed of THREAD, and does not in the least detract from the “Spring, Beautiful Spring,” and “That Springy Feeling in the (confined) Air.”

USED WITH  
CLEVELAND  
RIM,  
which permits  
permanent repairs  
in from two to five minutes.  
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Farther Than Any Other.

LIGHTEST,  
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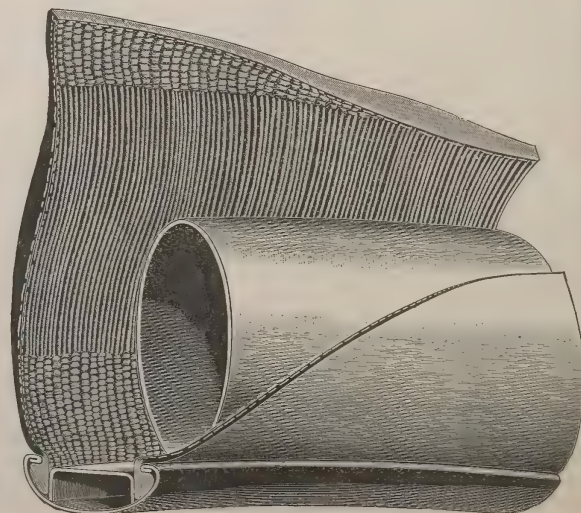
CLEVELAND SAFETY BICYCLES.

Catalogue on Application.

H. A. LOZIER & CO.,

CLEVELAND, OHIO.

RIDE THE CLEVELAND PNEUMATIC TIRE. You will not be troubled with “That Tired Feeling in the Spring,” of which you have perhaps heard.





# ROADS OF HOOSIERDOM.

CHIEF CONSUL HAY ON THE HIGHWAYS OF INDIANA.

Many Good Gravel Roads Now Existing  
—Wheelmen as Educators—Asphalt  
in Indianapolis—Ohio Men  
Quietly at Work.

INDIANAPOLIS, Ind., March 19.—Indiana has made some efforts toward better roads, but I am sorry to say the wheelmen have not been specially active in the movement. One reason is that the greater portion of central Indiana is fairly well supplied with passable gravel roads. If our roads were all bad (and I am informed that some states have no gravel roads) there would be a greater interest. In cities like Evansville, Indianapolis, Terre Haute, Fort Wayne, and many others in the state, many brick and asphalt streets are being put down, and one good street in a town brings many more.

While the wheelmen undoubtedly do something, I am of the opinion that it is a matter of financial interest to the business men and property holders where the streets are put down. Good roads must come; ditto good streets, but I think that one would see these improvements even if there were no wheelmen.



THOMAS HAY.

The people demand them, and it is only a question of expense in our city. The principal factors in good streets are the paving companies, which are working up the interest. About four years ago the first asphalt was laid here. Now we have miles of asphalt and brick, and the people are hungry for it. Wheelmen are doing a good work in their good roads movement, but the actual results must come from the property holders, for they pay for it.

At the road congress here last winter, held by the Commercial club of this city, our Indiana Good Roads Association was formed, but its labors before our general assembly accomplished little, as it (the assembly) was afraid it might pass a law that would burden the poor farmer. The late lamented (?) Schrader bill 215 is a sample of the ability of the men elected to represent the people, and in this Indiana does not stand alone. All state legislatures have their bright lights; good roads will come as natural growth of the country. Wheelmen can point out their advantages, but wheelmen can not build them.

Farmers are slow to see their own interests, and again farmers do not read good road literature. The same road law for even the whole of Indiana will not be sufficient to secure good roads because of the abundance of material in

the central parts and its scarcity in the southern and northern parts. I hope to see a national, state and county system, for all are interested, and it must have the united support or the cost will be great, and it will take years to complete. Cities will build good roads, but the farmer will drag through mud hub deep for the rest of his life before he will submit to a tax for road improvement, "so them bicycle fellers can ride."

THOMAS HAY.

Mr. Hay is a young and energetic officer. He was born in 1868. He is also engaged in the bicycle business, which he entered about four years ago. He then managed the retail department of the Indiana Bicycle Company. A year later, with his present partner, Mr. Willits, he purchased this business and added a number of wheels to the line. The firm has since prospered and is favorably known to nearly all trade men. Mr. Hay is serving his second term as a director of the Zig Zag C. C. Under his administration the membership of the Indiana division has increased 100 per cent. For a time Hay aspired to be a racer, but finding he had not the proper material in him to make a successful "pure"—as we have them now—he withdrew, and has since been content to win shekels by sales which the racing board cannot question.

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Quietly at Work in Ohio.

Ohio men are at work quietly, but systematically, on road matters. The wheelmen have concluded, perhaps wisely, that success in the end is more to be desired than glory for the wheelmen at the outset and ultimate failure. Hence, if we hear little of what Ohio wheelmen are doing it is because they consider it wise to "saw wood and say nothin'" for the present. The logs are falling just the same.

A road bill is being worked through the Ohio legislature. The methods are, first, to get a good lobbyist—one who has the privileges of the floor. Next, to reconcile the various committees who are always present to look after legislation which affects their interests. Then to frame the bill, section by section, so that it will secure the end and not have opposition in its passage. Next, to have it referred to a favorable committee. Lastly, to have it presented by a member who has aroused no antagonism on the floor.

From this programme the reader can judge of the great amount of work it is necessary to go through in order to accomplish the desired end.

Pennsylvania's Official Organ.

NEW YORK, March 23.—The Pennsylvania division has appointed *Cycling*, of Philadelphia, its official state organ.

It is reported that Abe Powell has been appointed official handicapper.

Should Read His Own Paper.

It has long been the proud boast of the editor of a contemporary that he does not read his exchanges. It now seems that he does not even read his own paper carefully. He has for a long time past been carrying an advertisement for a nickel-plating firm, which was asounded this week by receiving the following: "Gentlemen: Inclosed please find an inquiry for some work to be done. We would like to know when you are going to commence to advertise as promised." The firm is thinking deeply over the matter.

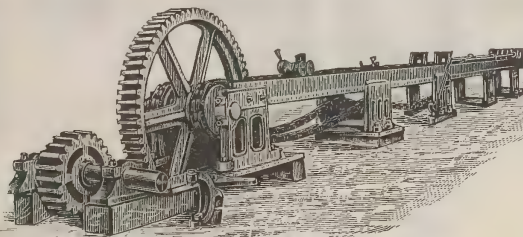
This incident reminds us of another which occurred some years ago, when the writer was connected with another journal. "Say, ———," said the proprietor one day, "here's an item of news for you. No one else will have it this week." And then he proceeded with his story. The writer heard him out and then, turning to a paper three weeks old, pointed out the item. Mr. Proprietor came to the conclusion that as a reporter he was a failure, and declared that he would read his own paper thereafter.

—Machinery and Complete Plants of Most Modern Practice for Making—

## Seamless Cold Drawn Steel Tubes For Cveles

And all other purposes. Seamless and Brazed Brass and Copper Tubes.

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Triple & Multiple Effects

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MAKERS OF GALVANIZING PLANT, CORRUGATING MACHINERY, ROLLING MILLS, WIRE-DRAWING MACHINERY, VACUUM PANS, CENTRIFUGALS, ENGINES, BOILERS, ETC.

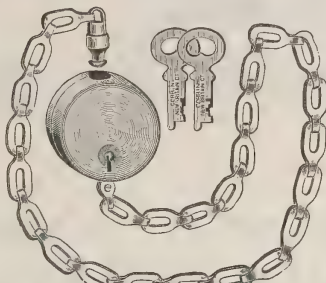
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Established 50 Years.

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BIRMINGHAM, ENG.

## Corbin Bicycle Lock.



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BRASS.

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NICKEL-PLATED.

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Chicago, 63 Washington street.

Philadelphia, 925 Market street.

San Francisco, Mills Building.

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—Manufacturer of the—

## JORDAN SPECIAL BICYCLE

Roadster and Light Roadster,

WEIGHTS 33 and 25 POUNDS.

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Telegram Cycles and Sanger Racer.

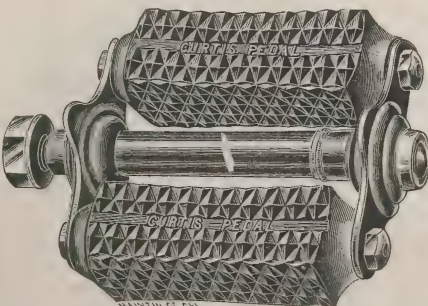
FINEST REPAIR SHOP IN CHICAGO.

ALSO CHEAP WHEELS.

LOUIS JORDAN, 71-73 Randolph St., CHICAGO.

Have You Seen the

## Curtis Combination Pedal?



Either Rubber or Rat Trap.

The Best Pedal in the Market. Absolutely Dust Proof.

—PRICE, \$7.00—

We call the attention of bicycle riders and dealers to the fact that we can furnish them with a rat trap plate that can be put into the same pedals as the rubbers are used in. Price, \$2 per set of four, postpaid

REED & CURTIS MACHINE SCREW CO., WORCESTER, MASS.



# THE "RELAY"



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THE H. H. KIFFE CO., 473 Broadway, N. Y. City.—N. Y. City and Long Island.  
CAMPBELL & CO., Providence, R. I.—Rhode Island.  
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Relay Mfg Co., Ltd., - Reading, Pa.,  
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✓ Columbia Relay, 29 pounds, or a Thistle 28 or 32 pounds.  
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By making a deal now you can get a bigger price on your old wheel and get your new one in good time.

AVOID DELAY. SEND FOR CATALOGUE AND SECOND-HAND LIST.

Great Bargains in Second-hand Wheels.

We want bicycle riders for our agents for the Thistle. Apply at once. Correspondence solicited.

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## CLIPPER SAFETIES

1893 MODELS.

Clipper Scorchers, - - \$135.00  
Clipper, Ladies, - - \$125.00  
Clipper Roadster, - - \$125.00

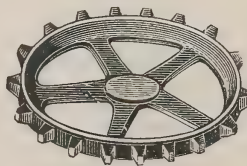
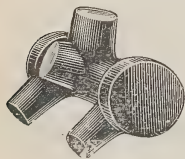


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**GRAND RAPIDS CYCLE CO., Mfrs.**

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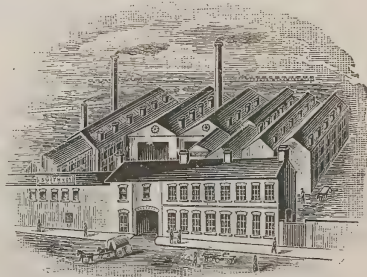
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Best Material and



Workmanship Guaranteed.

**STEEL STAMPINGS.**

NEW PRICE LISTS NOW READY.

Telephone 2525

Telegrams, "Hector."



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Superior Hard Brass Bicycle Nipples for all wheels made, both foreign and domestic; Nipple Washers, Nuts, Oil Tubes, Taps and Dies, Studs and Special Screws. Estimates from sample or sketch.

**"According to Hoyle"**

Have your Bicycle Repaired and Thoroughly Overhauled by the Veteran Repairer.

Over twenty years factory and repair shop experience with makers of Rudge, Rover, Rival, Rapid, Rambler, Premier, Humber, Singer, Swift, &c., &c. Highest testimonials from American and English flyers of the path.

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TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

## THE OFFICIAL ORGAN.

On Monday information was given to the press to the effect that the Wheelman Company had thrown up its contract, and that the league was, from that moment until some other arrangement is made, without an official organ. At this writing only fragmentary information as to the true condition of affairs has been received. All that is known to a certainty is that Vice-President Sheridan has received from the Wheelman Company a letter containing the following:

We deem it proper to notify you that hereafter the paper will not be mailed by us to the members of the league until it can be sent in accordance with the terms of our contract. The paper will be printed as usual and will be placed at your disposal.

We are left entirely in the dark as to the cause of this extraordinary action. The contract has never been made public and is enshrouded in mystery, so that no one, except those in the secret, are able to state in what manner the league has failed to live up to it. We doubt whether anyone knows. Over a year ago a clause was placed in the by-laws providing that twenty-five cents of the dues should be set aside as the subscription price of *Good Roads* and the *Bulletin*. It has been suggested that the Wheelman Company may be after one-half of that sum. But it is all guesswork.

On one point every man interested, with whom we have spoken, is agreed. They regard the action of the Wheelman Company as an abrogation of the contract and declare with one voice that it should not be renewed.

The executive committee of the league is to meet in a few days, and may seize the opportunity to rid the league of its bargain. The question then arises. What is to be done about an official organ? The people who have been so free with their charges of "jealousy" and "selfishness" will no doubt be surprised to find how unanimously the big cycling journals will fail to apply for the job. But that doesn't mean that a bulletin cannot be made self-sustaining. The REFEREE has long believed that the league should publish its own paper. We have been told that the attempt was made before and proved a failure, which is true enough. But

why? The business at that time was in its infancy. The league could offer the advertiser nothing in the line of circulation for his outlay. And finally, the paper was run by people of extravagant ideas and poor business methods. Things have changed. The business of to-day as compared with the time when the league published its own paper is as Chicago or New York to a country hamlet. The league's membership is ten times greater. We know what a suitable paper can be published for, and have confidence in the ability of a number of men already engaged by the cycle press to make the business end of it a success. Facts and figures could be laid before the executive committee to prove this. There are difficulties to be encountered, however, which would need prompt, energetic action to overcome. Before the league can publish its own paper and send it through the mails as second class matter its constitution must be altered so as to provide that every member must subscribe to the paper. The amount now paid would remain the same, of course, the change being a mere technicality to legalize the publication. An alteration of the constitution requires thirty days' notice. If this plan is to be acted upon it must be done at once. The renewal season is close at hand. It would be necessary for renewals to be made on a special blank which should state distinctly that fifty cents was for dues and fifty for the subscription to the *Bulletin*. Before proceeding the executive committee should ascertain beyond question whether the plan it decides upon is legal. There should be no further juggling with Uncle Sam and his postal laws.

It has been suggested that *Good Roads* might be made the official organ. There are the best of reasons for opposing this proposition, which, however, may be gone into later. We believe there is little reason to anticipate any such movement.

LATER.—Since the above was placed in type we have received telegraphic information to the effect that the trouble has been patched up. Before commenting further, however, we await the next issue of the *Bulletin*.

## AGAIN THE ROADS BUREAU.

When we took the side of the gentlemen who demand a showing of the condition of the road bureau's finances we fully expected the abuse and misrepresentation which has fallen to our lot. Hence we are not disappointed. But that will not prevent our following up the agitation and aiding, so far as lies in our power the attempt to lay bare the facts before league members. By this means we expect to bring about certain reforms which will be beneficial to the magazine and to the league. The question we have to consider is, is *Good Roads* being run on the most advantageous lines possible. We are led to believe that the editor himself does not believe so—that he sees no advantage in giving away 35,000 copies per month to league members, half of whom never open them. The most persistent advocate of the system, we understand, is the president, and what advantage he sees in it he has not made known. To anyone else it looks like a case of carrying coals to Newcastle.

If, instead of wheelmen, who are already convinced, the papers were sent to governors, congressmen, representatives, mayors, aldermen, road supervisors, county commissioners and engineers, there can be no question that the benefits accruing would be increased tenfold. If some members of the league desire to receive the magazine, why not let them pay for it. How can the

league, which receives twenty-five cents per annum per member, send out to each a work which costs fifty cents per annum? Twenty-five thousand copies, distributed judiciously among the classes we have named, must inevitably bear fruit.

As for the farmer, it may be well to send him a copy once in a while—at Christmas, for example, when he will be rigged out in his best Sunday suit and feel like reading something pretty, but the way to reach him most effectively, is by means of the cross-roads newspaper, to which he contributes a cord of wood or a bushel of potatoes per year in payment of subscription. Some time ago Mr. Potter had an agreement with one of the newspaper press associations under which he supplied them with a page per month of road matter. It may be still carried on—we don't know. This matter was supplied by means of "patent insides" to hundreds of papers and tens of thousands of country readers. There was only one fault to be found with it—it wasn't illustrated.

This matter reached tens of thousands of dwellers in the rural districts and cost nothing; *Good Roads* reaches 35,000 wheelmen and a few other reformers and costs \$1,400 per month. Who will hesitate to state which was the better investment.

But one class of men requires a better class of literature than another. The engineer and the legislator require more technical information than the farmer, and it is to them that *Good Roads* should appeal. We shall miss our guess if the change above outlined is not adopted in the near future. The men at the helm are bound to realize, shortly, the fallacy of the present system. Under different circumstances the present serious loss might be changed to a modest gain.

In an article written by our New York representative and printed in this paper two weeks ago, it appeared that certain questions had been asked a firm which formerly published *Good Roads* which elicited the information that less than the 35,000 copies claimed had been printed. It has since transpired that the issues referred to were the first six, and that the membership of the league was much smaller then than now, so that a great many less than 35,000 copies were needed to go round. The explanation is entirely satisfactory. If there is any question about every league member having received the magazine we shall doubtless hear of it in due course. It is worthy of remark that the information concerning the suit against the bureau was given our representative by the gentleman who conducts the *Sporting Times* cycling department, who, instead of publishing the news, now devotes half a column of space to abusing the the REFEREE for having done so.

## OUR TRADE WITH ENGLAND.

We hear rumors of the failure to meet their liabilities of another large American firm of importers.

So says the *Cyclist* of March 15, since which time, however, no such catastrophe as is indicated in the paragraph has been reported to us. The English trade is in a highly nervous condition, and watches keenly for signs of failure in the American market. While it would be too much to expect that there will be no complications during the season, there is really no need of this serious alarm. It is dollars to gooseberries that the failures in America will not equal those in England this year. Those houses which have looked well to their fences—in other words, those which have looked into the standing of their American agents—have no cause for fear. Others have themselves to blame.

Even now a word of warning may be in time.

A month or two ago we ventured to point out a few of the causes which have led so many English houses into misfortune, and thereby called down upon our heads the wrath of a couple of hypercritical importers. For the purpose of showing how near we were to the truth we here reproduce from the *Wheeler* a portion of an interview with Stephen Golder, a man who has had more experience with American houses than any other English traveler:

I know of one or two English representatives that have taken good orders from reliable houses, and I know of others that have returned without taking a single order—this they have told me, and I know it to be true. Yet I read in the papers a few weeks later that so and so had returned with large orders, etc. It must be the sea voyage home, I think, that makes a man exaggerate. The great trouble is they do not stay long enough in the country to look round thoroughly. Arrive one day, stay at New York, rush off to Chicago or elsewhere, close with the first firm they get an offer of a large order from, looking them up in commercial agencies invariably (often very misleading) and then catch the first boat back, and feel satisfied that they are real hustlers. Later on they do not think so. To do a successful and safe trade in the States a man wants to stay a time, study the people, their requirements, visit their Philadelphia show, their race meets, their club houses, and travel the country through. Then he will have some idea of the vastness of the territory he often allots to one man.

Had Mr. Golder studied our article on this question during his entire voyage, he could hardly have repeated more faithfully the contents thereof. There is safe business to be done in America, but by men of ability, capital and experience only.

## BARRETT AND MUNGER.

Pens and ink, tissue-exhausting efforts on the part of high and low salaried writers of sporting fiction for the daily papers, have contributed to these men, in a few days, more advertising than five thousand dollars could have purchased. And why? Because something happened to them which is liable to happen to members of any organization for a multitude of reasons. They have been bounced from the league for having signed their names to an application for membership from a professional. The writers have not considered the gravity of the offense, and in truth it isn't worth much consideration. The men did a foolish trick which ten thousand other members of the league would have done. What worries people seems to be what effect the expulsion will have on the amateur status of the riders. None whatever, of course. If a man is expelled from a club whose members must all be amateurs, does it make him a professional? No more than it makes him a woman or a Hottentot. Barrett and Munger have yet a chance to be heard. They don't appear to have been accorded that privilege by their judges, by the way. They can appeal to the rights and privileges committee, and by means of careful conduct of their case, defer action for months and place themselves among the most talked-about men in the league. Meanwhile they can not compete in division championships. That is the extent of the penalty unless they take the, to them, insignificant matter of disgrace into account.

## WHEELMEN AND ELECTION.

The wheelmen of Chicago have missed it again. So have those of many other cities. We refer to the opportunity to make their power felt at election times. What is the wheelman's hobby? Good roads. Is it a selfish one? By no means. It has been clearly demonstrated that good roads and prosperity are synonymous. Then, by voting for the good roads the wheelman votes for the good of the entire community. What objection, then,



could have been urged against concerted action at this time? None that we have discovered, and yet the wheelmen and the clubs sit idly by, contented to indulge in all sorts of harmless but nonsensical games, and pay no attention to the golden opportunity presented to better their surroundings and to place themselves on record in favor of one of the greatest blessings the country could ask. There are a few exceptions—notably Philadelphia, St. Louis and Baltimore. What are the associated clubs of New York and Chicago doing? Are they so fully occupied with theatre parties and road races as to find no time for ought else? If so, it is hardly creditable to them. Be boys as long as you can, at proper times, by all means, but there are occasions when it is desirable for wheelmen, as well as other people, to be men.

#### THE CONDITION OF TRADE.

From one of the oldest and largest manufacturers in America, one whose voice is a power in the land, comes the assertion, "Our business so far this year has exceeded that of any season since we entered the trade," and this, too, to a person engaged in the business and not for the purpose of self laudation or for publication. How now, ye croakers? Where are the men who say business is going to the bad?

This expression of confidence does not stand alone. From other sources reports equally encouraging have been received. The opinion gains ground daily that as soon as a little spring weather reaches us there will be a rush of business, a clearance of the stock left on hand last year by reason of the unusually rainy season, and a consequent loosening of the agents' and dealers' purse-strings, at present so tightly tied.

Much of the success of coming years depends on '93. Another season like that of '92 would cause a set-back from which the trade would take a long time to recuperate. But a repetition is improbable. The output of American factories will not, we believe, equal that of '92. Most decidedly there will not be the marked increase of former years. Many makers were badly frightened last season, and in consequence were not in the usual hurry to prepare machines for this year's market. As a result, one maker tells us that his output will be reduced from 3,000 to 2,200 machines; another from 4,000 to 3,000. The number of machines ordered from foreign houses has also seen a large reduction, so that, taken all in all, it seems probable that the season will prove satisfactory.

#### PAY YOUR ENTRY FEES.

The lax methods of accepting entries and collecting entry fees heretofore in vogue has at last led up to rather serious complications, which seem to merit the attention of the racing board. Two racing men have asked a race-promoting club for prizes won by them. Their entries were made by their respective clubs, but the fees have not been paid, and, although the men are willing to pay their individual indebtedness, the club declines to part with the prizes until the full amount due from the clubs they represent has been paid. Perhaps the race promoter is justified in its action; from one point of view it is, from another it is not. Everyone connected with the transaction has transgressed the rules. The men who made the entries had no right to send them without fees. The club had no right to accept them. Having allowed the riders to compete, the club now proposes to use the prizes won as a lever to collect the money due. It is a highly discreditable, unamateur proceeding throughout, and little sympathy

is due any one connected with it. We respectfully suggest to the gentlemen in authority the passage of such an arbitrary rule in this connection as will force settlement upon those persons whose sense of "amateurism" is so insignificant as to render them blind to moral obligations.

#### WORLD'S FAIR CYCLING.

We have been told that cycling and all other sports have been "laid tenderly away" by world's fair officials. The reason given is that the recognition of one sport would necessitate the recognition of all. This may be true, but still, if we remember rightly, the projectors were not slow to ask wheelmen and wheel clubs to contribute funds at the outset. Perhaps they didn't do much; nor do they ask much in return. All that has been asked is official recognition—no prizes, no money, no anything that is costly. Doubtless the world's fair people are well qualified to conduct their own business, but we can hardly think the expectations of wheelmen, based on the promises made in the early days of the management's existence have been fulfilled.

#### ANOTHER CHANGE OF OPINION.

Mr. Miles of the REFEREE was right, we were wrong; the proposed amendment, "hereinafter provided for," was not the snake it appeared. After careful consideration and study of the by-laws, we cheerfully recall all that passed.

So says the *American Athlete*, from which we quoted an opposite opinion two weeks ago. After a bit we hope to convince even the unbelieving members of the assembly that the proposed amendment was not based on "selfish motives," as charged.

#### THE OPINIONS OF OTHERS.

When a man has got over his novitiate, and has been able to ride passably well in any one season, mounts his machine, after having, perhaps, not been across it for four or five months, he always feels as if he could go as well as ever he did, and, especially if the road be good, he is tempted to dash away at his old rate of speed, and here it is that so many make a mistake. During the period of inactivity the muscles, which have been gradually brought to a state of perfection for cycling exercise, have relaxed to their normal condition, and the lung capacity, which has been, when in full practice, increased, has also returned to its normal condition. The result of rapid pedalling on the first ride of the season is to run the rider out and thoroughly exhaust him in the first two miles or thereabouts, and we have known cases where men have been thoroughly disgusted therewith, and have been tempted to throw cycling up on the supposition that some change had taken place in them in the winter, which made it unsuitable for them. The fact of the matter is that cycling exercise, like any other exercise which has been discontinued for a time, requires to be gradually and not suddenly entered upon. In preparing for a season's riding, it is the greatest mistake in the world to attempt speed before the muscles have been strengthened and got into proper condition by use. However much, when a man is in fair condition, a powerful sprint up a hill or over a level mile will tend to improve his pace and riding powers, it is just the wrong thing to indulge in in the early part of the season; the first few rides should be undertaken at a pace well within the powers of the rider. If he has been accustomed, in the height of the previous season, to travel at an average speed of 12 miles per hour, he will find an eight mile pace ample on his first rides the following season. In taking these early practice spins, the essential point is to

get the leg muscles into play for steady, sustained action, and to increase the muscular action of the heart and lungs likewise at a steady and regular pace. If the rider finds the pace he has set for himself to start with tends either to blow him or to cause him distress in the legs, he should moderate the speed to one which gives less distress. He should aim throughout his earlier rides to go steadily from start to finish, keeping practically the same pace up hill as upon the level, progressing throughout the journey at one regular steady rate of speed. The rapidity with which this rate of progression can be increased will depend entirely upon the frequency and length of the rides the cyclist is enabled to indulge in, as well, of course, as upon his own individual powers.—*Cyclist*.

#### A Chance For Voting Cyclists.

The legislature has submitted to the electors of the state a proposition to amend the constitution relative to public roads. The amendment will empower the legislature to make laws providing for a county system by which the principal roads shall be placed under the control of county commissioners and maintained at the county's charge. The election, or at least the vote on this question will take place in the early part of April, and as we are going to send instructions to wheelmen all over the state, we have good grounds for hoping to have the amendment pass. At our last board of officers meeting we appropriated \$150 for the purpose of aiding the improvement of highways, and now we are in a position to spend some of this money judiciously.

JOS. M. BRESLER.  
Chief Consul, Michigan.

#### Recognized by Everybody.

It is unquestionable that cycling is day by day and month by month taking more hold on the great mass of non-riders. They all get the fever; they talk about it, read about it, see it and have it impressed upon them by daily associations in a manner that would a year ago have seemed incredible, and they plan to raise the price of a bicycle until they join the merry march of progress on pneumatic tired wheels. The newspapers, the comic weeklies, the stage, and even the pulpit—in all of them the bicycle is receiving constant recognition, not only as a pastime and healthful recreation, but as an invention based on theory and a practical means of locomotion. Then, too, light machines and pneumatic tires are infusing new interest in old-timers.—*Marysville (Cal) Appeal*.

#### A Texas Man's Idea.

Bicycle manufacturers might, to their own great advantage, extensively advertise the fact that a woman cannot successfully ride a wheel and wear the awful hoop-skirt. And then after satisfying the demand for wheels that would undoubtedly spring up, the smart dealer could set his wits to work and build a wheel for the accommodation of the ladies who insist on wearing a hoop-skirt. By placing the two wheels about a yard apart, making the handle-bars a foot or two longer, advancing the seat and fixing the pedals in the centre of the chain this might be done and the lady bicyclist retain her wheel and still be in fashion. But aside from this, the number of ladies who ride wheels in Houston has increased wonderfully and is steadily growing. So it will be safe to say that the crinoline has a poor show with part of Houston's womankind.—*Houston Post*.

The *Zig Zag Cycler* is the name of an Indianapolis eight-page bi-weekly.

#### PHCEBUS' COMMENTS.

##### The Cyclists' Lunch Club—Business Picking Up.

A contributor to *Cycle Life* sees fit in a recent article to sneer at and in a manner vilify the idea of a lunch club to be conducted exclusively for the benefit of bicyclists and their friends. He tells an exaggerated and disgusting story, the events of which he claims to have taken place at a "push" dinner, where or at what period deponent sayeth not, but on the strength of his fairy tale endeavors to throw cold water on a very reasonable and worthy scheme, having for its objects the better acquaintance, the production of a better feeling among bicycle riders, and the economizing of time and money for a class of salesmen who are in no case under-worked or over-paid. It may have been, and probably was the fact, that much levity and boisterousness was indulged in at public tables by certain members of the "push" when the organization was a power in the land; but the "push" is a dead issue, and with it died the desire for loud garments and loud conduct. The "push" has been ridiculed out of existence, and it would be well to let it be unwept and unhonored.

I am surprised that any writer should let his desire to appear smart and *fin de siècle* carry away his sense of common decency and justice. The cyclists' lunch club, as I understand the matter, is a proposed organization which will gather unto itself the best class of riders, dealers and salesmen, and will be in every sense a gentlemen's club. It will be conducted on strictly business principles, and should it be in a financial way a success, all the gain that can be derived will be used for the benefit of the members. Although it will be in a manner a free and easy club, no rude or ungentelemanly conduct will be allowed, and the management will be placed in the hands of responsible and respectable men, who will see that the rules are carried into effect. For one, I am satisfied that the idea is a good one, and I shall do all that I can to help it on. It seems to me that a man with the ability the Idler possesses might use his brains and pen to better advantage than in covertly decrying a public necessity and a worthy object.

\*\*\*

There is a much better feeling among business houses along the "row" since the establishment of the board of trade. A sort of visiting fraternity has taken the place of the strict seclusion of past years, and everybody is beginning to discover that his neighbors are not half bad fellows when they are known. I am most creditably informed that prices are being held and that great care is being exercised in the matter of discounts and credits on country sales. In other words, instead of cutting one another's throats, the dealers along the row are living up to that very selfish but very profitable maxim, "Do unto others as you would be done by."

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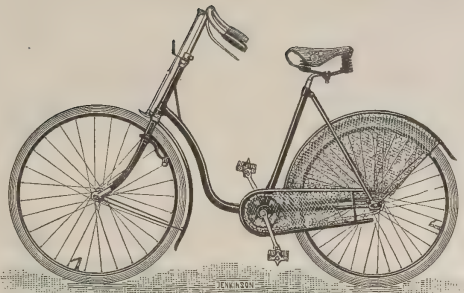
The rain it raineth every day, and consequently city trade is at a standstill, and a general air of pessimism is prevalent. But it is to be hoped that we are not going to have a repetition of the disagreeable—not to say cursed—weather of a year ago. Once in a while, a disconsolate but enthusiastic cyclist may be seen mud-plugging, but I notice that none of the scorching brigade have commenced to train, and that very few of them have applied for their '93 mounts. Bicycling days are still afar off, and we



# "RAGLANS"

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IN ALMOST  
EVERY  
COUNTRY.



1893  
PATTERNS  
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READY.



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COVENTRY, ENGLAND.

are wearily waiting for the time to come when the sun will shine once more.

PHCEBUS.

[The last paragraph was written while the gentleman had the "blues." The sun he shineth every day for four days now.—ED.]

*Modest Jay Craig.*

A Denver man has written the following letter: "If any bicycle company will present to me a fine bicycle, capable of enduring the rough tracks of mountains and the inclemencies of weather, I will start from Denver in sixty days on the wheel; will go to the world's fair; thence to Cincinnati; will there build a bicycle boat and proceed to New Orleans by water; will touch at every town on the Mississippi and ride the bicycle; after arriving at New Orleans, will proceed on the wheel to New York, and from there start on a long trip to finish the distance. I will write my experiences for the daily press, being a newspaper correspondent. Will any company accept my proposition? Very truly,  
JAY CRAIG."

*Merely an Experiment.*

"I got tired of riding home in crowded cars, so I bought a bicycle."

"So you are going to ride home on that, hereafter?"

"Well, I don't know. I got it only yesterday and last night I rode home in an ambulance."—Record.

*Officers Elected.*

The Cadillac Wheel Club, of Detroit, which was formed by those who left the Detroit Wheelmen, has elected officers to serve for sixty days as follows: President, Joseph M. Bresler; secretary, W. T. Watson; treasurer, E. A. Bresler; directors, H. M. Keeler, E. B. Nall, Dr. F. W. Owen, Leon Coquard and A. M. Jones.

A TRAMP THROUGH SOUTHLAND.

*The Winter Resort of the Cyclist—Boomed By Zimmerman and Wheeler.*

To one who is accustomed to connect with the word winter an unlimited quantity of snow and ice, with the thermometer dodging around from thirty above to thirty below, it is almost impossible to believe that he is really living when "down south" during the months between September and April. It was my good fortune to be sent south last September, and I remained there until a few days before Christmas, when I jumped from the glorious climate of Georgia to meet with an awfully chilly reception in Wisconsin.

The southern states have a peculiar charm to a person from the north. Everything is so different—and I can heartily endorse the world-wide reputation of the southern people for hospitality.

It would take a more skilled writer than I can ever hope to be to do justice to all that is to be seen; it would fill volumes. I can only say to my brother cyclists, take your holidays in the winter and come south. You will never regret it, but only wonder why you did not think of it before. But be sure you bring your wheel, and if you have a camera, don't leave it behind or you will do as the mules do—kick.

Tennessee, Alabama, Florida, Georgia and South Carolina all have their own individual interesting features, which I hope some day to be able to give in more minute detail than space will permit at present. From personal choice Georgia is the state of the south. With such cities as Atlanta, Savannah, Brunswick, Macon, Columbus and many others not quite as large as those mentioned, the magnificent climate, grand scenery and splendid hotels, it offers to

the tourist opportunities for a vacation such as he never conceived possible.

Cycling has increased during the past six months at a surprising rate all through the entire south. The recent race meet at Savannah, when the splendid new cement track of the Savannah Wheelmen's Association was opened, has done much to bring to the front the greatest sport of all. The appearance there of Zimmerman and Wheeler may not be forgotten in this connection, as they have certainly done a great deal of good. Everybody is anxious to become a Zimmerman and a "champeen of de earth." Savannah wheelmen are to be congratulated on their enterprise in giving to the south one of the finest tracks in this country, and the success of the two days' meet last month is only a merited reward. It is to be hoped that their second meet, on April 8, will prove a repetition of the first. Zimmerman and Wheeler are at present comfortably quartered there and are getting in some good work preparing for contests during the coming summer. They will both ride at the meet in April.

Much has been said about Savannah, and I can not refrain from adding my little say. It is the prettiest city I ever saw. Not as big as Buffalo, Rochester, Cleveland or Detroit, perhaps, but it has a charm and quaintness all its own, and the man or woman who can visit Savannah and say that it is not an ideal city, has not an eye for the beautiful. Bonaventure Cemetery and the Hermitage are two of the grandest pieces of nature's work that man ever beheld. What with its tall, stately oak trees, heavily fringed with tropical moss, cedar clumps, japonica bushes and flowers, among which are the many magnificent monuments and headstones, Bonaventure is solemnly grand beyond description, and one can hardly repress the desire that

when he dies he may be laid to rest there among all this natural grandeur.

The Hermitage is the house and grounds that were, during the war and before, the home of an old plantation owner and his family. Here can be seen the coach house, overseer's cottage and the many old slave huts; the roofs of the latter have sadly decayed, and daylight peeps through without any difficulty whatever. Here also is an avenue of many hundred feet in length, on each side of which are some of the tallest and most magnificent oak trees, all covered with great long festoons of moss. It is truly grand, and when one feels the balmy southern air, perfumed by many beautiful flowers, he can not help asking himself, "Is it possible that only about thirty-six hours' journey from here the people are wading through deep snow with their collars turned up high—Ugh!" And a cold chill plays along his spinal column. SPECK.

*Coming to Chicago.*

"Bob" Lloyd, we hear, is doing famously in Chicago, says *British Sport*. Golder came across him recently, and, from all accounts, "Bob" is what one might term a "bit of a dook." He has almost given up cycling, and devotes himself to shooting and business. He has an office in one of the newly-erected exhibition buildings, which are the loftiest and most extensive buildings of their kind ever put up. Sid Keeling, Worth, and the three Ruddins, all Anfielders, talk of visiting the Chicago exposition, when, of course they will look up their old clubmate.

*Bicycles Not Allowed.*

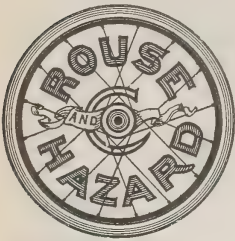
The managers of the Chesapeake and Ohio Canal have issued an order that bicycles will not be permitted on the towpath this year.



IT DON'T,  
NEVER DID,  
NEVER WILL

PAY

ANY DEALER  
OR AGENT



## To Handle Inferior or Unpopular Wheels.

Reliable Goods are wanted. Those that will sell well. That will cause least trouble. Cycles that will make you money.

Rudge Cycles, Sylph Cycles, Overland Cycles, Western Wheel Works Cycles  
In 11 Patterns. In 5 Patterns. In 5 Patterns. In 19 Patterns.

### Offer a Most Attractive Line.

We are manufacturers of the three first named lines and are the largest Western Jobbers of Western Wheel Works' Cycles. We are also headquarters for Sundries and the greatest line of bargains in new machines ever offered the trade. **Prompt Deliveries Guaranteed.** Catalogue and bargain list free. Agents wanted.

**ROUSE, HAZARD & CO., 89 G St., Peoria, Ill.**

OLDEST AND LARGEST DEALERS IN AMERICA.

## YOUR JUDGMENT TELLS YOU THAT SPRINGS

Properly applied to any vehicle make riding a greater pleasure and comfort.

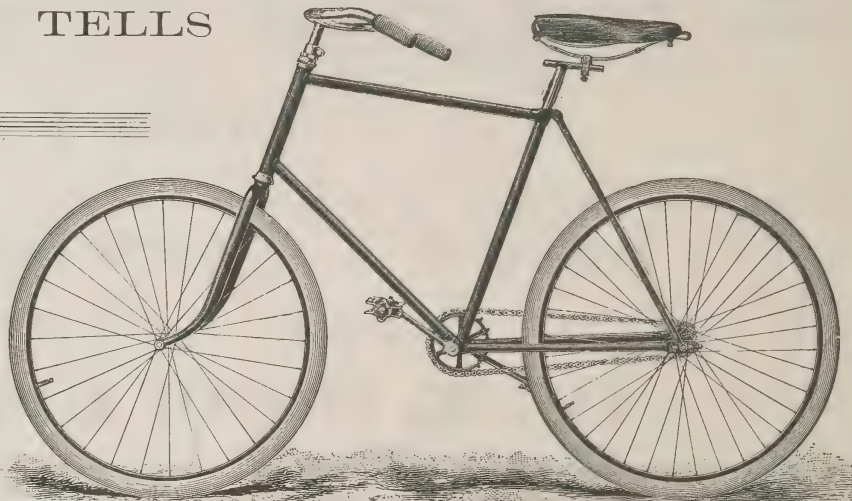
### IN SYLPH

THREE PART SPRING  
FRAME SAFETIES

The Springs are applied as never before, and without complication. Pneumatic and Cushion Tires added much to the pleasure and comfort of cyclers, but by the use of Pneumatic Tires and our Three-Part Spring Frame the *Acme of ease and comfort is fully realized.*

"Sylph Cycles run easy," and are highest grade—ride easiest—wear equal to any—give satisfaction. We also make a 30-pound Rigid Frame Sylph as shown in cut. It has many special features and is just the machine for scorchers and hard road riders. Catalogue free. Agents wanted in all unoccupied territory. F. L. DOUGLAS CYCLE CO., Chicago agents, 284-286 Wabash Ave.

**ROUSE-DURYEA CYCLE CO., 89 G STREET, PEORIA, ILL.**



### WORLD'S FAIR ARRANGEMENTS.

*The Illinois Division Will Establish a Bureau of Information.—The Hotel Committee's Advice.*

*To Members League of American Wheelmen:—*

The Illinois division, believing it can be of service to members of the league who may visit Chicago this summer to attend the Columbian Exposition, have decided to establish during the period the fair will be open (May 1 to Nov. 1) a bureau of service and information for the use of league members and their families. An office has been rented in the new Hartford building, corner of Dearborn and Madison streets, room 54, and a branch office will be opened in the National Columbian United Wheelmen's club house near the world's fair grounds. No charge will be made for the services offered and all league members will be welcome. The services offered are as follows:

A list of hotels and boarding houses will be kept, with location, description and rates.

By registering your name and residence and hotel or boarding house while in Chicago, telegrams and mail matter can be promptly forwarded and your address furnished to all inquiring.

If requested, we will receipt for messages, or assist in their speedy delivery by means of the register.

A postoffice will be established so that mail can be addressed in care of the division.

Telegraph, telephone, messenger, livery, cab, express and baggage service can be arranged for and legitimate rates secured.

Before leaving for Chicago the member desiring to avail himself or herself of these services should leave orders for mail and telegrams to be forwarded in

care of the division, and if he desires to draw any money through the division should instruct his bank to forward the amount that it may be placed to his credit. Checks and drafts will not be cashed unless parties are properly identified.

On arriving in the city, by going to headquarters every assistance possible will be rendered members. Yours fraternally,

F. W. GEROULD, Chief Consul,  
B. F. WHITE, Sec'y-Treas.

### SECURE YOUR ROOMS.

The hotel committee of the coming international meeting has promulgated the following notice, to which the careful attention of all wheelmen is invited:

TO THE LEAGUE OF AMERICAN WHEELMEN.—Your committee in assuming the great responsibility placed upon them, realize that their task is exceedingly arduous. Never in the history of the league has any league committee had to plan to secure accommodations for so large a number as will attend the meet and international races during the time of the world's fair. We come together at a time when the enormous crowds tend to make hotel accommodations at reasonable prices difficult to secure. There is but one way to secure accommodations at reasonable prices, and that is to secure them at once, without delay. Your committee wishes to urge the importance of this upon every league member. There will be no trouble to secure good accommodations for those who hand in their names not later than May 1.

The national hotel committee has made arrangements with several of the largest and best hotels within two to four blocks of the fair grounds, for the use of members during the meet; other accommodations will be secured if the

demand warrants. All of these buildings are first-class stone and brick structures with the best of conveniences throughout. All rooms are equally well furnished and prices range from \$2 to \$3.50 per day per person, according to location of room and hotel (European plan). Payment for rooms is required in advance by all hotels. To secure rooms and insure that they will be held for you, a deposit of \$5 is required as evidence of good faith. Your committee will guarantee to secure rooms for those mailing to William A. Leonard, Jr., secretary hotel committee, \$5 before the first day of next May. Remittances should be by Chicago, Boston or New York draft, postoffice or express money order. Receipts will be promptly mailed for such deposits, and deposit money receipts are transferable to others, or money will be refunded upon proper notification to hotel committee, should the holder be unable to attend the meet.

We will do the best we can for those sending for rooms later than May 1, but in this case wheelmen must take their own chances on what can be secured. State the rate you wish to pay, and we will do the best we can to accommodate you. Also state if with a party, and if you will bring your wheel. We have arranged to furnish good, comfortable rooms in the best location to the league member who looks out for his interests ahead.

All correspondence should be directed to William A. Leonard, Jr., secretary Hotel Committee, 908 West Adams street, Chicago. C. E. RANDALL, L. D. TAYLOR, W. A. LEONARD, JR., L. A. W. Hotel Committee.

### Threaten Southern Secession.

H. D. Spore, of Houston, Tex., pro-

prietor of "the largest exclusive bicycle house of the south," according to his card, was in Chicago last Monday. Mr. Spore says that circulars have been sent out by interested parties arranging to form the Southern league, recently referred to in the cycling journals. He says that the new cycle paper of Atlanta and the *Southern Wheelman* are backing up the project. Regarding the L. A. W., Mr. Spore says the southern cyclists are heartily tired of it and take absolutely no interest in its doings, and that when the clubs want to get a sanction is the only time any interest is shown. He says the negro question can remain as it is and that the Southern league will settle the "nigger" once for all. Mr. Spore's opinions on these subjects, however, must not be accepted as those of the entire south. We have already seen the leader of the anti-negro movement appeal to his constituents to remain loyal to the league, so that we cannot quite see how the *Southern Wheelman* can be implicated in any project hostile to the league.



How Johnson rode a mile in 1m. 50s.—The drawing is after Raven Hill; the dog is after Johnson. —Bicycling News.

Oakland, Cal., has a new organization in the Pathfinder C. C., whose officers are: Robert McCard, president; Thomas Flannigan, captain.



## THE L. A. W. BULLETIN.

AN UNDERSTANDING SAID TO HAVE BEEN REACHED.

To be Mailed as Usual—Postal Authorities Said to Have Pronounced it Legal—Secretary Bassett Issues an Address to Members.

[Special telegram to the REFEREE.]

BOSTON, March 29.—A most interesting transaction has occurred between the L. A. W. executive committee and the Wheelman Company, the entire outcome of which is known only to men whose lips are sealed. They care not to and will not say anything about the matter one way or another.

This week the league members of Boston and vicinity received their *Bulletins*, marked "Sample copy," early in the week, while those living outside this state did not get their papers until late in the week. Then came the news that the *Bulletin* had abrogated its contract with the league.

This report, according to Mr. Fourdrinier, is false, yet he admits that President Burdett and he had a confab Monday. It is understood that the entire matter rests upon the true interpretation of the reading of the contract between the league and publishers.

The members of the executive committee have been notified by the Wheelman Company, publishers of the *Bicycling World*, that no more copies of the *World* will be sent to league members, and that last week's issue of the paper is addressed and ready to mail, but is at the disposal of the committee.

In order to obtain a statement of the true condition of things, your correspondent called on Editor Fourdrinier to see what he had to say. Said he: "There is no truth in the report. The *Bicycling World* and L. A. W. *Bulletin* is being sent out to league members the same as ever, and as provided for in our contract with the league." Beyond that Mr. Fourdrinier politely but firmly refused to say a word. Upon application to Mr. Bassett he courteously furnished your correspondent with the appended matter which will this week grace the head of the official column in the *Bulletin*."

"Despite all reports to the contrary, the *Bicycling World* and L. A. W. *Bulletin* is still the official organ of the L. A. W., and will be sent in the future, as in the past, to every league member. The Wheelman Company will carry out its contract to the letter.

"There are those who would be only too glad to deprive league members of their weekly paper, and there is little doubt that it would be taken away if it were possible for these enemies of the league to accomplish their purpose.

"Fearing that perhaps they were not complying with the strict letter of the law, the Wheelman Company held the papers two days last week, and called a conference with the president. We are now in possession of rulings and opinions that show beyond a doubt that the Wheelman Company is transgressing no law of the land, and the paper will go forth as in the past.

"We think we may be permitted to remark that the stopping of the *Bulletin* would be a death blow to the league. It would take away our means of communicating with the members and involve an expense to divisions in the prosecution of their work that cannot be thought of.

"The *Bulletin* is our own paper. Every member of the league should bear this in mind and do all in his power to aid and

encourage it. It has many active and pronounced enemies, who are ever ready to tell the paper just what it should and should not do, but up to the present time the Wheelman Company has been able to get along without advice. Say that it is not up to the standard of other weeklies, should it be expected that the league can do all its work, pay all the expenses of its officers and committees, furnish a monthly magazine, and on top of this put forth a newspaper worth \$2? Remember that we get but fifty cents per capita. In the weakness of the *Bulletin* (if we grant it is weak) should be found the strength of the other papers.

"Let the league furnish as good a paper as some of those that are issued in the cause of cycling, and no other paper could live. Is it not strange that this fact is not better appreciated? The members can have a better paper if they are willing to pay for it.

"The time is ripe for league members to attest their loyalty and their interest in the cause. The executive committee is abundantly able to conduct the affairs of the league and they do not need quite the quantity of advice that is being thrown at them by space-writers for the

## TRADE DULL ABROAD.

AGENTS MUST RID THEMSELVES OF OLD STOCK BEFORE ORDERING.

A Rumored American Failure Causes Loss of Confidence—Lacaille with the Crypto People—Saunders and Bown Part.

LONDON, March 18.—A spell of fine weather, almost summer-like in its warmth and brightness, has given quite an impetus to both pastime and trade. Cyclists have been out on the roads in large numbers and in all directions, and the agents have been quite busy. At present, however, this has not had a very great effect on the makers, for truth to tell, many of the agents are so full up with last year's stock that it will yet be some time before they require to obtain fresh supplies.

The rumor of an American failure\*, whereby the Centaur Cycle Company is said to have incurred a heavy loss, has by no means tended to increase the

for machines bearing a first-class name and reputation, together with distinctive features of their own. A few days later I tackled Frank Bowden, the managing director of the Raleigh Cycle Company, on the same subject. His opinion is that there is plenty of business to be done in America by firms which, with works of their own in the states, turn out a high grade wheel and while keeping their expenses down to a moderate sum are yet business-like, energetic and smart, with a knack of making the best of every opportunity which offers itself.

A few weeks ago we were all startled by the news that Shorland had left the Crypto Cycle Company in order to join the staff of the Humber firm, and since then discussion has been rife as to whether the Crypto company would take into its employ someone else to ride and preserve the fame of the Crypto machines, and, if so, who that someone would be. At the beginning of the present week it leaked out that Donald Lacaille, of Glasgow, the holder of all the Scottish long-distance records, who had only quite recently taken a situation under the New Howe Company, was in London, and a day or two later came the news that he had been definitely engaged by the Crypto people and that he was removing to town. It will now be interesting to watch and see how he fares before the N. C. U. licensing committee, for there now seems very little doubt that the licensing scheme will be passed at next week's council meeting and come into action on May 1. During this week both the Birmingham and Leicestershire centres, both of which it was anticipated would oppose the scheme, have decided to support it. The former was a most unexpected victory, as the district covered by the Birmingham centre includes not only that city, but also Wolverhampton and Coventry, where necessarily trade influences are very strong.

It will come as a surprise to many who know Thomas Saunders to learn that he and William Bown, with whom he has been connected for fifteen years, are parting company. Mr. Saunders had so long represented Mr. Bown both in England and America that their interests had come to be looked on as identical. At present Mr. Saunders has not decided where to pitch his tent anew, but under whosever colors he sails in the future, he is always sure of a hearty welcome throughout the length and breadth of the trade.

\* We have heard of no such failure.—Ed.

## A Journey of Varied Interest.

The tourist, via the Baltimore & Ohio Railroad, "The Picturesque Route," from Chicago to Baltimore, Philadelphia and New York, via Washington, is regaled with views of most varied and beautiful scenery. From the windows of the comfortable day coaches and luxurious Pullman cars the traveler is enchanted with a panorama of plains, valleys, hills, mountains and streams. Now you are flying past a hamlet on the mountain side. Again you find yourself rolling into one of the midland cities, or past the historic scenes in the Potomac Valley, and if you are at all imaginative the roar of distant battles along the Potomac and in the Shenandoah Valley may be heard above the noise of the flying car wheels, or you can recall the daring raid of John Brown at Harper's Ferry, within a stone's throw of your train.

It is worth your while to awake at night, as the train speeds along near Fostoria, in northern Ohio. Flames of natural gas shoot heavenward, alternately lighting up a humble home, revealing a bit of picturesque landscape, or breaking the gloom of forests. To see these ever-burning lights is indeed a new experience, and at night the weird scene alone is worth a trip over the Baltimore & Ohio, which affords to the traveler so many unique and fascinating pictures which go to make up the glories of our own American scenery. The journey over the Alleghenies carries with it the impression that here, in our own land, we have a glorious heritage for the inspiration of the poet and the artist.—Davenport (Ia.) Church Bells.—22-2



THE ARRIVAL OF SPRING.

press. The secretary does not often preach sermons, but he is impelled to do so at this time by the peculiar condition of affairs.

"The multiplication of cycling papers and cycling departments has brought down upon us a horde of writers eager for news and for notoriety.

"The inevitable result is, that our officers are being maligned, and base motives are imputed where none exist. It is an emergency in which the membership should not be slow to attest its loyalty to, and its faith in, our officers and institutions. The secretary is in a position to know that many an official is at the present time, to say the least, uncomfortable under the flood of unjust criticism, and it must be apparent that the league will not be able to command the best of service so long as this state of things obtains.

"Let us be actuated by that spirit of fraternity which will impel us to stand always with and for the league, and against the enemies, be they within or without its portals. In conclusion, we beg to say that now is the time to renew.

"ABBOT BASSETT,  
"Secretary."

confidence of the manufacturers, and many of them are inclined to view the outlook very seriously. The opinion of Stephen Golder expressed at the Philadelphia banquet, that England must in future look to some other country than America to receive its exports of cycles, has been freely quoted on this side. As a rule people are not inclined to place any great weight on after dinner utterances, but in this case there have been not a few who, remembering the old proverb—in vino veritas—have given the matter considerable attention and thought. Bearing this in mind, I the other day sought the opinion of C. Vernon Pugh, the managing partner of the Whitworth Works Cycle Company, one of the youngest, but at the same time one of the most business-like go-ahead houses in the trade. He told me quite frankly that he thought the trade, with America in second grade and inferior pattern machines, which has been carried on for several years by some English firms, is as good as finished, but he believes that there will always—or at least for some time to come—be an opening and in fact a demand in the states



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

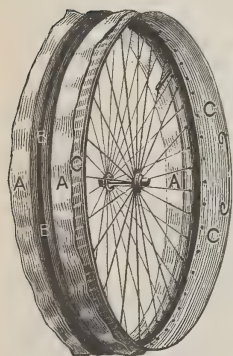
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



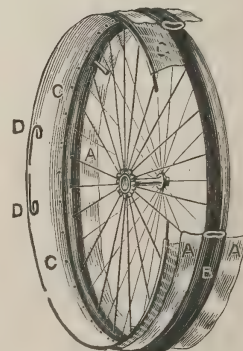
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tire and you are ready to start.



Showing the Tire open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.

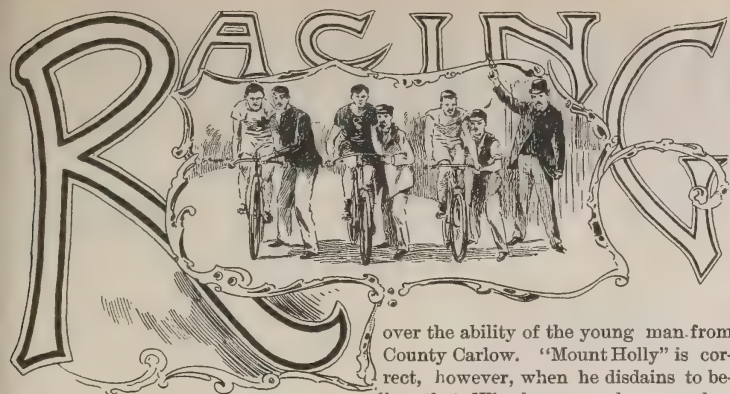
LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.

COVENTRY DEPOT: 21 Warwick Lane, Coventry.

AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.

AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.





## 1893 FIXTURES.

## APRIL.

- 2—St. Louis County tour to Baldwin, Mo.  
26-27—Indoor meet of Milwaukee Wheelmen.

## MAY.

- 7—Pike county tour at Louisiana, Mo.  
8—Fifty-mile road race at Clarkville, Mo.  
30—*Pullman Road Race, Chicago.*  
30—New Haven (Conn.) B. C.'s annual meet.  
30—Massachusetts division meet, Worcester.  
30—Martin road race, Buffalo.  
30—Irvington-Milburn road race.  
30—Rome (N. Y.) Cyclers' meet.  
30—"Southern Wheelman's" 10-mile road race, Louisville, Ky.  
30—Winona (Minn.) C. C. race meet.  
30—Cleveland (O.) Wheel Club's second annual road race.  
30—Alameda B. C. meet, San Francisco.  
30—Warner A. C. ten-mile road race, Wilmington, Del.

## JUNE.

- 3—Press C. C. meet, Buffalo.  
3—Buffalo. (New York circuit.)  
3—Milwaukee Wheelmen's meet, Exposition building, Milwaukee.  
4—Inter state De Soto run.  
16-17—Syracuse. (New York circuit.)  
17—English championships on Herne Hill track.  
17—Alpha Wheel Club's 10-mile road race, South Norwalk, Conn.  
24—Prince Wells' second annual 10-mile road race, Louisville.  
27-28—Kentucky division meet, Harrodsburg.

## JULY.

- 2-3-4—Missouri division meet, Sedalia.  
2-4—Ohio division meet, Sandusky.  
3-4—Columbia C. C. meet, Hartford, Conn.  
4—Colorado division meet.  
4—Milwaukee-Wackesha road race.  
4—Tonawanda (Pa.) B. C. meet.  
4—Watertown (N. Y.) Cyclers' meet.  
4—Fourth annual Poorman road race, at Cincinnati.  
4—Second annual road race, Erie (Pa.) Wanderers B. C.  
4—California division meet.  
4—Missouri division meet, Sedalia.  
4-5—Seventh annual meet Kansas division at Fort Scott. Address Henry E. Harris.  
4-5—Rockford, (Ill.) C. C. meet.  
21-22—Cuca Cocoa cup race, Herne Hill, London.  
25-26—Indiana division meet, Fort Wayne.

## AUGUST. (WESTERN CIRCUIT.)

- 5-12—*Illinois Division, National L. A. W. and International meets, Chicago.*  
14-15—Milwaukee Wheelmen's meet.  
16-17—Wisconsin division meet, Ripon.  
19—Minneapolis C. C. meet.  
19—Inter club road race, Buffalo.  
22—Evansville C. C. meet.  
24—Ziz-Zag C. C. meet, Indianapolis, Ind.  
26—Cincinnati C. C. meet.  
23-29—Columbus (O.) Century C. C. meet.  
30-31—Cleveland W. C. meet.

## SEPTEMBER.

- 9—Garden City Cyclers' meet, San Jose, Cal.  
13-14—Springfield (Mass.) B. C.'s annual race meet, Hampden Park track.  
20-27-28—Inter-state Fair Association meet, Trenton, N. J.

## OCTOBER.

- 2—Capital City Wheelmen meet, Sacramento, Cal.  
5—Annual St. Louis county fall tour.

\* \* \*

*Baird and Wheeler.*

The Charlestown cyclist who recently contributed to the REFEREE an article on Isaac Baird, the southern crack, which was highly eulogistic as to his racing ability, calls a writer in the *Sporting Life* to account for the statement that H. C. Wheeler "fit" could make a "monkey" of the transplanted Irish rider who has caused Charleston to become inflected with cranium inflation

over the ability of the young man from County Carlow. "Mount Holly" is correct, however, when he disdains to believe that Wheeler can make a monkey of Baird. Wheeler is little better than able to hold his own with the sturdy little Irish chap, if he can do even that. Baird is a good one and will bear watching. To beat him Wheeler will have to show a better turn of speed than he ever has. But to talk of Johnson running away from Wheeler at the first Savannah tournament, and to compare Wheeler and Johnson shows Mount Holly's utter ignorance of racing and racing men. A two-legged mule could

spect his limbs will care to spin his wheel where steeple and hurdle chases, foot ball and lacrosse players shoot their balls with careless abandon to the certain destruction of any cyclist who courts fate in that direction. Then the speedy ones will hardly care to do fast sprints with a lot of novices whose steering and general track deportment is not A 1 at Lloyd's, copper bottom. The scheme will be welcomed by the young men who cannot afford the expensive luxury of a club of the Manhattan sort, and who don't care to be mixed up with receivers, etc., but to the crack who does care for and respect life and limb, the place will be a sort of Fire Island pest hospital. Trainer Jim Robinson is capable and the grounds beautiful, but some sort of quarantine will have to be adopted in order to catch men of racing renown.

\* \* \*

*Trouble In Baltimore.*

They are having a "monkey and parrot" time in Baltimore over the question as to who shall get the date and meet in the international circuit. The claimants are the Associated Cycling Clubs and the old time and popular



A. W. FRIEZE, MILWAUKEE.

have beaten either Zimmerman or Wheeler in a mile race that day, neither being in the least condition to travel. Johnson is a big, clumsy amateur, and Wheeler or any other clever novice will make rings around him. The south with a little inducing oil will "produce" some good men and Baird of Ireland is a good starter, but the amateur writers must not create a prejudice against them by such foolish outbreaks as that of Mount Holly. A party will leave New York for the Savannah tournament, which will occur the first week in May.

\* \* \*

*Robinson's Training Grounds.*

The popular trainer, James Robinson, better known as "Jim" Robinson, is determined to get his back salary from the defunct M. A. C. somehow, and the somehow is his proposition to turn the superb Manhattan field into a public training ground, where anybody who wants to become a champion can exercise his legs and arms for so much per exercise. Unless certain hours of the day are devoted to cyclists the scheme will be a failure, as no rider who re-

fellow's pocketbook. The Associated Cycling Clubs worked earnestly to place the track within the range of possibility, and considerable stock was subscribed for, but the mass of wheelmen seem to prefer to let it drop, when it comes to putting up the ducats. If any of the local clubs desire to hold a tournament, it will be at the expense of \$200 a day for the half-mile track at the driving park, and the club must erect its own grand stand. There is a nice sum of money awaiting some capitalist who will build a cycle track, with decent accommodations for the public, and lease it for a fair price. Until such a whole-souled individual materializes there are small prospects of successful tournaments in Buffalo.

\* \* \*

*Another Cement Track.*

The organization of the Charleston (S. C.) Wheelmen's Track Association was completed last Wednesday night, and the following officers were elected: President, J. S. Johnson; vice-president, J. H. Lacoste; secretary, Dr. Whaley; treasurer, B. F. Evans.

The track will be started immediately and will be finished in time for the races the association contemplates holding during the month of May. It will be a quarter-mile oblong, well banked on the curves, and as it is being laid at this season, when the weather is apt to be neither cold nor hot enough to injure the cement while in the moist state, the surface will be smoother than even that of the famous track at Savannah. The grand stand will be large and commodious. Under this stand will be numerous dressing rooms, attractively fitted up for the exclusive use of the racing men.

The construction of this track marks the beginning of a new epoch in the lives of the young men of this quaint old city, and the promoters of the movement deserve great credit for the manner in which the organization was effected.

\* \* \*

*Good Words For Osmond.*

Edwin W. Cox, the well known Midland athletic and cycling writer, writes the REFEREE eastern office as follows: "The Easter meetings are upon us, and I think we shall have a big racing season here. You have heard that Osmond is coming over, doubtless, and if he keeps well and means to race first and something else afterwards, I have sufficient faith in his ability to recover some of the prestige he threw away last summer. He's a very nice chap, indeed, and if he settles down properly will be a big favorite in America. Some of the critics have banged away most mercilessly, and it is small wonder he wants to turn his back on people who blow hot one moment and cold the next. He has little to thank the English press for—an idol one day, an 'outsider' the next. If you drop across him, I'll bet any money he captivates you straight away."

\* \* \*

*All About Zim.*

Hurrah for Savannah! Jimmy and Wheeler will hereafter ride under the colors of the Savannah Wheelmen, and will train here for the great meet across the "pond." Zim went to Brunswick, but decided that the Savannah girls were the prettiest, and has returned. It is said that there is a certain queen of the crinoline who has so much influence over him that she has induced him to turn out a beard. Fact! Jack Prince is still willing to sign with some good firm to smash Zim's record. Poor Zim, he needs all of our sympathy before the memorable event, as it will be necessary to tender them when Jack asks wildly, "Where am I at?" Zim and Harry don't like the \$150 limit; it's too high.

\* \* \*

*Buffalo's Track Scheme Fails.*

The spasm which convulses Buffalo every spring with yearnings for a cycle track has come and gone. Knowing ones predicted that this year the plans would go through with a rush, but there is the same old story to tell—lots of enthusiasm as long as you don't touch a





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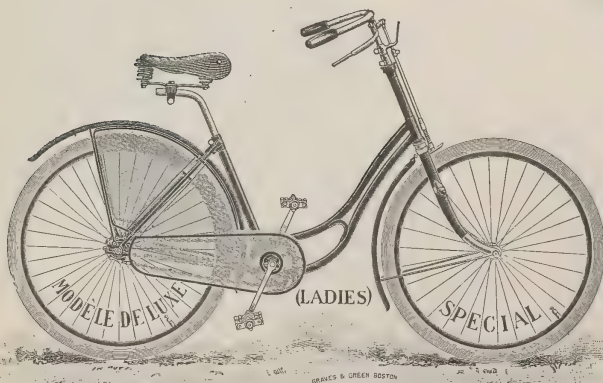
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They prefer penny-ante and quarter limit until they sell some of their teams, railroad cars, pianos and cottages. Here is the latest on Zim. I was riding on the shell road recently when we (?) passed him.

"Who is that?" my companion, an innocent little sixteen-year-old miss, asked. "Why, that," I said, "is Mr. Zimmerman."

"Is he the son of the big rider?" she innocently inquired.

Ye gods and little fishes! To be mistaken for your own father! NIBS.

\* \* \*

*Frederic de Civry Dead.*

The French cycling public mourns the death of Frederic de Civry, who was at one time the champion of France, and who in '83 won the fifty-mile world's championship in England. He was born in Paris thirty-two years ago, and died March 15. In early youth he went to London, where he became interested in cycling, and at the age of seventeen was a remarkable tourist. In the spring of 1880 he went back to France and became interested in racing, his first contest being a decided victory. In

distance is fifty miles and the Corfu course will probably be selected. The trophy will be of special design, and valued at \$150. The Ramblers hold last year's trophy and the city championship, having defeated the Press team. It will be a hot contest this year, as the feeling between those two clubs runs high, when it comes to a race, and the other clubs will put in good material.

\* \* \*

*The Kentucky Division Programme.*

The Harrodsburg Cycle Club, which has charge of the Kentucky division meet, June 27-28, at Harrodsburg, has made out the following programme:

FIRST DAY—Half-mile novice, Kentucky riders; one mile, open; one mile, division championship; quarter-mile, for Kentucky riders; two-mile handicap, open; Kenton Club championship; half-mile, open to married men who have not trained; Blue Grass championship.

SECOND DAY—Three-mile, Louisville C. C. championship; half-mile, open; one-mile handicap open; one mile, three-minute class, Kentucky riders; one mile, invitation; half-mile, division championship; half-mile invitation, for riders weighing 200 pounds, more or less, those weighing less to be handicapped to weigh 200 pounds.

\* \* \*

*Changed the Date.*

The Milwaukee Wheelmen have decided to hold the annual Waukesha-Milwaukee road race on the 4th of July. The start will be made from Waukesha at 9 a. m., and the distance covered will be sixteen and a half miles, the same as last year. A circular announcing the event and asking the merchants of the city to donate prizes has already been sent out.

\* \* \*

*Sanger in Good Shape.*

Sanger is making excellent progress in his training under the direction of Charles R. Culver. He's right down to hard work and expects to leave for Springfield about the 15th of April. Milwaukee people say that Zimmerman and the pedal-pushers at Herne Hill will have to hustle to hold him down. Time alone will solve the problem.

\* \* \*

*Waller Will Not Go.*

Waller has concluded not to go to England. He has had built for him two Arrows and two Planets for road and track work and will train under Leeming. It is doubtful whether Spooner will go abroad.

\* \* \*

*So They Say.*

Sanger's papa foots the bills,  
Tho' some rude folks declare  
That Sanger junior is a "pro,"  
Which Walt says isn't fair.  
He still wheels his merry wheel,  
And rides his trusty wheel,  
For Sercombe-Bolte's president  
Has "fixed" the little deal. R. H.

\* \* \*

*MISCELLANEOUS RACE TALK.*

*Little Paragraphs About Prominent Riders—Future Meets.*

Dixon, Cal., is to have a meet shortly. Taxis has again joined the A. C. S. N. Prizes for the Martin road race will be announced April 10.

A new track is contemplated by cyclists of Wilmington, N. C.

A two days' meet will be held at Janesville, Wis., in September.

The annual meet of the Maryland division will be held at Crisfield June 17.

The Colorado division meet will be held July 4, but the place has not been selected.

The racing team of the Lakeside C. C. of Cleveland will consist of French, Brown, L. C. and E. C. Johnson.

The Auner (Ala.) Cycle Racing Club has been organized, with the following officers: G. Willington Auner, of Halifax, Nova Scotia, president; L. B. Auner, manager; Louis L. Kosminski, secretary

and agent. The club will race for cash prizes during the summer.

Four of the Quaker City Wheelmen, of Philadelphia, are to try for the 24-hour record during the summer.

The annual ten-mile road race of the Warren Athletic Club will be held at Wilmington, Del., Decoration day.

Saturday, June 3, afternoon and evening, the Milwaukee Wheelmen give a tournament in the Exposition building.

A. M. Patitz, of the Milwaukee Wheelmen, is mentioned as the successor of Henry P. Andrae, handicapper eighth district.

After Johnson's rest of four weeks at Hot Springs, he will proceed, with Eck, to Savannah, Ga., and will train on the new cement track.

The South Bend C. C. is making arrangements to hold a tournament immediately after the one to be held at Fort Wayne the latter part of July.

F. N. Herman, the fast little Connecticut man, is thinking of visiting Germany this season. If he does he will likely take a crack at the German records.

Jack Prince has not lost faith in himself, to a certainty. In a recent letter he says he "can go twenty miles in 50 minutes to a certainty, with good pace-makers."

The Mercury Cycling Club of Milwaukee desires to share the labor and glory of running the fall meet with the Milwaukee Wheelmen, but the latter think they will be able to handle it alone.

The riders of Fall River, Taunton and New Bedford, Mass., are looking cross-eyed at one another, and as those in each town think they are the cracks, a tripartite road race is among the possibilities.

Philadelphians expect much of Howard Wunder, of the Columbia Cyclers, who made a most creditable showing last season. He is now training and hopes to show up prominently during the season.

Regarding the Pullman road race the Milwaukee Journal says "the fact that Sanger will not ride in the race is a source of great relief to the Chicago riders." How generous is Sanger to stay away! How glad the Chicago boys will be when they hear this!

Minneapolis is having a time over the site for its proposed track. Objections have been found to Lake Harriet, Columbia Heights, Minnehaha and the Normania rink, so the committee is still investigating. About a quarter of the necessary \$4,000 has been subscribed.

If they can't give prizes of a value exceeding \$150 for races, they can for parades, etc. The Bay State B. C. of Worcester intends to give a \$375 piano to the league club having the largest representation in the parade May 29, and a \$375 organ for the club making the best appearance.

A young man named Willis, who lives at Springfield, Mass., thinks he can defeat E. A. Nelson in a half-mile race and has issued a challenge. The conditions are that the race is to be held not later than April 29 at Springfield, each man to put up \$25 for the purchase of a trophy. The funny part of it is Willis wants Nelson to give him fifteen yards' start.

Now we are to have Japs as contestants in bicycle races. Chinamen and negroes have been barred, and we anxiously await the result when Kanegoro Nagaye (that's Japanese) starts in the Waukesha-Milwaukee road race July 4. A Milwaukee paper prints the following: "Kanegoro Nagaye, chief designer for Frank Hall, is developing into quite a bicycle rider. He is training at the Exposition building under the direction of Mr. Hall, and the latter claims that the

young Jap will make it very interesting for the best of the racers in the Waukesha road race.

An Atlanta, Ga., paper tells of a race between a wheelman and a horse which took place on an asphalted street. "It was a full-tilt race," the paper said, but did not give the result. It was all right for the horseman, but the poor cyclist was blamed in this way: "Of course, all this is very nice for the horseman and the wheelman, but a very dangerous practice. The wheelman especially should be condemned."

*Notes.*

The Women's Wheel and Athletic Club, of Buffalo, has been incorporated.

Miss Kittie Klipfel has been elected captain of the Women's Wheel Club of Buffalo.

Messrs. Allen and Sachtleben, the round-the-world tourists, are now journeying towards St. Louis.

Steve Hook has been elected captain and Morton Smith secretary and treasurer of the Capital Cycle Club, Atlanta, Ga.

A. Duncan, Jr., has been elected president of the Crescent Cycle Club of Rochester to succeed J. A. Braman, resigned.

The new officers of the Quincy, Ill., Rambler Cycling Club are Thomas Burrows, president; Walter Sahland, captain; E. A. Henderson, secretary.

The Lexington (Ky.) Wheel Club's new officers are as follows: President, F. V. Bartlett; vice-president, George K. Boulden; secretary, E. J. Richards; treasurer, John Warren; captain, Thomas B. Dewhurst.

The Harlem Wheelmen will soon give up their present home at Fifth avenue and One Hundred and Thirty-third street and lease a building on West One Hundred and Twenty-fourth street, opposite Mount Morris Park.

The South Bend (Ind.) Cycling Club elected the following officers for the ensuing year: President, Lester F. Ryer; vice-president, Walter Deffenbaugh; secretary, John M. Singler; treasurer, Harry Hill; captain, Samuel L. Frye.

A Buffalo paper says: "C. F. Alward, a well-known road-rider for the Press C. C., has the honor of making the first century of 1893." Wrong; several Lincoln club men made a century within twelve hours after the new year was born.

The Baltimore Associated Cycling Clubs, which includes every club but the Maryland, has elected the following officers: W. W. Search, president; Albert Mott, vice-president; John T. Brooks, treasurer, and John A. Graham, secretary.

The South Omaha Wheel Club was organized last week and the following were elected officers: President, H. M. Christie; vice-president, G. W. Griffith; secretary and treasury, W. E. Cathers; captain, John E. Jones. The club starts with twenty charter members.

According to a Waltham, Mass., paper, the bicycle fever has already made its influence felt among the watch factoryites thus early in the season, and there will be a much larger number of riders, both male and female, among the hands than was ever before known.

The Scranton (Pa.) Bicycle Club elected officers as follows: President, Robert J. Williams; vice-president, Eugene Heeley; secretary, C. A. Godfrey; treasurer, E. C. Dean; captain, W. S. Freeman; additional members of the board of directors, J. G. Sherwood and N. E. Arnold.



1881-82 he was the champion of France (for the bicycle), and during the three succeeding years was tricycle champion. His greatest victory was the fifty-mile world's championship race at Leicester, Eng., when he defeated all the great English racing men. Out of 331 races he won 299 prizes, 211 being firsts. He retired from the path in 1887, and soon showed that he was not alone a great sportsman, but a good business man. He was the first to start a cycling magazine in France. Of late years de Civry devoted considerable time to training, and was known as the king among French trainers. To him many a French champion owes his success.

\* \* \*

*Johnson's Future Plans.*

John S. Johnson is now located at the Park Hotel, Hot Springs, and is accompanied by Tom Eck. The latter writes that Johnson is feeling well and should ride faster than he did last season, as he is larger and stronger. The pair will probably go to Savannah instead of Nashville, because of the running meeting at the latter place. Johnson is now talking of taking hot baths and drinking hot water. Eck says in regard to the value of the baths: "No wonder Knapp was strong when he went to Omaha that time." He evidently believes in baths. He adds that Johnson's Independence record can stand all the searching that can be made for the next twenty years.

\* \* \*

*Buffalo's Championship Race.*

The second annual road race for the Rose brothers trophy will be run this year on Saturday, Aug. 19. This race is open to teams of six from all Buffalo clubs, and will decide their supremacy of the road for the season of 1893. The



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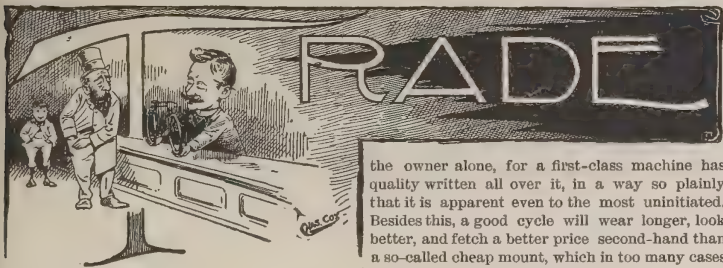
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#### THE PRICE OF BICYCLES.

##### An Argument to Prove That There Can Be Little Reduction.

From time to time one encounters the man who is absolutely sure that bicycle manufacturers are simply robbing the public by means of extortionate prices. The old sewing-machine argument has been worn threadbare, and yet, somehow, the makers make no reduction. To the many columns already written on this subject the *Wheeler* contributes the following:

There is a large number of people who seem to think that the price of cycles is inordinately high, and who do not hesitate to predict that ere long the figure must be reduced to what they are pleased to consider its proper level. Time does not bring wisdom to these good folks, who seem quite incapable of reading what may be termed the writing on the wall. Instead of cycles being reduced in price, the reverse is really the case, and though the sum asked for a high class machine has steadily increased, that increase has been but slight, and we do not think that the price will go much higher than at present, neither do we anticipate any drop. The reason of this is not far to seek. In many instances firms have set out with the endeavor to cut prices to the very lowest possible, but time has brought them wisdom, and they have speedily found that their prices must be raised if they are to continue in the trade. And so far as this militating against purchasers, we seem to see that they really benefit, although paying a slightly advanced figure. The cutting of prices can really benefit nobody. A good machine is always worth its money, and we believe that as a class our English cycle makers are quite as honest in their dealings with customers as men in any other trade, and more honest than many. There is a large number of trades which distinctly invite fraud, but the cycle business is not of these. It is a trade in which risks of all sorts abound. The most prominent of these are bound up in the words Weather and Fashion. A bad season will cause a slackness in the demand for new wheels, and so makers are left with considerable stock on hand, especially if they have made preparations to meet an anticipated demand; and then there is the added risk that the fashion may change and make the whole of the stock practically valueless. A trade that has to stand against such risks as these must necessitate a somewhat higher price being placed upon its goods than a trade where risks are small, and this is one of the very bases of the theory of economics. Only those who are thoroughly conversant with the time, trouble, care and expense needed to turn out a high class machine, can form any idea of the real value of such a mount. Competition causes makers to quote the lowest possible prices, and they often find that to execute an order and obtain a percentage of profit to which they are entitled, they must cut matters down to the very lowest possible degree, and thus it is easy to imagine that very often the machines—and accordingly the purchasers—suffer. It may appear strange, but there is often more profit made out of the cheap machines than out of those of first quality, and that is why we never advise purchasers to place cheapness as the highest consideration in the value of a machine. We know only too well that cheap machines are not likely to give that satisfaction that purchasers always expect. The finish is poor, the work too often hurried, even scamped, and the material used can not be of the best. Repairs are only too frequently needed, and after the cost of these has been added to the original price of the machine, it is frequently found that the price of a really good machine is only approximated, while the machine is only a repaired and cheap one after all. Added to this, there is an indefinable advantage in the feeling that one has a mount which is good as steel and skill can make it; and this knowledge is not possessed by

the owner alone, for a first-class machine has quality written all over it, in a way so plainly that it is apparent even to the most uninitiated. Besides this, a good cycle will wear longer, look better, and fetch a better price second-hand than a so-called cheap mount, which in too many cases is discovered to be an expensive investment in the end. No, we do not think that there is much likelihood of the price of a cycle being reduced; or, at least, not until the cycle trade becomes a less risky undertaking, and until the cost of good material, with skilled labor, has been lowered, to say nothing of the care used in finishing the machine, and the experience necessary before a really satisfactory and high class machine can be turned out at all. We would not advise any one who has the very least idea of going in for cycling to wait until some substantial reduction has been made in the price of a cycle.

#### GENERAL TRADE NOTES.

##### Paragraphs About Trade Men, Wheels and Business.

H. A. Lozier and family are at San Diego, Cal.

Cleavelands will be handled in Milford, Mass., by Walter L. Tougas.

A letter from Coventry says that the home trade is exceedingly slow.

Tom Coleman, of R. L. Coleman & Co., was a recent visitor in Coventry.

The *Cyclist* says helical tubing is earning golden opportunities on all sides.

According to a British paper, Steve Golder is connected with the New York Times.

The Kalamazoo Cycle Company has one of the best equipped repair shops in the country.

The American Bicycle Company, Kansas City, is handling the Premier line this season.

P. A. Stubbelbein has opened a new store at Ilion, N. Y., and will handle the Remington.

E. D. Legg, of Syracuse, has added the Niagara to his already extensive list of machines.

Erie (Pa.) capitalists have subscribed \$65,000 to the capital stock of a proposed bicycle factory.

The Shamp saddle is gradually finding its way into the hands of some of the best dealers and riders in America.

Beconnois, the Frenchman who made a record of 116 miles in 6 hours (beating Patchat a quarter of a mile) rode a Rudge g. o.

Osmer G. Clough and E. A. Hand have entered the bicycle business at Lowell, Mass., and will handle Cleavelands.

The Utica (N. Y.) Cycle Company has been incorporated by J. H. Rudd, W. C. Rinland and F. L. Fay. The capital stock is \$5,000.

Frank C. Weston, inventor of the cyclometer bearing his name, has been elected a member of the city government of Bangor, Me.

Lockard is a good name far a lock maker. Lockard & Oswald, of Bloomsburg, Pa., are selling many of their neat little locks for bicycle and other purposes.

The Shaw Cycle Company, Baltimore, announces that it guarantees the Hustler as long as it is in use, so far as any defects in material or construction are concerned.

W. L. Fish, the veteran saddle maker, of Roseville, N. J. writes the REFEREE that his new "Combine" saddle, with the rear spring combination, is being taken up quickly by the trade, and that

his present facilities are taxed to the utmost to supply the demand.

The Standard Cap Company, 156 Greene street, New York, has just put out a splendid line of sweaters, which, for quality and price, should find ready purchasers.

At the recent fair held at the Mechanics' Pavillion, San Francisco, the first premium (a silver medal) for the best bicycle exhibit was awarded to Thomas H. B. Varney.

The Frieze Boat & Cycle Company, Milwaukee, was incorporated last week. The capital stock is \$10,000, and the officers are as follows: A. W. Frieze, president; Lee Peck, vice-president; Horace Hobbs, secretary.

Whittier & Pollard's new store at Lynn, Mass., was opened on the 15th with a complete stock of Columbus, Lovel Diamonds, Unions, Eagles and Hartfords, as well as cheaper wheels and sundries. The firm also has a store in Salem.

O. W. Temple and Walter Measure, of the Union Cycle Manufacturing Company, were in New York last week for a good purpose. An order for 100 Union P. D. Q.'s went back to Boston in Mr. Measure's pocket, and Porter & Gilmore, 1773 Broadway, made the plunge.

The Reitzner-Prichard Cycle Company, Milwaukee, in addition to handling the James, will build the Reitzner pneumatic, a 36-pound machine at \$135, and the Mercury Flyer, to weigh 27 pounds and sell at \$150. A 20-pound racer will also be made and will sell for \$160.

When H. G. Kennedy returned to his home in Denver, after a visit east, he began making arrangements to build wheels, having bought machinery, tubing, forgings and parts. Several wheels have already been built, in fact, and reports say they have given excellent satisfaction.

Cleveland wants the 1894 cycle show, and a local paper goes on to tell how it can be secured, adding that it "would prove a paying undertaking." Would it? Seeing that the Philadelphians had to "go down into their pockets" for \$300 or so to make up a deficit, we doubt it mightily.

The Preston-Davis Tire and Valve Company, Fulham, S. W., England, is anxious to make some arrangement to place its tire upon the American market, and is prepared to offer the patent right for a reasonable amount. The tire has a splendid reputation in England and on the continent.

A Featherstone was in New York last week, and stated that he had all he could do to fill orders for this year's Road King. He further said that the Chicago hotel scheme would be a big success, and if any more accommodations were needed he would fit up some cots in his factory.

The John P. Lovell Arms Company, Boston, wishes to announce that, owing to the recent fire, its catalogues have been greatly delayed, as some of the plates were destroyed. It is hurrying them forward as rapidly as possible, and expects to have all agents, as well as every one else, supplied in the course of the next week.

The Vincent Cycle Company, Buffalo, has just been incorporated, with a capital stock of \$25,000. The officers are, B. C. Vincent, president and general manager; G. W. Smith, vice-president; P. A. Balcom, secretary and treasurer. W. B. Young, formerly of Chicago, but later with the *American Wheelman*, is now on the road for the concern. Young enjoys a good reputation as a cycle

salesman, and should do well in his new capacity.

Owing to the Ganse failure the Reform Cycle Company is without an agent in this country. The wheel wherever sold has earned a good reputation and the manufacturers are ready to make satisfactory terms to a responsible house.

The New York Belting and Packing Company writes us that the additions to its immense plant have been completed, all its new machinery mounted and the great factory is now running day and night. The company is now able to promptly execute orders for the Burris-Michelin and Whippet tires.

The George Worthington Company, Cleveland, has issued an extensive catalogue, which shows the Ariel geared ordinary; Ariel, models D, C and ladies'; the Fowler; A and B; Rochester, scorcher and roadster; Clipper; ladies' Clipper; the Worthington Diamond, models B and C, at \$115, and the ladies' Worthington at \$100. The Worthington, Jr., Ben Hur, Forest City and various other lines are included.

#### CHICAGO TRADE IN BRIEF.

##### Movement of Traveling Men—General Local Trade Talk.

The Ashland Cycle Company has secured the Chicago agency for helical tube Premiers, W. P. Case, the Premier company's representative, having taken its sample order for 100 machines last week. The line embraces the following patterns and weights: Full roadster, with brake and guards, 32 pounds; road racer, 27 pounds; with light tires, 25 pounds; racer, 19 pounds; ladies', with brake, guards and chain case, 29 1-2 pounds; with light tires, 27 pounds. The Premier company makes a weldless tube machine for men, weighing 38 pounds, selling for \$115.

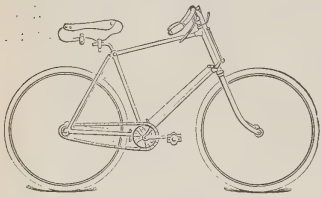
Thomas F. Rockwell has just returned from a six weeks' trip in Iowa for the Stokes Manufacturing Company. He says that all the time he was there it was a game of hide and seek between a score of them for the trade, such as it was. Among the many he met whom he recalls were R. H. Gardner, Harber Bros., Bloomington; H. S. Thurber, representing Robert Thompson, Muscatine, Ia., agent for Rouse, Hazard & Co.; J. Jay Ross, of Ames & Frost; Mr. Larned, of Woodrugh & Hanchett, Chicago; P. O. Rudy, of the Eclipse Bicycle Company; Mr. Matlock, of the Simmons Hardware Company, St. Louis; Mr. Edmonds, of Des Moines, representing the Keating; C. H. Sterner, Thorsen & Cassidy; L. J. Ollier, Nebraska Cycle Company, Lincoln, Neb.; and representatives of A. G. Spalding & Bros.; Kingman & Co., Peoria; Abbott & Sons, Marshalltown, Iowa; Luthy & Co., Peoria, and several other firms.

It is known to but few that are on the inside, that the Charles F. Stokes Manufacturing Company and Sterling Cycle Works amalgamated some time ago. The factory on Carroll avenue and stores at 293 Wabash avenue, West Madison street, Milwaukee and Denver, are all run under the same management as the Stokes Manufacturing Company. Mr. Stokes held the larger part of stock in both and thought best to combine them. The Sterling is a very taking wheel, Herrick says, and he substantiates his story by showing increases in orders all along the line, among them an increase of order from Harwood & Sons, of Bloomington, from a sample wheel to five, then to ten, later to fifty-five, and last week to an even hundred. Reuben Wood & Sons have increased orders from twenty-five to 100 machines, and from one city last week six distinct orders



# No Blanks\_\_\_\_\_

All are numbered, are Winners, are Light, Strong and Handsome, and are Fully Guaranteed.



PACER.

EACH ONE IS A PRIZE AND FULL VALUE.

This applies to

Credenda Bicycles,

Which are Good as Gold and Sell for \$115.00.

☞ CATALOGUE FREE.

A. G. SPALDING & BROS.,

CHICAGO.

NEW YORK.

PHILADELPHIA.

WHY, THIS IS EASY.

We Succeeded  
Where Others  
Failed.



RACER 20 lbs.

Reduced Weight  
and  
Added Strength.

Model A 28 lbs., Model B 32 lbs., Model C 38 lbs. Send for '93 Catalogue.

E. C. STEARNS & COMPANY,

SYRACUSE, N. Y.



were received, three by mail, three by telegraph, all in one day and from different dealers. The Unions, too, are catching on, and five carloads are in transit for distribution in western territory.

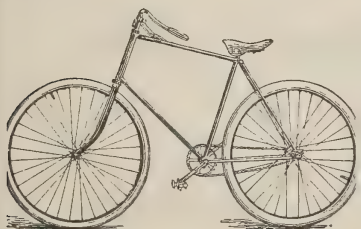
*Thorsen & Cassady's 1893 Line.*

Probably no concern of the same age has had a more successful career than the Thorsen & Cassady Company, Chicago. Thorsen & Cassady began busi-



J. B. THORSEN.

ness at the present location about a couple of years ago, and from the start made a grand success. Last year they



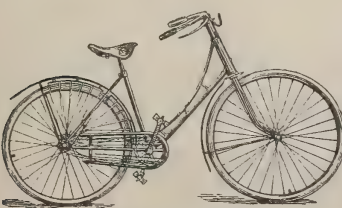
WARWICK DIAMOND.

handled the Singer line, but this year they are pushing the Warwicks and the Western Wheel Works' line of medium



H. J. CASSADY.

grades. In fact the company handles the Western Wheel Works' goods for the entire northwest.



WARWICK LADIES'.

In the Warwick the Thorsen & Cassady Company has an excellent line, which comprises four wheels, models A and B and the Priscilla and Pilgrim. Model A is a 30-pound machine, with 28 inch wheels and Warwick pneu-

matics. Model B is practically the same as model A, but fitted with brake, clothes protector and foot rests.

The Priscilla (see cut) is a 34-pound ladies' wheel, having 26-inch rear and 28-inch front wheels, with Warwick tires and complete dress and chain guards. The frame has the appearance of being extremely staunch, inasmuch as it is well braced.

The Pilgrim is a 40-pound roadster, practically like the 1892 model. All the wheels list at \$150.

*Philadelphia Trade Doings.*

A. G. Spalding & Bros. with the Victor and Credenda are still doing good business at their old stand, Eleventh and Chestnut streets.

The J. B. Rich Cycle Company, 1702 and 1704 West Broad street, reports that Triumphs are at the top of the heap and look forward to large sales.

The new firm of Hill & Gilbert, both well known to the cycling fraternity of Philadelphia, is making a large bid for business with the Premier cycles.

H. D. Simmons, of the Park Avenue Wheelmen, has again changed his base of operations, being now employed by the Common Sense Bicycle Manufacturing Company as traveler.

The Bretz & Curtis Manufacturing Company, 17 South Forty-first street, importer of the Quinton Scorch and manufacturers of the Solid Comfort saddles, is exceedingly busy.

The Common Sense Bicycle Manufacturing Company, 1219 Callowhill street, is making a specialty of ball-bearing sulky wheels, and at the same time pushing its wooden-wheel bicycle.

The Central Cycle Company, North Broad street, has received a large shipment of Cleavelands, and reports trade booming, having already made numerous sales. It is also acting as up-town agent for the Warwick.

J. T. Skerrett, traveling salesman for the Bretz & Curtis Manufacturing Company, started Wednesday for a trip through the state with the Warwick, and expects from the numerous enquiries received by the concern to place a large number of agencies.

The Penn Bicycle Company, 1343 Arch street, is well stocked with all kinds of wheels. It acts as general retail agent for the Quinton Scorch and Warwicks which are moving rapidly. The last few days of fine weather increased sales to a large extent.

J. T. Bailey & Co. report large sales of the Raleigh and Relay. Evidently the "Jersey skeeter's" name will still continue to push the sale of the mount made famous by him. They have also made alterations in the departments of the store, bringing the bicycles from the second to the first floor, which will be a matter of convenience to both themselves and customers.

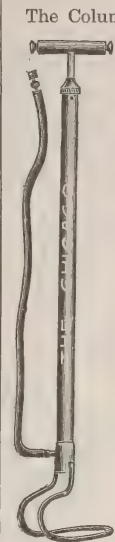
*Suit Over a Tire.*

An exhibition of the Dobbins-McKinney non-puncturable pneumatic tire will not occur to-night at Hearsay's as announced, because an injunction has been filed against the patentees, which will prevent the sale or exhibition of the tire until the suit is decided in court. L. E. Richey and S. B. Eccles, two business men of Franklin, bought one-half interest in the patent for \$90, and since then they say an attempt has been made to ignore them as share-holders. McKinney and Dobbins say that after the tire was patented Eccles and Richey decided that the tire was not going to be the success promised, and then the money was paid back to them. They afterward desired that the old contract be acknowledged, which the new company refused to do. The company now consists of

Tom Taggart, B. P. Brown, T. J. Coyle, R. B. Jennings, Richard McKinney and Douglass Dobbins, and has a capital stock of \$1,000. The suit will be tried at the April term of the Johnson County Circuit Court.—Indianapolis News.

*Simple, Neat and Cheap.*

The Columbia Machine Works, 11 to 17 South Jefferson street, Chicago, has brought out one of the most convenient pumps that is now on the market. Manager Stewart has greatly improved the pump recently and now feels that he has it about right. It is called the Chicago. The toe rest is of heavy steel wire and movable, so that the pump may be placed at any angle. The rod is of steel and the handle is solid brass. About two feet of half-inch hose, with union connection, is furnished with each pump. The pump is well made, has a check valve and is handsomely nickel plated. There is no doubt that many will be sold this season.

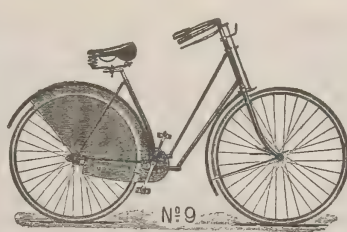


*Warman & Hazlewood Busy.*

Since Warman & Hazlewood opened an office in Chicago their American trade has grown wonderfully, and at the present time all hands are kept busy filling orders for Coventry Cross cycles. A large number of these machines was sold last season and all made good record



for reliability. The wheels for 1893 differ in some respects from those of last season, but not materially so. The ladies' wheel is of the straight frame double tube pattern and is thoroughly braced, yet there is ample room between the tubes to allow the dress to drop well



down. The geared ordinary made by Warman & Hazlewood was described in these columns some time ago and herewith a cut is shown. The wheel has a very graceful appearance and on it the rider obtains exactly the same position as he would on the g. o. o.

*Windy, but Newsy.*

At a late meeting of the Dunlop tire people, the chairman, speaking for the directors, said that "they had been asked very often if there was truth in the statement that they had sold their American patents for £100,000. He wanted to tell them that they had no intention of selling their foreign patents to any one. If the people in America

had any valuable patents, they might be disposed to buy them; but they had no intention of selling them anything, nor were they prepared to admit that anybody in America could work their patents as well as they could themselves. At the last meeting he was able to tell them that thirteen companies were working under their license, and since that date the companies under their licenses were greatly increased. Most of the people who were under license to them showed a friendly spirit, but there were some little exceptions, and among them he noticed some very amusing advertisements. He read an advertisement in which one company stated that its long experience enabled it to tell the world that if you rode on a Dunlop tire you would break your neck. This particular firm that spoke of its long experience was just about nine months old. A baby of nine months old was at the teething stage, which was a period of great peevishness. It would be many a long day before that baby reached the age of discretion, and they also knew that many babies never did that. If the statement of the Methuselah of the tire trade was correct, this company occupied the unfortunate position of being responsible for the necks of about 150,000 young men and women in the cycle world."

*Creditors Will Get Little.*

PEORIA, March 27.—The recent failure of Kirkwood, Miller & Co., has been the means of completely gutting the retail bicycle business of Peoria this spring. The assignee has put out a large number of high grade pneumatic tired machines at from \$60 to \$90. These wheels are fitted with '93 pattern Morgan & Wright tires, and at the prices they have been offered have been selling like "hot cakes." This, however, only affects the high grade market, as Kirkwood, Miller & Co. had no medium grade wheels in stock whatever. The assignee is now closing out everything, and inside of thirty days nothing will be left of Kirkwood, Miller & Co., except a few pages of history.

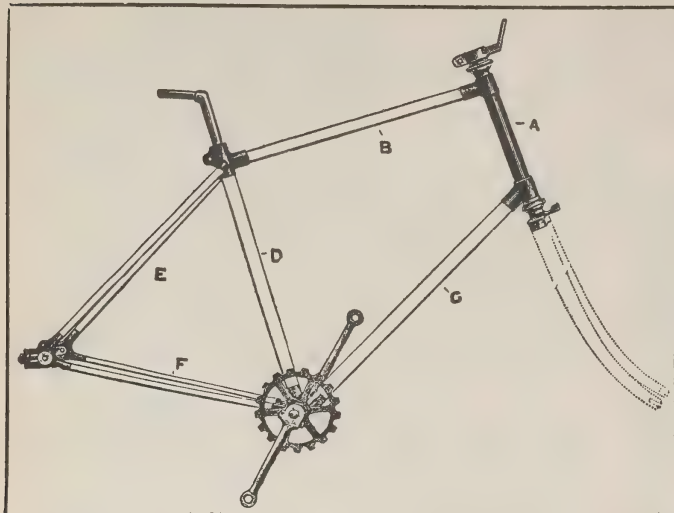
Nothing has been heard regarding Bonnick & Co., of Coventry, or their intention of catering to the American trade again. It is believed, however, that they will come to this country sometime during the summer and establish an agency and make preparations for the season of 1894. The Telephone wheels gave very good satisfaction wherever sold, and Bonnick & Co. will have no trouble in securing a good American representative.

The recent decision of the county court here regarding the goods on consignment at Kirkwood, Miller & Co.'s store cuts the assets of that concern about \$20,000. The court ruled that a large number of farming implements and carriages were on consignment, and turned them over to the parties who manufactured them. This, together with the heavy expense incurred in disposing of the goods, will cut down the assets to a very low notch. It is a question whether the house will pay over 15 cents on the dollar.

*Business Will be Trebled.*

The Hilliard Cyclometer is getting better known every year, and it did not surprise a REFEREE representative the other day when calling on Messrs. Hilliard & Wiese at Philadelphia to find the entrance to their office blocked with boxes addressed to bicycle firms at all points of the compass, said boxes containing Hilliard cyclometers. After much study and experimenting Mr. Hilliard has brought his cyclometer to what he thinks is perfection as a





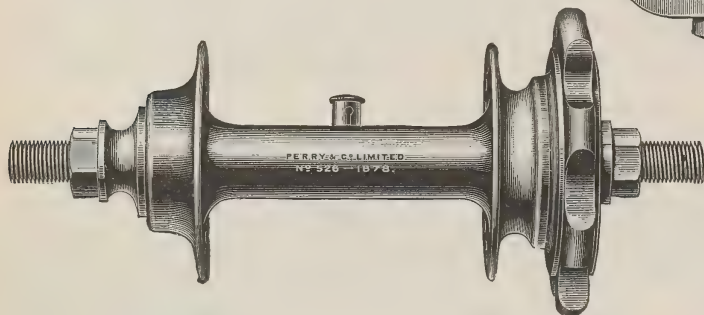
Best Finished and Lightest Frames  
— in the World. —



The finest finished Chain in the world and used by  
Humbers, Whitworths and Raleighs on all their machines

## PERRY'S FRAMES.

Mechanical Accuracy, Lightness, Relia-  
bility and Splendid Finish.



Perry's High-Class Hubs.



Sole manufacturers of Southard's Patent Cranks.

**PERRY & COMPANY, Limited,**

Birmingham, England.

AGENTS: Anglo-American Iron and Metal  
Co., 213 Pearl street. New York.

# OVERSTONES

ARE

## ARISTOCRATS. ---Bearings.

Send along for prices and terms. I have some territory still open.

ARTHUR E. FLAVELL, - - P. O. BOX 444, NEW YORK CITY.

LOYD, READ & CO., COVENTRY.

## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in  
demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892  
more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                           |                                         |                                 |                                   |                                                   |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|
| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|

And Jobbers Generally Throughout the United States.



corder of miles traveled. Last year's sales, the firm thinks, will be trebled this year. Mr. Hilliard will go south, and on his return Mr. Wiese will journey towards the setting sun. Mr. Wiese socially is somewhat of a lion in Philadelphia, and his comic songs formed one of the features of the A. C. C. concerts there recently. Comedian Shelly introduced him as "the greatest comic singer of America, bar none," an endorsement the papers fully sustained the following day. Mr. Wiese, however, on the road pays more attention to selling cyclometers than singing, but he will always be welcome in any club, no doubt, when his talents become better known.

#### New York Trade News.

George Pope, president of the Hartford Cycle Company, made a flying visit to the metropolis, Saturday.

The Smith Wheel Manufacturing Company of New York and Washington is meeting with success with the sale of Darts.

Lester Hickok, the Pope story teller and traveler, was in New York Saturday, accompanied by J. B. VanVliet, of Scranton, Pa.

Elliott Mason is now enjoying the compliments of visitors over the thorough renovation of old 14 Warren street. The sale of the Columbia is excellent.

The opening of the Ormonde bicycle school at One Hundred and Twenty-fourth street last Wednesday, under the management of W. S. Malby, was attended by a large crowd.

The Premier Cycle Company was not inconvenienced much by the loss of its 160 wheels which went down in the ill-fated Narouic. The order was duplicated promptly.

New York trade took a wonderful leap last week, everybody being busy. L. B. Whympier was too busy to talk about his club and paper, which is a sure sign trade is very brisk.

The Bidwell company is very busy with its tire and Tourist trade, and the staff of clerks at its handsome quarters on Fifty-eighth street is working early and late. J. W. Lawrence, of this house, is becoming noted for the very excellent little book advertisements on Bidwell tire and Tourist wheel, besides the tasty trade journal advertisements he gets up from week to week.

President Jarvis Brown, of the Anglo-American company, informs the REFEREE that Secretary Freidenstein has arrived safely at the Colonade, Birmingham, and will not be back for two months. By this time he will be consigned to the tender mercies of Messrs. Sanders, Smith, Bown, Loudon, *et al*, who, however, know how to look after strangers. In the meantime the Anglo-American company is rushed with orders, and its own projectile tubing is now ready for the market.

#### Makes the Fenton Light Roadster.

The Fenton light roadster is being put on the market by the Fenton Metallic Company, of Jamestown, N. Y., and Peirce & Eddy will handle it locally. Already, Superintendent Hood, of the bicycle department, has a number of wheels under way. Mr. Hood has been in the bicycle manufacturing business almost since wheels were first used. He has a neatly designed wheel, weighing 34 pounds. Only the best of material will be used. All over the United States the Fenton Metallic Company is known as the manufacturer of the very best work in its line that is produced and in engaging in the bicycle manufacturing business, in addition to its other departments, it has a prestige that will place

the Fenton light roadster at once in popular favor and confidence.

#### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. F. Aughinbaugh, patent attorney, Washington, D. C.:

493,650, bicycle tire; Edgar F. Ryder, Providence, R. I., assignor, by direct and mesne assignments, to the Atlantic Manufacturing Company, same place; filed Sept. 10, 1891.

493,675, pneumatic tire; Edward Barrett, New York City, assignor to himself and George R. Bidwell, same place; filed Jan. 25, 1892.

494,003, pneumatic tire; Foster H. Irons, Toledo, O.; filed May 28, 1892.

491,076, cycle hub; Albert Perkins, Chicopee, Mass., assignor to A. G. Spalding & Bros., New York City, and the Lamb Knitting Machine Manufacturing Company, Chicopee Falls, Mass.; filed Sept. 5, 1892.

494,038, valve for pneumatic tires; Ashel M. Shurtleff, Boston, Mass.; assignor to Codman & Shurtleff, same place; filed Sept. 16, 1892.

Trade marks.—22,697, bicycles; Joseph E. Geigan, Baltimore, Md.; filed Feb. 21, 1893; essential feature the words "New South."

#### On the Michelin Tires.

French riders are, naturally enough, in love with the Burris-Michelin tire. It is ridden by the most famous men in France, and on it they have accomplished, among others, the following performances:

Charles Terront, in the Paris-Brest race, rode 750 miles in 71 hrs., 37 min., finishing eight hours in advance of the second man.

Corre, in the Basle-Strasbourg race, made a record of 13 hrs., 10 min., for 300 kilometres, beating all competitors by two hours.

In the Lyon-Publican race, 326 miles, the first, third, fourth, fifth and seventh men rode on the Michelin tire. In the Paris-Nantes race, 620 miles, the first five men were on the Michelin tire. In the competition were the best riders of France.

On July 26, 1892, Jules Dubois rode 230 miles 936 yards in twelve hours. Again, on Sept. 17, 1892, he rode fifty miles in 2 hrs., 11 min., 10 sec.; 100 kilometres in 1 hr., 20 min., 34 sec.

#### Jordan & Sanders' New Store.

This Friday evening Jordan & Sanders will open their new store at 1331 Washington avenue, St. Louis, with a reception to their friends and patrons. The new place is larger (30x85 feet) and in a better location, the ground floor being used for a salesroom, while the second will be the riding school. This has been handsomely fitted up and has all modern improvements. The firm handles the Swift, Union, Stearns and Quinton Scorchers.

#### The A. B. C. Stand.

The Acme Bicycle Carriage Company, or the A. B. C. Company, as the Newark house is better known, is meeting with success with its A. B. C. stand, and Rufus Chandler, the general manager of the concern, has shown wonderful energy in placing this neat, useful and moderate-priced article in nearly all the principal stores in New York and Brooklyn, as well as with the leading jobbers of the country. The company is now making the stands for sulkies and other rubber-tired vehicles, and has just completed a handsome lot of oak stands to match the oak fittings of the Schwabach company's new Brooklyn store. The stand lists at \$1.50; \$12 per dozen, \$120 per gross.

#### Saunders and Bown Separate.

Thomas Saunders has parted company with William Bown, with whom he has been associated for nearly fifteen years. No definite information has yet reached

us as to his intentions, but it would not be particularly surprising should he eventually settle in Chicago. It has been reported that negotiations looking to that end were in progress some months ago. Snell, Harrington, Saunders! Who next?

#### The James on Cycle Row.

The James Cycle Importing Company, which recently moved into the Caxton building, has now taken up quarters at 250 and 252 Wabash avenue, and is therefore on cycle row. The quarters in the Caxton building were found to be too small. The new place is on the fifth floor and is large and well arranged. The new catalogue has just been issued. It illustrates the four models, as well as parts, and besides this contains some interesting information regarding light wheels, a table of races won on the James and a number of good testimonials.

#### RECENT ENGLISH INVENTIONS.

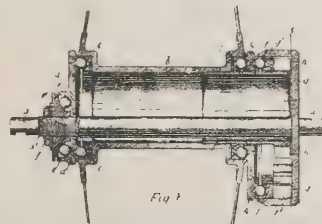
##### New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

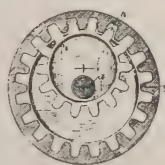
[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Feb. 1, 1893, give notice in the prescribed form of such opposition.]

##### THE MACBETH GEAR.

No. 1,747. J. A. Score, A. R. Macbeth, R. Stevens Phillips and P. S. Taverner's "Improved driving gear for velocipedes." Jan. 29, 1892.—This gear is adapted for speeding up geared ordinaries and the improvements relate principally to the arrangement of the bearings of the driving wheel. Figure 4, is a sectional view of the gear and figure 5, an end view with the plate (g1) removed; a is the axle of the driving wheel and b is the hub, the latter is large enough to allow of the axle passing through it eccentrically. The ends of the hub are provided with ball races (c, c1) corresponding to similar ball races formed on the plates (d and k) which are attached to the ends of the front fork. The plate (d) is also provided with a second ball race (e) eccentric from the first; this is for carrying the axle (a) which is



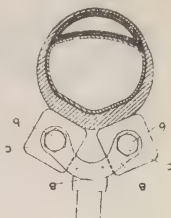
provided with a screw-thread (a1) on which works the adjusting cone (e1) secured by the usual lock-nut (f). The other end of the axle is carried by a bearing consisting of a large ball race on the plate (k) and a corresponding ball race (j) formed in the mouth of the cap (g1, g2), which cap forms part of or is secured to the end of the axle (a). The cone (e1) serves to adjust the four rows of balls at the same time. A ring of external teeth (h, h) is formed on the end of a portion of the hub projecting through the plate (k). The interior of the cap (g1) is provided with corresponding internal teeth (g) and the two sets of teeth gear together as shown more plainly in figure 5. There being necessarily more teeth (g) on the axle wheel (g1), one revolution of the axle causes the wheel (h) and with it the hub and driving-wheel of the machine to make more than one revolution on its centre in proportion to the respective numbers of teeth. The points to which the fork ends are made fast are in rear of the vertical plane passing through the axis of the axle.



##### THE HALL BRAKE.

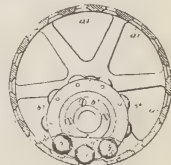
No. 5,290. A. Clement's "Improvements in and relating to brakes for velocipedes." March, 7, 1892.—This invention relates to an improved brake for the wheels of cycles, and it consists of a pair of square or polysided blocks mounted in a frame in such a manner that when they are

brought into contact with the tire of the wheel the tire is not forced bodily down into the rim but is rather squeezed laterally, thereby avoiding the possibility of cutting the tire on the edges of the rim. The brake may be operated by a hand lever or any other suitable device. The illustration may be taken as showing it applied to the ordinary front wheel plunger. The brake rod (A) is carried in one or more suitable guides so that it has direct action on the wheel. On the end of this rod is formed or fixed a double-forked frame (B) in which are mounted a pair of blocks (C, C) which are preferably square. These blocks are mounted on axle-pins (b, b) so that they are free to rotate or rock in the double fork frame (B) and so adapt themselves to the shape of the tire (X) on which they bear at the sides, the two adjacent bases of the blocks forming a V-shaped brake-block capable of adapting itself to the shape of the tire, whether it be solid-cushion or pneumatic. The frame (B) may be any other convenient or desired shape than that shown, so long as it is adapted to carry the two blocks in such a manner that they will act or operate in the manner illustrated. This brake has been adopted by the St. George's Engineering Company for its New Rapid safeties this year.



THE "ATLAS" FRONT DRIVING GEAR.

No. 18,226. E. Barnes and J. Garrison's "Improvements in parts of velocipedes." Oct. 13, 1892.—This invention relates to the gear of velocipedes or to the pinion wheels of the same. The illustration represents an internal speed gear for geared ordinaries with the pinion of the said gear having ball teeth or revolving spheres located within its rim or within boxed recesses formed within the rim and with the contact part of each ball-tooth projecting above the rim. The larger gear wheel is the driving wheel, and it is connected with the crank axle; it is supported by brackets carried by the fork or framing of the machine and has, instead of internal teeth, sunken sockets on its inside edge with which the ball teeth engage, so that, on the driving gear wheel rotating, motion is communicated through a rolling surface to the driven pinion which is secured to the hub; a is the driving gear wheel, having socket recesses (a2) sunk within the inside periphery and with which the ball teeth (b) of the driven pinion (b1) engage. The ball teeth (b) work within angular sockets (b2) formed by side pieces secured to each other if necessary by set pins. The sockets may be made adjustable and the socket teeth (a2) may be provided with hardened cups to resist wear. Various detail modifications are described and other adaptations of the invention set out and illustrated.



One of the ball pinions was handed about in a mysterious manner at the National show but the detail construction of the gear was not disclosed, though one or two machines were shown fitted with it. Two gears are fitted to each machine one on each side as in the Coventry Eagle gear, the principle of which it resembles; the pinions being secured to the ends of the hub or axle and the cranks to the driving gear wheels.

#### Trade Items.

Morgan & Wright state that they now have enough orders to keep their factory moving all summer, night and day, as it is now working. Riders all over the country are friendly to the tire and the demand thus created is enormous. The prizes are causing a large amount of interest, letters enclosing entries being quite numerous.

T. P. Scott, of the Scott Cycle Company, Eighth and Plum streets, Cincinnati, was in Chicago this week on business. His company is handling the James, Coventry Cross, Rudge, Buckingham & Adams and Buffalo.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

Clementi & Barr, Chicago, are sending out small samples of cloth used in their bicycle suits. They show four styles of goods, which, when made up, range in prices from \$5.25 to \$8.



## SUCH IS FAME.

When Stanley found himself lost in the jungles of darkest Africa he was somewhat astonished to learn that the natives were acquainted with two English words; *only two*—and this proves what it is to have a reputation. One word was *bicycle* and the other was *Tourist*—"Tourist Bicycle."

Another enlightened tribe, still further in the interior, showed its progress toward civilization by being able to articulate "Bidwell Tire," "Restrictive fabric." And one inebriate old black king even used one every morning for the novel purpose of reducing his head to the proper size after a night's debauch. *You know it contracts upon the rim when inflated.*



## AT THE SEAT OF WAR.

BOSTON IS FURNISHING AN ABUNDANCE OF FIGHTING MATERIAL.

*The Boston vs. Worcester Imbroglia—Mr. Miller's Position—A Few Words with Candidate Perkins*

BOSTON, March 28.—If President Burdett could have foreseen the coming events, perhaps he would have appointed David J. Post to a position on the national racing board in place of L. A. Miller, of that great race-promoting city of Meriden, Conn. That Mr. Post would have acted in a fair and impartial manner no one who knows him has the slightest doubt, and the league would undoubtedly have been saved a tempest in a teapot, which is now raging between this division and one member of the racing board.

Mr. Miller, the New England representative on that powerful racing board, has recently fallen considerably in the estimation of the members of this division, who have every reason to feel that one of his recent actions is most unfair to the leading division in the great League of American Wheelmen.

To those familiar with the doings in this state there is hardly any need of

## RECALLING THE GREAT FIGHT

that has been made by the Bay State Bicycle Club, of Worcester, to obtain the spring meet of the division. But the Worcester men were by no form the only organization which desires the shakels that could be turned into their coffers by the holding of the meet. Several Boston organizations also wanted the meet, and so heated did the contest become that it was thought advisable to organize an associated cycling club. This was done, no less than fifteen of the leading organizations in the state becoming members. Once organized it immediately applied to the division racing board for the sanction of that board to hold the meet. The division board immediately granted the same and sent its request for a sanction from the national racing board to Mr. Miller.

## THE TROUBLE BEGAN TO BREW.

The Bay State club received a sanction for its race meet a month or so ago, but it would not have been granted had the chairman of the division racing board made any objection. Worcester, however, was not satisfied with its sanction, for finding it could not get the division meet held at Worcester it immediately filed a protest against the Boston meet being sanctioned.

Now what does Mr. Miller do? Does he inform the A. C. C. that a protest has been filed? No, he doesn't. He simply notified Secretary Robinson, of the A. C. C., who is also chairman of the division racing board, that he could not sanction the Boston meet, as it conflicted with the Worcester tournament, and the idea of sanctioning meets was to prevent conflicting dates. So Mr. Miller places the division and the A. C. C. second to a club of small membership which is not a member of the league, although the club claims it is.

## CHIEF CONSUL PERKINS

and Chairman Robinson immediately journeyed to Brooklyn, and there saw Chairman Raymond of the racing board. They reviewed the case from beginning to end, and showed conclusively where a great injustice had been done the division. Mr. Raymond, fully appreciating the position, promised to do all in his power to secure a sanction for them,

and the next day Mr. Miller, upon being interviewed by Mr. Robinson, withdrew his letter of a few days earlier.

The claim that Mr. Miller could not sanction the meet, as it was his duty to prevent the conflicting of dates, seems most inconsistent with the previous rulings of the board. It has ever been the custom of the board never to withhold sanction on a national holiday, and as both meets are to be held on Decoration day, the consistency of the excuse given can readily be seen. Then again, this action places a division second to a small club, which has no call whatever for the favor of the league.

## THE BAY STATE CLUB CLAIMS

that the only reason the meet was taken from this city was because the Press Cycling Club of Boston wanted it to enrich its treasury. Why does the Worcester club want to hold the meet if not for the same purpose? But in all fairness and equity to the Press club it should be stated that it is only one of fifteen clubs that desire the meet held in Boston, and that it did not go off in a corner and cry-baby when it discovered that it could not hold the spring meet.

Now it is claimed that the Bay State club is a league organization, but according to Hoyle, or rather Secretary Bassett, its name is not carried on the books of the division. Its predecessor, however, was a league organization, for he it known that the present club bearing the name of the Bay State club is not the club which has heretofore held the meet. Immediately following the holding of the last tournament considerable

DISSENTION AROSE AMONG THE MEMBERS of this club, which resulted in its being disbanded. Then the present club was organized.

While Mr. Miller may be the best meaning person in the world, it is quite evident that, in this case at least, he has not acted for the best interest of the Massachusetts division. If his action is to be taken as a criterion of the future position of the racing board on such matters, it practically means that a non-league club has the call ahead of the division, and that club membership in the league counts for naught.

Said a prominent local politician: "I think it advisable to hold a special meeting of the state board of officers, if for no other reason than the filing of a protest against Mr. Miller being longer retained on the racing board."

But the withholding of the sanction means far more to the members of this section than the mere holding or dropping of a race tournament. It also means the construction or non-construction of

## THE THREE-LAP TRACK AT WALTHAM,

for without this sanction the builders of the track will refuse to have another stroke of work done there. So you can readily see how the most peculiar and unprecedented action of Mr. Miller serves the division. But sanction will soon be awarded the Boston meet, and the division races will be held at Waltham, despite the protest of the Bay State Bicycle Club and the action of Miller of Meriden.

## THERE'S MUSIC IN THE AIR.

If you want to see some great fun during the next twelve months, just keep your eye on Massachusetts, and especially Boston. The Rumor Bureau, so called by Chief Consul Luscomb of New York, promises some most interesting news ere the close of the riding season, and, to be truthful, things are beginning to look more interesting than ever. Chief Consul George A. Perkins, who gives every indication of remaining

in the political field until the last gun is fired and spiked, has not much to say. I saw him the other day and asked him what he thought of the last national assembly. "I think it one of the most intelligent and deliberative assemblies that has ever been held by the league," he answered. Continuing he said: "It carefully considered every question that came up before it, and transacted considerable business, of which you know."

"As for the present political outlook, I know no more than you do. I have been exceedingly busy for the past few weeks, and have only just arrived from New York, where I had the pleasure of seeing Chairman Raymond of the racing board. Oh, yes; my interview was decidedly satisfactory."

"No, I don't care to criticize any member of the national assembly or any man who may be spoken of for president. I possess the highest admiration for Mr. Gerould, who is spoken of as a presidential candidate, as I know him to be an honest, conscientious and earnest worker for the good of the cause. As for myself, I don't care to talk."

Even Mr. Perkins' most bitter opponent will admit that he has proven himself to be one of the hardest workers that this state has given the national body, and it has furnished many. His record as chief consul of the largest division in the league stands unparalleled, and he deserves no small meed of praise for his work in the cause he loves so well.

## Notes of Interest.

The York (Me.) County Wheelmen at their annual meeting elected officers as follows: President, A. S. Bradford; vice-president, W. H. Bryant; secretary and treasurer, R. D. Littlefield; captain, W. W. Tarbox.

Samuel Fisher & Co., Birmingham, write that much of the machinery used by the English Projectile Tube Company in the making of seamless steel tubes used by the American and British war departments, is furnished by them.

The West End Association B. C., of Toronto, has elected the following new officials: President, R. J. Colville; captain, D. Lochrie; recording secretary, D. I. Barnett; treasurer, G. Essery; statistical secretary, W. H. Mankle.

At Detroit last Friday Charles Suffek pleaded guilty to the larceny of a bicycle, owned by David May, on Feb. 14, and was remanded for sentence. On arraignment day he pleaded guilty to the larceny of another bicycle. He's good for a nice long term.

A notable event in the history of the Ravenswoods was the banquet tendered by the newly-elected officials to the members on Wednesday evening of last week. Over seventy were present. The tables, arranged in the form of a hollow square, were burdened with cut flowers, while festoons of roses and smilax hung from the centre of the pretty hall of the club house. A sumptuous repast was disposed of.

The Hydrant Hose Company of Lockport has organized a bicycle club and now proposes to build a tricycle on which to carry the hose reel. The machine will weigh about 250 pounds, will be pneumatic tired, and can be propelled at a rapid rate by three men, who will occupy saddles over the wheels. The main body of the volunteer company will dash ahead on wheels, leading the way for the tricycle, which will make as good time as any team of horses. The proposed innovation has created a good deal of interest in firemen's circles, and Lockport is congratulating itself that it will be the first city to adopt the bicycle and tricycle to fire department uses.—Batavia (N. Y.) News.

## VALUE OF GOOD ROADS.

COLONEL POPE'S EXHIBIT OF SECTIONS OF VARIOUS ROADS.

*The First Government Appropriation for Road Improvement—Natural Highways of Colorado—Work in Maryland—In the South.*

Great reforms start, as a rule, from small beginnings. It is only after years of struggling that some of them gain the public ear, and then acquire sufficient impetus to insure their ultimate adoption.

The value of good roads has, in a way, been known and appreciated from the earliest historical times—"the memory of man runneth not to the contrary"—yet highway improvement in America has but recently come to the front as a question which deeply concerns our national prosperity, and therefore demands immediate and careful consideration.

There never was an era which equalled the present one in the development and rapid growth of both national and international trade, and in direct proportion to this growth has the value of good roads increased.

## THE OLD NATIONAL PIKE.

It will be remembered that during President Jefferson's administration congress passed a bill for the construction of a national road from Maryland to Ohio, and it is of interest to note that this bill marks the first appearance of the question of making internal improvements at the expense of the federal government, a doctrine which divided the parties for more than twenty years.

This and similar measures in states and counties represent some of the early struggles for proper highways. The marked progress which this reform has made in the past year may be traced to the influence of the literature distributed so freely throughout the entire country. In other words, it has been a campaign of education.

## THE ENTERING WEDGE.

Following closely upon this literary activity, and made possible by it, comes the appropriation of \$10,000, which was passed as a part of the agricultural bill on the 3d of March, to enable the secretary of agriculture to make inquiries in regard to the systems of road management throughout the United States; to make investigations in regard to the best method of road making, to prepare publications on this subject suitable for distribution, and to enable him to assist the agricultural colleges and experimental stations in "disseminating information on this subject." This is the entering wedge which will open the way for the speedy development of highway improvement, and is, therefore, the most valuable achievement of the present agitation.

## COLONEL POPE'S EXHIBIT.

Colonel Albert A. Pope has been persistent in his endeavors to educate the public to the importance of this reform, which he rightly places in the very forefront of the great questions of the day.

Following up this educational policy he is having built a cross-section of macadam and telford roads to be exhibited in the large front windows of the Pope Manufacturing Company's office building at 221 Columbus avenue, Boston. This work is being done under the immediate supervision of William E. McChintoch, C. E., instructor in road-making at Harvard college, and a member of the Massachusetts Highway Commission, and it will, therefore, be cor-



# CUTTING PRICES

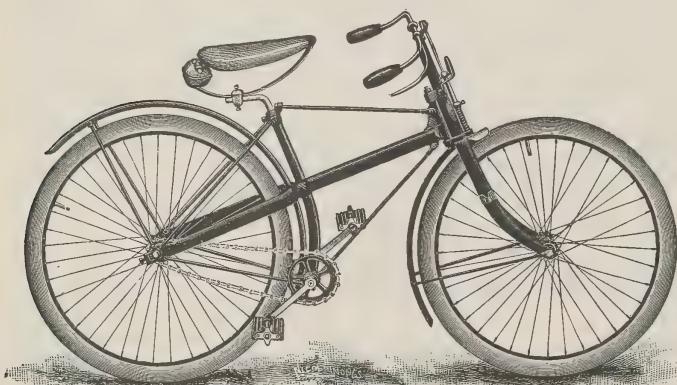
DOES NOT

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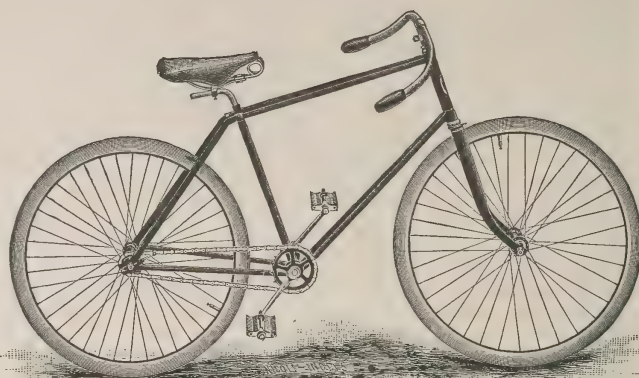
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*Improve the Quality.*

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Our prices and discounts are consistent with the quality of our Bicycles, and our

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The Latest and Best Goods are not found on a BARGAIN COUNTER.

Catalogue of "Central" and "Ben-Hur" Free.  
Prices Guaranteed.

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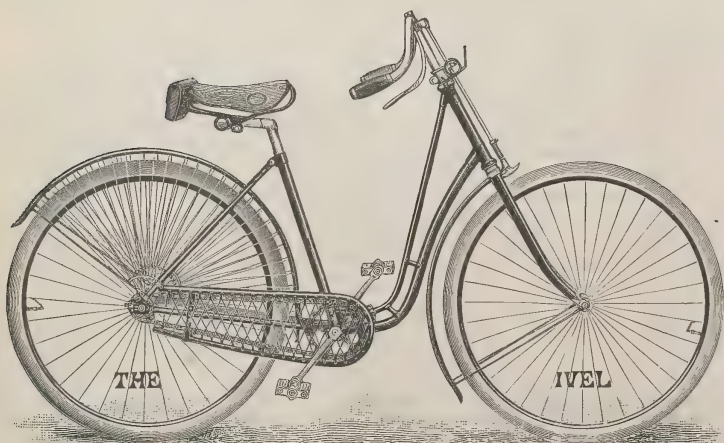
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The IVEL WHEELS are of the Highest-Grade English make, and superior to anything on the market.

We want *Good Agents* for this wheel, and will give liberal discounts and territory to reliable parties.



*Ivel Ladies' Wheel, Weight 35 lbs., Price \$160.00.*

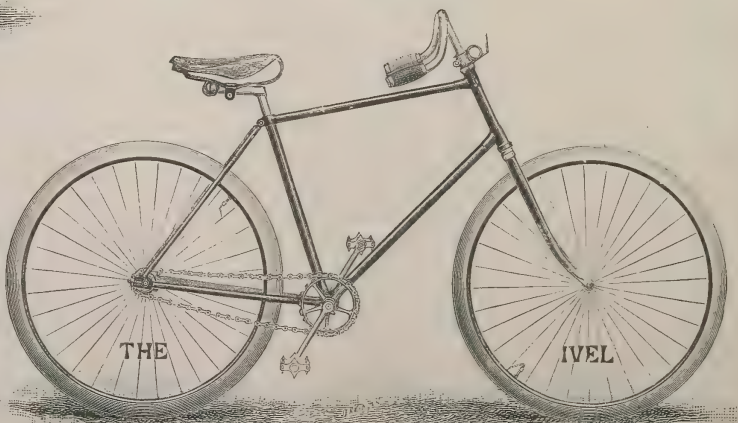
We carry a full stock of all parts and can promptly furnish a duplicate of any part of the Machine.

IVEL FULL ROADSTER, Weight 39 lbs., Price \$160.00.

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*Ivel Scorchers, Weight 30 lbs., Price \$160.00,*

A Light Machine of exceptional merit; it has been thoroughly tested and proved to be remarkably fast, and although so light, perfectly rigid and reliable.



rect in every detail. As it will be viewed by many hundreds of people, daily, it will be an effectual object lesson.

HOW IT IS BUILT.

The section is enclosed in a heavy plate-glass case, which gives a clear view of the construction from foundation to surface. As one looks into the window the portion to the right shows the Telford road, with its side drain filled in with broken stone and the various strata above; while the portion to the left illustrates the macadam style, built in this case on a sandy foundation and finished with a layer of finely crushed stones. The writer, in looking at this cross-section of road, was reminded of a saying of the artist, Thomas Nast, who in his lecture on characters, asserted that "cartoons reach a class that is seldom influenced by printed matter." The man who takes one good look at this cross-section may be able to give points to those who have read much more than he has.

CARE OF ROADS.

Next to the construction of roads comes their care and repair, and in this connection we would call attention to the fact that the question of the advisability of regulating the width of tires has, within a few days, been brought to the consideration of the Massachusetts legislature. Measures should be adopted in all the states requiring heavy draft carts to be equipped with wider tires, and so constructed that the front wheels would track outside the rear wheels, as such an arrangement would make each wagon act as a road roller—a road preserver rather than a road destroyer. This is no new idea, but one which should be kept before the minds of the reformers.

THAT WORLD'S FAIR EXHIBIT.

W. G. Buchanan, chief of the department of agriculture, deserves great credit for and should be supported in his latest move to secure a road exhibit at the world's fair. His idea is to have a roadway 50 feet and 1,000 feet long, constructed in sections beginning with the genesis of road making, having a wagon stuck in the mud at the first section as an illustration of the average road in the country during a large part of the year, and then in sections of 100 feet or less, the different methods of road construction common to our country, ending with sections showing methods in use abroad. Each section would show a cross section under glass, illustrating drainage and manner of construction. The department would enter each section as an exhibit in the name of the builder. The material used in this way can pass under the eye of the judges and thus be entitled to an award. This arrangement would offer an exceedingly good competition in road construction.

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AN OHIO COMMISSION.

Governor Mac Wants a Wheelman to Help Revise the Laws.

Governor McKinley is said to be searching for a good, active wheelman, as the riders of bicycles euphoniously designate themselves, for appointment on the commission to revise the road laws of the state. The fact that a man rides a bicycle, or that he manufactures the popular vehicle, ought not to disqualify him from such service. But there is a certain prejudice against the movement in behalf of better roads growing out of the assertion that the whole movement is in the interest of bicycles. There is no better way to hurt a proposed measure than to brand it as class legislation. To talk of good roads as being for the benefit of bicycles, as

something not shared to a far greater extent by all vehicles, is absurd. It is like a starving colony of rats refusing to gnaw a hole into a rich granary because the opening would also admit a few mice. Good roads are needed, not that bicycling may flourish, but that the traffic of the country may not be taxed by the disadvantage of mudholes and by the embargo of impassable highways at certain seasons. When the public convenience is served by the establishment of an efficient road system it is quite possible that the wheelmen will be happy, but their joy will be only incidental to the greater felicity of the general public. There will be constant surprise that the good day was not ushered in much sooner.

Many portions of the state of Ohio have the material at hand for building excellent roads, but the capacity to put it to use has been of slow growth, and, as has already been said, the road laws of the state are nearly a century behind the times.

The road commission has a large field before it. It has to formulate a plan for the building and continued repair of roads, and for providing the money to pay the cost. The problems are not easy to solve. They should be submitted to wise and careful men and no objection to the action of the commission should be based on the fact that its members were or were not interested in bicycles, provided they were otherwise competent men for the service.—Cincinnati Tribune.

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ROADS OF THE SOUTH.

Money Already Foolishly Spent Would Have Improved Them Greatly.

The Fair Observer, a small paper published in connection with a recent fair at New Berne, N. C., by Wm. T. Hill, L. A. W. 46,806, contained a lecture to the good people of the neighborhood on the road question. From it we quote the following:

I think it was Macaulay who observed that its roads were an index to a nation's civilization. If his statement be a truth, North Carolina has just cause to hang her head in shame, for the condition of our roads would indicate that we are in a state of barbarism. The roads of a country are its arteries, and when full of mud they are just as sure the sign of an unpromising, unprogressive and dull-natured people as are the veins of our bodies, when they contain poison, indicative of an impoverished system. And as a sensible person takes medicines for eradicating a poison from his system, does a sensible nation take the proper steps for cleansing its highways of mud and filth. It is manifest that the present system of building and preserving country roads is far from successful; is a flat, miserable failure. One of the prime causes of bad roads is lack of interest shown by the very people who more than all others need good roads, the farmers. Another is the idea entertained by persons whose positions in the political and commercial world would indicate more breadth of thought, the legislators and merchants, who think that to run the road system of the country on a sensible business plan would be too expensive. The farmer should turn his attention away from sub-treasury schemes to a subject that concerns him more vitally—good roads. They would realize more profit from a system of good roads than from the realization of their wildest political dreams. If the money that has been thrown away in the absurd attempt to make the Neuse and Trent rivers rivals of the Mississippi had, instead, been expended on our stagnant country roads, a trip of ten miles in the country would not be a day's journey, nor would an apology to the stranger within our gates be necessary. Widespread interest all over the country is being manifested on this important subject, and it is to be hoped that the Old North State will not prove a laggard in the crusade against bad roads.

\*\*\*

Where Good Roads Abound.

We have little to long for in the way of roads in Colorado. Nature has done all that we could ask. Our prairie roads are of a sandy soil. They pack well and are always in good condition. Occasional stretches of clay on the more traveled roads are graded, and during

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LIFE  
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There's a lack of zest about the life of a non-cycler. Carlyle would call it "Dryasdust." The would-be healthy man of the 19th century needs cycling—on a "Sunol." Cycling sweetens life. Cycling on a "Sunol" makes you pleased with all the world. Everybody will tell you that "the Sunol leads." Send for a catalogue before you buy.

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HARDWARE & BICYCLES, CLEVELAND, O.  
Highlow & Dowse, Boston, Mass., Sole Agents New England.

A GOOD OIL CAN



(One-half actual size.)

is an aid to the general pleasure of cycling. Neatness, contentment, delight in your wheel all belong to users of the "PERFECT" Pocket Oiler. Pronounced by riders the best oil can in the world. Price, 25 cents each. Handsomely nickel-plated.

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**"PERFECT" POCKET OILER Holder**  
Best and most convenient device for carrying an oil can on a bicycle. Thoroughly adjustable and easily attached to any part of the machine; no rattling; handsomely nickel-plated. For sale everywhere. Price, 25c. each.  
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**"PERFECT" Pneumatic Pump Holder**  
Best and most convenient device for carrying a Pneumatic Pump on a bicycle. Thoroughly adjustable and easily attached to any part of the machine. No rattling. Handsomely nickel-plated. For sale everywhere. Price, 25c. each. Cushman & Denison,  
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Wm. BIRMINGHAM, ENGLAND.  
HIGH GRADE ONLY...  
**Ladd & Co. Bicycles**  
AGENTS WANTED

WHOLESALE & RETAIL WAREHOUSE & STORE  
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Pneumatics Applied For \$20.00.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in A 1 steel rims for \$20 per pair; frame spreading and general repairing done at proportionate prices; these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 507 Tremont street Boston. 11-1f

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The celebrated Trick Bicyclist, can be engaged to produce his Wonderful Wheel Act by addressing

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Weight, all on, 32 lbs.

Stripped, - 30 1-2 lbs.

We want a few more Agents.

ILLINOIS CYCLE WORKS, 665-669 Carroll Ave., Chicago.



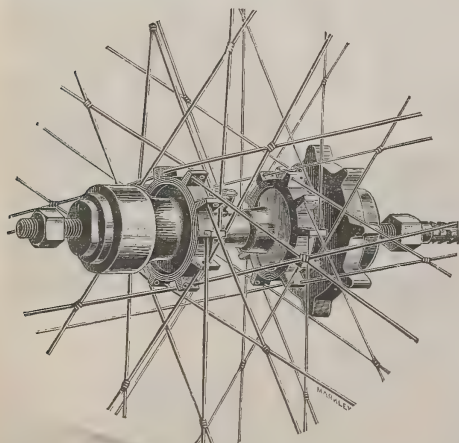
60 WABASH AVE.

**SEND FOR A CAT-**  
=ALOGUE OF OUR BICYCLES, GUNS, ETC.  
WE ARE HEADQUARTERS  
FOR WESTERN WHEEL WORKS CYCLES  
REMINGTON, WARWICK & MANY OTHER CYCLES.  
**THORSEN & CASSADY COMPANY.**  
LEADING SPORTING GOODS HOUSE OF CHICAGO

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### PATENTED HUB

*The Liberty*



As shown in accompanying illustration is now being used for the second season. It will be observed that while the spokes run tangentially they are nevertheless straight from head to nipples, avoiding the bending at right angles and necessary weakening of the spokes at the point where they enter the hub flange, as in wheels of other makes, for which the claim of "high grade" is made. It may be stated also that the flanges, and that part of the hub between the flanges, are of one piece, and not brazed, screwed, bolted or pinned together as in many wheels now being offered for sale. Each tooth on the flange receives two spokes running and pulling in opposite directions.

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TAYLOR CYCLE CO., 270-272 WABASH AVE., CHICAGO, Selling Agents West of Pennsylvania.





the past year some graveling has been done on these places, thus making our prairie roads as nearly perfect as possible. In the mountains the roads are better, if anything, than on the prairies, and afford coasting to satisfy the most ardent enthusiast. The city of Denver is paved with asphalt throughout the business portion, and more of this ideal pavement will be laid during this and the years to follow. I can recall but three club runs during the past twelve months that have been postponed on account of the weather.

The wheelmen of Colorado are blessed with good roads and weather at least a portion of every month in the year, and, after four weeks in the snow, slush, rain and mud of Chicago, Philadelphia and New York, the writer hailed with delight the bright, warm sunshine of God's country as he came in sight of the grand old snow-clad Rockies last Sunday afternoon, and breathed a silent prayer of thanks that he is permitted to live in this glorious land of sunshine, health and happiness.

In '94 we hope and expect to be permitted to share for a time our good things with all our fellow wheelmen. All cannot come and remain here—to such we extend our sympathy—but all may come and revel for a time in the beauties of the Silver State, queen of the forty-four.

CHARLES A. HACKNEY,  
Chief Consul.

**In Chief Consul Mott's Territory.**

Albert Mott, of Baltimore, who holds the position of chief consul of his division, and chairman of the league's transportation committee, has been one of the hardest workers in the road cause. He writes us briefly, as follows:

The wheelmen are now working on the road question entirely through the state league formed as an offshoot from the national league, organized at Chicago. The chairman of our highway committee is a member of the above organization. He is B. Howard Hayman, Fireman's building, this city. County organizations are now being formed, and we are on the hayseed tack exclusively. That method is the most successful with us.

The Metropolitan Association of Cycling Clubs will hold its annual century run from Newark to Philadelphia some time in June. The start will be made from the Continental hotel, Newark, and will be over the regular course. The association is also arranging for a wheelmen's trip to the world's fair.

The Octon sprocket has appeared. It is not a new idea, a similar contrivance, as well as a diamond sprocket, having been made previously. C. H. Parker, of the Ariel company, is the inventor, has applied for a patent and believes he has a valuable invention which will require no more power to operate with a 74 gear than is required with 54 and a round sprocket. Parker's idea is a cross between an octagon and an ellipse, a "squat" octagon, or an eight-sided ellipse. Take your choice.

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**WANTED.**—Position as manager, salesman, instructor or book-keeper. Six years practical experience in cycle business. Thirteen years all-around business experience. Good reasons for desiring to change. Reference, present employer. Address, R. T., 511 Asylum street, Knoxville, Tenn.

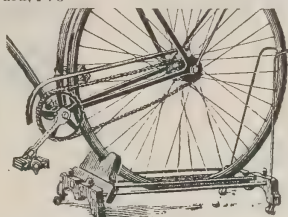
**STOLEN.**

Telegram, 1892 pattern, L R Diamond frame, pneumatic tire, from No. 359 W. 7th St., Cincinnati, O., March 22nd.  
No. on cranks 127, No. on handle bar 501. 30 in. front and 28 in. rear wheels, 1 3/4 in. Sercombe-Bolte tire on front wheel (well worn), 2 in N. Y. Belting & Packing Co's. 1893 pattern, inner tube tire on rear wheel. Letter "Z" stamped on saddle post. Telegram saddle, cork handles, rubber pedals, lamp bracket, but no guards or brake.

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Per Dozen.....\$12.00,  
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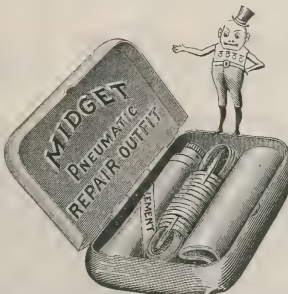
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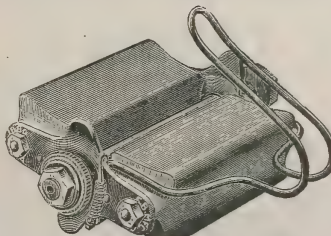
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The Midget is the scorcher's friend, and the only vest pocket kit that meets the requirements of all pneumatic.

PRICE BY MAIL 35 CENTS.

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We will send you cuts of the above for '93 catalogues.

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METAL CASE,  
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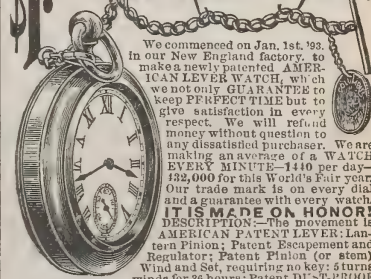


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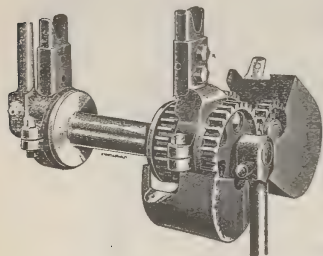


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**IT IS MADE ON HONOR!**  
DESCRIPTION:—The movement is AMERICAN PATENT LEVER: Lantier Pinion; Patent Escapement and Regulator; Patent Pinion (or stem) Wind and Set, requiring no key; 5 turns winds for 36 hours; Patent D.C. 21,000 guaranteed to year a year; Weight of watch 4 1/2 oz.; Cut exactly represents it. Every watch tested and regulated before leaving our hands and will NOT VARY A MINUTE IN 30 DAYS. Price postpaid, \$1.50 each; 3 for \$4.00; 12 for \$15.00 by express. Mention paper and we will include a handsome GOLD PLATED CURB CHAIN with Columbus Medal Charm. AGENTS and STORE-KEEPERS send us once for sample and terms. Catalogue of 1,000 necessary articles free. We refer to any prominent F. B. Gilber or New York firm. Do not order to C. O. D. a useless expense as we warrant every watch.  
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This Block represents our **Patent Gearing** for gearing up Safeties and Ordinaries. We Supply the Trade at Sensible Prices. Cheapest (combined with the very best quality and workmanship) makers in the world.

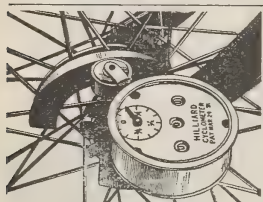
Don't Forget an Old and Well-Tried Firm.

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**S**UPERIORITY **C**OUPLD WITH **S**ATISFACTION  
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HIPMENTS AREFULLY AND WIFTLY MADE.

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Lightest, Neatest, Cheapest,  
Can be seen from the saddle,  
Positively no rattle,  
The only accurate Cyclometer.  
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ELECTROTYPES ON APPLICATION.

AGENTS WANTED.

PRICE, \$8.50.

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### 100 Niagaras, '92 Model.

New, Pneumatic, Elegant Humber Frames, Listed \$150.00,  
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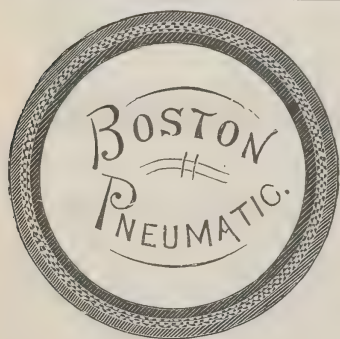
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| Rims.<br>Hollow or<br>Solid. | BICYCLE<br>HORNS.                                   | Pumps             |
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E. Alsdorf & Co., the Newark, N. J., bicycle agents, say that their men do in 20 minutes with this machine what used to take a day.  
PRICE, \$50.00.

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with one connection to fit any valve. No further need of a separate connection for every tire.

Double-Ball Valve, 12x1 1-2 inch barrel, handsomely nicked; at retail, \$3.00; by post, prepaid, \$3.25. Liberal terms to dealers.

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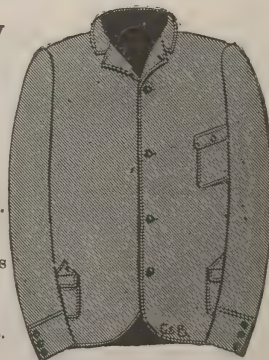
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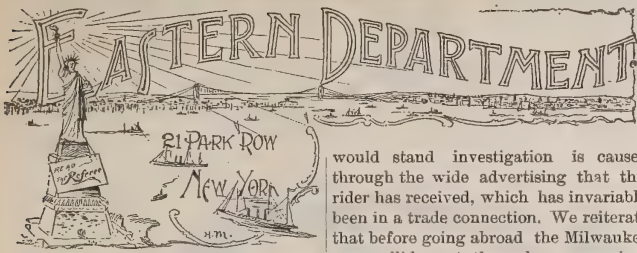
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## The Purity of Amateurs.

Walter J. Masterson always was a strong Windle admirer, and if Willie were covered with a nice black enamel—the popular trade tint—Walter would still swear the enamel was white, resembling that purity for which his protégé is noted. If Masterson were shown the ledger of a popular manufacturer on which is recorded the liberal amounts paid to riders of certain hued rims, and for certain records, Walter would still believe the famous Milbury wool-scouring mill proprietor as white as the purest white sheep's covering that has passed through the purifying process of Milbury's woolen factory. But when it comes to Sanger, blackness of Egyptian character clouds the amateur horizon, and the wool of the Milwaukeean is tinged with a color made famous by a character in that spectacular production, the "Black Crook."

Windle has always been noted for records in the dying months of the cycling year—a time when the wool-scouring and dying business should be good; but, as Harry Arnold innocently remarked to the writer at New Britain some time ago, "Willie has come to the conclusion that there is more money in racing than in the wool-scouring business." That was possibly an unguarded admission. But the conversation was not of a private nature, and when speaking to a newspaper representative a conversation should never be private.

To be sure there is an incident in Willie Windle's life that has cast a decided gloom and sorrow over it. The writer sympathizes with the Milbury lad in all sincerity, and believes that in the past he has been somewhat handicapped. A desire to cut loose from the mill may have caused Arnold to make that statement.

But as to Windle's amateur purity. It is no whiter or blacker than that of Sanger, Zimmerman, Berlo, Taxis or any other of the white ones. To be sure Pete Berlo may not make as much in a single season as Windle, Sanger or Zimmerman, yet he is held up to public scorn as the "black crook" of the business. When the Wheeler refers to Sanger's doubtful amateur standing, the paper should cast a glance at home and question Osmond, Holbein, Shorland and a dozen others whom everybody knows are in the pay of makers in England. This singling out of any individual should stop. Were the writer as sure of salvation as he is that the men mentioned (and others not named) are professionals and ride as amateurs, he would feel like shuffling off this mortal coil before the world's fair started.

Circumstantial evidence, indeed! If circumstantial evidence could damn the amateur standing of American amateurs (and English, too, for that matter) there would not be enough starters to make a race on Raymond's \$8,000 track at Chicago. The L. A. W. cannot afford and will not banish our leading amateurs, but Pete Berlo or Bliss or some boy down south may be suspended now and then as an example, for it would never do to let that \$8,000 track go unoccupied!

Says Masterson in the *Sporting Times*: "The assumption that Sanger's actions

would stand investigation is caused through the wide advertising that this rider has received, which has invariably been in a trade connection. We reiterate that before going abroad the Milwaukee racer will be put through an examination by the racing board in order to secure his credentials to the National Cyclists Union, that will possibly develop whatever connection that he has ever had with the trade." According to this, all our best amateurs are no better than professionals, for all Taxis included, are in the pay of manufacturers. Of course Sanger is interested in and connected with the trade; so are all the others. Zimmerman is a stockholder in the Raleigh company. As to accepting remuneration from any person having a pecuniary interest in the sport, that would hit the L. A. W., which made the rule. The L. A. W. is interested to the

and it may not be good policy for the league organ to take sides in a controversy of this character, but Mr. Crowther, as "Ariel," evidently believes that it is. Poor "Ariel" has an unhappy faculty of getting mixed up in rows, and if he were ever free from one in Philadelphia or Pennsylvania league politics, the fact cannot be remembered—neither is it recorded by Philadelphia cyclists. Mr. Crowther was defended when a seemingly unwarranted attack was made on him by *Sporting Life*, and a letter from Philadelphia intimated that I would be sorry for "tied up" to the man I defended. My reply to that letter was to the effect that I "tied up" to no man, and time would prove it. As between Boston and Worcester I have no choice, but believe for the possible better financial position of the Massachusetts division Boston would prove the more valuable for the spring meet. Having no axe to grind, however, Worcester for its enterprise of the past must be given a fair show, and this, it would seem, the Bay City club boys are not going to get—if "Ariel's" prophesy of the ultimate action of the racing board

W. would be served better if meddling newspaper men were not office holders, and Mr. Burdett should see to it that their days as office holders be numbered. Let the L. A. W. rank and file fight out the differences without biased newspaper interference, and let the papers fulfil their mission as arbiters of justice and not be prosecuting attorneys. The REFEREE can afford to treat the Massachusetts squabbles from the high moral platform of independence, and in this respect only cannot the organ of the L. A. W. do likewise?

\* \*

## Dolph Will Race Again.

Asa Dolph! How many of the cracks of the present day know Asa Dolph? Not many, but they will if Asa Dolph persists in his present determination to train and join the cash prize league. Dolph was really the first sensational American amateur, and his performances against the watch at New London in 1885 somewhat frightened "Sandy" Sellers, who invaded our shores with Howell about that time. Asa was an amateur then and Harry D. Corey (then manager for Stoddard, Lovering & Co., Boston), was his inducer. Sellers had to beat world's record and do 2:37 at Charter Oak Park, Hartford, to defeat Dolph. Then America wondered at both men's speed. Dolph is a neat rider, a thorough gentleman and makes a splendid appearance on the track. He would be a credit to any amateur or professional league. Dolph dropped out of sight for several years, but the writer ran across him in California three years ago and again last year when he found him making "mint juleps" and "manhattans" in a swell cafe. Dolph is now in Philadelphia.

\* \*

## Egan's Salary Fixed.

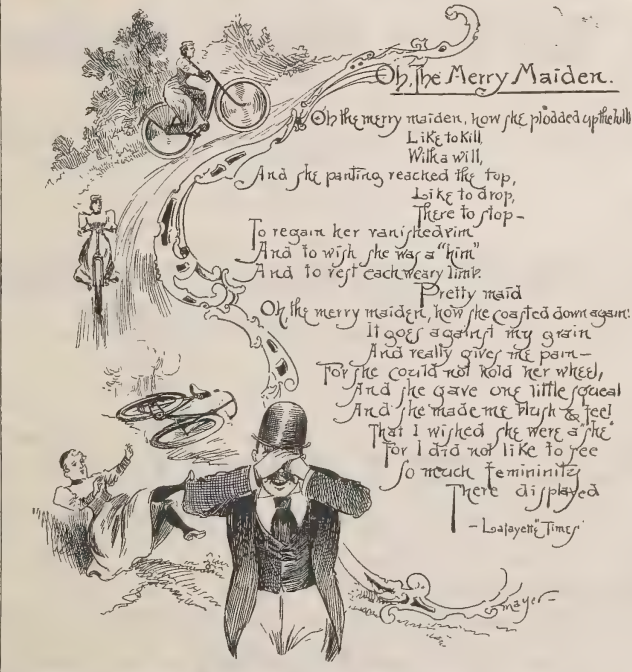
The cash prize league magnates came together at the Astor House, New York, last Friday, the down-town location being more convenient for newspaper reporters. Those present were Frank Egan, Francis Richter, C. H. Byrne, Pat Powers and F. S. Elliott. The daily papers said next morning that letters were read from Australia, China, Japan, India and France, from wheelmen who must have cash if there is any to be had. The names of the writers, however, were kept in the deep recesses of the secretary's pocket for fear the L. A. W. would tamper with them. There was no mention made of letters from America, but it is presumed that the home talent who would struggle for Egan's "dust" was overlooked. The *Sun* says: "Many applications for the positions of general manager, official referee, and official handicapper were considered, but no action taken. The board determined that each association should appoint its own judges, timers, scorers and minor officials."

"A proposition to assume control of road racing was declined by the association for the reason that the Century Road Club of America has jurisdiction over that branch."

"A formal application from a Boston syndicate for membership in the association was favorably considered, but no definite action taken."

"Applications from outside cities for permission to hold professional race meets were read, and it is probable favorable action will be taken, in which event the applicants will be licensed and the association riders be permitted to race on their tracks."

"The compensation of Secretary and Treasurer Egan was placed at \$2,500. The work on the track at Eastern Park goes forward rapidly. Mr. Byrne will have a large locker room and good storage quarters for wheels. Many appli-



extent of \$8,000 in Chicago, and expects, according to Chairman Raymond, to make \$30,000 out of the Chicago meet.

Circumstantial evidence wanted, eh? I could, in that case, cause the suspension of nearly every amateur in America if the racing board is in earnest—but is it? It would, as Frank Egan says, "go out hunting ducks with a brass band," make a lot of noise and then conclude the amateurs not guilty. It cannot afford to suspend the men, and the writer is not going to turn informer when he sincerely believes in the sincerity of the stuffed rules of the L. A. W. and the persons who make them and fail to operate them. The amateurs can continue to ask his advice and confide their amateur law-breaking secrets and he will assist them all he can—to get out of hypocrisy and into the cash prize league, where they belong!

\* \*

## That Division Spring Meet.

There is a row of large proportions brewing in the Massachusetts division over the award of the division spring meet, and as usual Henry Crowther is head over ears in the puddle. It may

goes. Worcester made a fatal mistake last year by its miserable hospitality to the clubs and the press, and the writer, with others, remembers the events one of the worst meetings of the year in that respect. But now the club has generously announced that it will spend \$1,000 in the way of entertainment, and, if its generosity isn't a little late, this year's meeting will be a success in every particular providing the weather holds out. The clamor of the Boston press should not influence the awarding of the division meet, and here the pernicious example of newspaper men holding office comes in. John C. Kerrison, of the *Herald*, is president of the Press Cycling Club, and wanted to be something higher recently in league affairs. C. J. Howard, of the *Globe*, is treasurer of the Massachusetts division, and a close friend of division politicians and wire pullers. Still, Mr. Howard is an old newspaper man and his fairness has never been questioned—although in important local matters it is always well to "stand in" with Charlie Howard. Crowther and Howard have been having it hot and heavy of late in their respective organs. As a matter of fact the L. A.



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Without Doubt the Most Popular Machine in America.

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BICYCLE CONSTRUCTION

ARE THE TIRES, RIMS, AND BEARINGS.

In these THREE points the CLEVELAND BICYCLES

LEAD.

Fitted with  
Cleveland Pneumatic Tire,  
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Cleveland Rim,  
the tread portion of which is constructed of THREAD, making an exceedingly LIGHT, RESILIENT and SWIFT TIRE.  
Permitting permanent repairs in five minutes.

COASTS Farther Than Any Other.

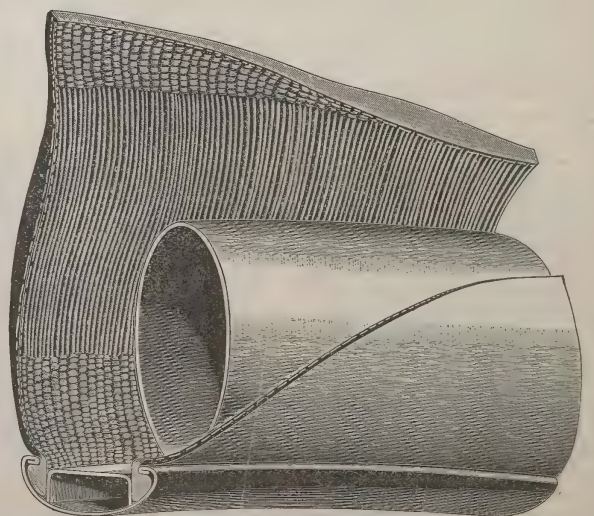
A WRITTEN GUARANTEE  
FURNISHED WITH EACH  
AND EVERY WHEEL  
SOLD.

THREE LEADING NUMBERS:  
No 3 Cleveland  
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Send for Catalogue and take your choice.

H. A. LOZIER & CO.,  
CLEVELAND, OHIO.

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## BURKE'S LATEST IDEAS.

EVENTS OF THE DAY DISCUSSED BY  
A FREE LANCE.*Amateurs Making Contracts—A Gilbertian Combination—An Amateur Who is an Amateur—Disinterested Zeal.*

Here is what a writer in a New York daily has to say of the racing situation: "The league officials recognize the fact that the reluctance of the national assembly to pass the class rule (meaning class B) at its meeting at Philadelphia, leaves the condition unchanged from last year."

That's the whole thing in a nutshell. After all the debates of the racing board, after a wide discussion of the question by press and league members, after it had been clearly demonstrated that a class B or its equivalent was absolutely needed if pure sport were wanted in cycling—after all these things—more's the shame to the racing board, to the national assembly, to the whole League of American Wheelmen—it can be truthfully said that "the condition is unchanged from last year."

Every member of the league is perfectly certain that contracts have been made and are being made by a large number of racing-men with prominent manufacturers. As in past years, one of the principal charges on this year's books of some of our well-known makers will read in this way:

To salary of special traveling man.....\$300.00.

We all know what and who these "special" traveling men are. The racing board knows who they are. And yet what can or will be done? Because, forsooth, the racing board is too tenderhearted to disqualify, or because it does not want to weaken the ranks of the L. A. W. nothing, beyond an occasional virtuous spurt, will be done to show that there is the slightest difference between an amateur of the purest motives and most sportsmanlike character and the men whom everyone knows to be "special" traveling men.

Does not the present situation prove, beyond all manner of doubt, that there was and is need for a class B? Does it not show that sentiment one side and prejudice and pigheadedness on the other induced the national assembly to cast aside what every thinking man now recognizes as being desirable, yes, absolutely necessary, for the good of American cycle racing?

And yet one who is close to the racing board can calmly state, and with all truth, that the condition is "unchanged from last year."

Bah! No wonder that a professional league sees money in the game!

*The Milwaukee Combination.*

That Sanger-Sercombe-Bolte combination is one that would delight the heart of a librettist of the Gilbertian school. Mr. Sanger—that is, Walter's father—is president of the Sercombe-Bolte company. Mr. Sanger, that is the son of Mr. Sanger, who is the president of the Sercombe-Bolte company, is accused of receiving his expense and a possible moiety over, from a Milwaukee firm bearing the familiar name of the Sercombe-Bolte company. If these charges were true, Mr. Sanger, the aforesaid son, vehemently denies that he does not pay his own expenses, but does not deny that Papa Sanger, the aforesaid president of the Sercombe-Bolte company, pays them for him.

How can Sanger and his friends reconcile his pure amateurism with the fol-

lowing paragraph which has been going the rounds of the papers:

"P. H. Sercombe and Walter Sanger will leave Milwaukee in a few days for Springfield, Mass., where they will do a month's training preparatory to their English tour."

Is Walter so fond of riding that he would go to Springfield or any other place, spend weeks in training, and pay his own expenses? Would P. H. Sercombe spend his valuable time at Springfield training a young man in whom he is supposed to take only a fatherly interest? Not difficult to answer, eh? [Sercombe does not go as a trainer—Culver is the trainer—he is going to ride and is getting fit. Ed.]

The whole matter resolves itself to this: In Sanger, senior's dealings with Sanger, junior, is he president of the Sercombe-Bolte company or is he simply Sanger, junior's father? In receiving his expenses from his father, does Sanger, junior, become an employee of the Sercombe-Bolte company, or is he still only the son of Sanger, senior?

A glance at the Sercombe-Bolte company's books would answer the question.

*What Will They Do?*

Barrett and Munger are probably not very much frightened at their recent expulsion by the L. A. W. They are being assured by their friends and a number of newspapers that Chairman Raymond of the racing board has declared that the Chicago riders cannot be kept out of the international races. This must be pleasant news to those who have faith in the L. A. W. as a legislative body.

Barrett and Munger have been expelled. This is just what was expected by those who were not prejudiced in either direction and is a vindication of the league. Of course through some sort of quibbling Munger and Barrett may be able to hang on to the skirts of the L. A. W. for a short time, but they would not gain friends by such tactics. Their cases have been judicially passed upon, they have been found guilty and expulsion was the only course left for the committee to pursue. The Chicago riders would do well to retire gracefully. Theirs are not hopeless cases. They can reopen them before the next national assembly and fate may be kinder to them the next time. Just at present it is not to their interest to antagonize those who in the future might be willing to condone offences of the past.

It is to be hoped that the two men will not become the victims of their friends. If they are sensible, they will wait for the next national assembly, or else join the new professional league—that is, if Mr. Egan and his association want them.

Do they?

*Disinterested Zeal.*

It is sometimes pleasant to turn from those who engage in a sport simply for "what there is in it" to a man who, for pure love of a pastime, engages in it and gives up his time for the furtherance of its interests. Such a man is Henry L. Saltonstall.

The Elizabeth A. C. Wheelmen and the entire league should feel proud of having in its ranks a man who, prominent in business and social circles, still finds time to devote to a sport in which he takes the interest of a participant and patron at the same time. Mr. Saltonstall is one of the few men of this country who have given their time and money to advancing the status of a sport, and giving his time and money in the work, as a sportsman, pure and simple, without motives other than those actuated by enthusiasm.

The Saltonstall cup is one of the hand-somest prizes that has ever been offered

in cycling or any other sport. It is peculiarly fitting that such a magnificent trophy should be donated by an American for an international event during the progress of our great world's fair. It is generosity, patriotism, fraternity—all combined, and is a most graceful tribute to the cycle world on the part of Mr. Saltonstall.

Proud will be the man who will win the Saltonstall trophy; and proud should American cyclists be of a man who is at once enough of a sportsman and enthusiast to go deep down into his pocket, solely for the good of the sport.

*Circulation vs. the Reading Notice.*

A glance at the advertising columns of the New York Sunday papers, reveals some interesting facts. Not the least interesting of these is that the *Recorder* carries more cycle advertising than any other New York paper. This is pretty good proof that L. C. Boardman is a great hustler, even though he may not possess the requisites that make a great writer.

Mr. Boardman is singularly fortunate in being connected with a newspaper that is young, progressive, and not over-particular about how it gets its business. It looks at results, not the means used. It is one of the few New York dailies that will print reading notices without the semblance of a disguise. Thus it is that Boardman can promise more than can the men connected with the advertising departments of other New York papers. While it is a question in my mind whether cyclers ever read the cycle department of the *Recorder*, a glance at the advertising columns of that paper is sufficient proof that many advertisers will accept reading notices in lieu of circulation.

Cycle advertising in New York has grown to such magnitude that it forms a very considerable portion of the receipts of many papers. All the dailies put forth special efforts to secure the patronage of cycle houses. But all of them do not offer cyclist advertisers any more privileges than they do champagne or dry-goods houses. I know that the *Sun* absolutely refuses to print reading notices of cycle firms, and on that account is shut out from much business. It is, however, sure of a good portion of New York's cycle advertising, for it prints the latest and most authentic cycle news, and knowing advertisers are quite satisfied with that. But if it's a question of no reading notice no advertising, it will be no advertising with the *Sun* and other papers.

Question: Does the trade prefer reading notices to circulation? BURKE.



A FRENCH WHEELWOMAN'S COSTUME.

*To Prevent Cycle Thefts.*

Mr. Bruck, of the Ohio legislature, has introduced a bill to prevent cycle thefts. It supplements section 6,854 by providing that whoever wrongfully takes one of these machines shall be fined not more than \$100 or imprisoned not more than sixty days, or both. A penalty is also provided for defacing a wheel.

cations for the privilege of using the track have already been received. Regarding the relations of the association and manufacturers, Mr. Byrne said there was no connection whatever. He added that there was nothing to prevent a rider using any wheel he pleased, and if the racer desired to advertise a certain make he was at perfect liberty to do so. There was nothing in the rules to prevent a rider accepting from a manufacturer the payment of his expenses from one race track to another, if the manufacturer desired to so advertise his wheel. The riders will, of course, furnish their own wheels, the association providing nothing but the track, prizes and regulations."

It is well to know that the terrible maker is not going to control the cash prize league, and that a professional can accept his expense money from his boss, and use any wheel he chooses. Of course it is understood that riders must use their own wheels; that point, too, is a useful one. Now that Secretary-Treasurer Egan gets \$2,500 for guarding the morals of the down-trodden "pro," the L. A. W. should go the N. C. A. one better and raise H. E. Raymond's bit to \$3,000, and to this end James Sullivan, of the *Sporting Times* will, in his notes next week, move that this be done. The writer seconds the motion before it is made, as the L. A. W. cannot afford to allow the N. C. A. to set the pace in salaries, as the Brooklyn man will work just as hard as the Philadelphian amateur. By the way, what is Egan, an amateur or professional? He is a member of the L. A. W. [Our correspondent falls into the common error of supposing that Chairman Raymond receives a salary of \$1,500. He does not. The sum of \$1,500 has been appropriated for clerk hire and other expenses. Mr. Raymond's position is purely honorary.—ED.] MORGAN.

*Was Once a Champion.*

One of the most prominent figures in cycling life in Milwaukee is A. W. Friese, president of the Friese Boat and Cycle Company, whose likeness is reproduced in this issue. Mr. Friese is one of the oldest riders in the Cream City. As far back as 1882 he was one of the crack road and track riders of Wisconsin, and at the L. A. W. meet held in Chicago during that year won the two-mile championship. He was one of the charter members of the Milwaukee Wheelmen, organized some ten years ago. Notwithstanding his great love for cycling, he has found time to develop a liking for various other sports and is prominently identified with the Milwaukee Rifle Club, the Caw Caw Club, the South Side Gun Club and a boat club. Last year he was secretary of the Milwaukee Base Ball Association. In the various sports of cycling, boating, tennis, rifle and trap shooting, no person during the past ten years has been more prominent; and it is safe to say the several sports have no truer friend. Mr. Friese is widely known all over the west as one of the crack rifle shots of the country. This year he is actively training, and will show up in good form at all the race meets in the west. His place of business is at 410 Milwaukee street, where he carries an extensive line of bicycles, the Eagle Altair being his leader.

The Niagara C. C., of Buffalo is a new club with temporary officers as follows: President, G. W. Herminan; vice-president, J. E. Still; secretary and treasury, A. H. Haupt; captain, A. E. Cavanaugh. The members of the club propose to offer their services as messengers, and on special details, to the Sixty-fifth Regiment, of which all are either members or ex-members.



THE REFEREE.

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CHICAGO WHEELMEN

---

WHO ARE INTERESTED IN THE

Lightest and Fastest....

....Wheels on Earth,

ARE INVITED TO CALL ON THE ASHLAND CYCLE COMPANY, 591 W. MADISON ST.,  
TO INSPECT THE

HELICAL TUBE PREMIERS.

ACTUAL WEIGHT FROM 19 TO 32 POUNDS.

---

THE LARGEST AND HANDSOMEST CATALOGUE PUBLISHED.

Free at the above address.

---

*Largest Discounts ever offered to the public on*

BICYCLES,

FROM

**10 TO 40 PER CENT.**

COME IN AND SEE NEW

**- HUMBERS - AND - ROVERS. -**

---

I am also agent for the Celebrated STEARNS BICYCLES.

---

**HORACE BELL, AGENT,**

285 WABASH AVE., CHICAGO.





PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

Rooms 550-590, CAXTON BUILDING, 338-334 DEARBORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

## TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

## SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, Editor.  
CHAS. P. ROOT, Associate Editor.  
R. M. JAFFRAY, Business Manager.

## CONTRIBUTORS ALWAYS WANTED.

We are always ready to pay for live, entertaining contributions. If you have anything to offer, send it along. We want correspondents in cities where the REFEREE is not already represented.

## CHANGES IN THE "REFEREE."

On May 5 the REFEREE will celebrate its fifth birthday. There has long been a demand for a reduction in the size of the paper, and, realizing that it has become too bulky to be conveniently folded in its present form, we have decided on a reduction in its size to 10x13 inches—about the same as the other cycling journals. We have reason to believe that this arrangement will meet with general approval. There will be no curtailment of the matter presented to readers. On the contrary, we have recently arranged for a better supply of matter than heretofore. Another change will be the raising of the price of the paper from two to three dollars per annum, which will go into effect at the same time. We feel justified, in consideration of the large increase of news and other matter presented at this time, in asking a subscription price in keeping with journals devoted to other sports and trades.

We take this opportunity to state that arrangements have been made to fully and properly cover all the more important events of the coming summer. Readers of the REFEREE may rely implicitly on receiving the latest and best information on all subjects connected with cycling.

## ABBOT BASSETTISM.

Abbot Bassett, secretary of the League of American Wheelmen, has been guilty of an indiscretion which, if the league were mindful of its own interests, would bring his official career to as speedy a close as is possible under the rules of the organization. In our last issue we published a letter which, according to our advices, was to appear in the official department of the *Bulletin*. It was shown to the first vice-president of the league, who at once made an attempt to prevent its publication. This was on Thursday, and his telegrams were evidently too late to take effect, for the *Bulletin* is before us, containing the letter. It is an outrage and an imposition. It contains matter which was not authorized by the

executive committee, does not, we are assured, represent the views of the committee, and if not absolutely untruthful is so misleading as to have the same effect as a downright lie.

It is the outcome, of course, of the Wheelman Company's recent decision not to mail the paper "until it could be done in accordance with the terms of the contract." Now that further information has been received, this action stands revealed as a case of clear, unadulterated bluff, which, having failed, has been as quietly withdrawn as circumstances and the press would permit. The company is endeavoring to exact some concession from the league. Knowing that the renewal season was at hand and that this, of all times, would be the worst for the league to be without the *Bulletin*, it seized this opportunity and attempted to enforce its demands. The result was ignominious defeat, and now, to cover its action, the adjustment of a possible breach of postal law is brought into play as an explanation of the delay.

The policy of the Wheelman Company toward some of the other papers has been one of misrepresentation. Aided by the great circulation which the league membership gives, it has made persistent efforts to belittle those who, a few months ago, were pleased to consider themselves among its friends.

Abbot Bassett has seen fit to take sides with the company and to publish in the official department an article not only defaming it, but casting serious reflections on its contemporaries. He presumes to speak for the executive committee and thereby makes the gentlemen who compose it appear to stand on the side of the Wheelman Company and misrepresentation. He endeavors to create the impression that the termination of the contract with the Wheelman Company means the death of the *Bulletin*, which, he says, would be a "death blow to the league." In other words, if the present publishers were to throw up the contract the league must go out of business! He tries to create the impression that, out of fifty cents per member the league publishes two papers, and that to this fact the weakness of the *Bulletin* is due. Everyone who understands the facts knows better—knows that not one cent of the fifty is used in publishing the *Bulletin*, and knows that the paper is conducted as a speculation, purely and simply, by the Wheelman Company. "The *Bulletin* is our own paper," says Mr. Bassett. "Every member should aid it." What he should have said is that the *Bulletin* is a name only, loaned to a corporation for the purposes of gain. He should have called upon the membership to aid that corporation, not the *Bulletin*. There is much more of the same sort, all leading to the same end.

Let us commend to Messrs. Burdett, Sheridan and Brown the secretary's estimate of them: "The executive committee is abundantly able to conduct the affairs of the league." Let us hope so, and that its ability will be demonstrated in an unmistakable expression of opinion on the subject of the secretary's letter.

## ASKING FOR MORE.

Two weeks ago we ventured in all humility to request the secretary of the N. C. A. to give us the names of the men who, it was rumored, had applied to that organization for licenses. "The Commentator," having adjusted his spectacles and cleared his throat for action, wants to know why we dare to ask an officer of an association to make public the private concerns of his office. We humbly ask for pardon. Like many other misguided persons we were under the impression that the N. C. A. was desirous of as great publicity as possible—

in short expected to depend on the public for its livelihood, and would therefore be glad to secure all possible advertising through the medium of the press. We are obliged to Mr. Editor-Secretary-Commentator Egan for such information as we have been able to secure, second-hand, from *Sporting Life* and trust that, this once, he will forgive our Oliver Twist-like propensity of asking for more.

## A BICYCLE TARIFF NEEDED.

Through the columns of the Chicago Record Thomas G. Sherman, of New York, has been writing letters to President Cleveland on the tariff question. His latest contains the following paragraph:

All metals, except iron and steel, in the form of pigs, ingots and bars, should be admitted either free or under extremely low rates of duty. No revenue worthy of mention can be collected from these things at any high rate of duty, and it is doubtful whether enough would be collected under any rate to pay for the trouble of collection. But a large revenue can be collected from iron and steel, in pigs, ingots and bars. If the manufacturers of finished articles would unite to support a measure including free pig iron and steel ingots I should heartily favor it. But they will not, and as a duty of 15 or 20 per cent upon these things will bring a large revenue, it is probable that this is the best which can be done. All ores and scrap metal, of course, should be free of duty.

Inasmuch as no mention is made in the article of bicycles, or other articles manufactured of metal, we take it that they are to be included in the above. The English makers and the importers would, undoubtedly, like to see the duty cut down to 15 or 20 per cent, while we suppose the home manufacturers would prefer to have the tariff remain as it is. It will be admitted that the importers have had no easy thing of it. If they had only to pay 45 per cent duty on the invoiced value of their goods some manufacturers would have fared much better, but when the appraisers raise the value, and occasionally add a fine, the duty is raised considerably beyond 45 per cent *ad valorem*.

Although not in keeping with the present tariff law, appraisers have been basing the value of bicycles on the English list price. For instance: A wheel is listed at £28 in England, or \$135 in United States money; 50 per cent is taken off, leaving \$64.13. On this amount 45 per cent duty is charged. This is when the wheel is fitted with tires, pedals and saddle. If the wheel arrives minus these articles the value of the said articles (generally about \$25) is deducted from the price of the wheel. Under this plan importers are paying more than under the other. In one or two cases, where this plan was tried, appeals were taken and the result was a victory for the importer, inasmuch as the law says the amount of duty shall be 45 per cent *ad valorem*. Appraisers have a faculty for construing the law in any manner that best suits their purposes.

The present tariff law is, to say the least, greatly at fault, particularly that part under which bicycles are classed. There has been no direct tariff legislation relating to bicycles alone, and for this reason the appraisers are permitted to switch things around at will. That the tariff law should be more explicit all will admit; there is too much red tape business about it under the present state of affairs. As long as the duty is based on the invoiced price of the goods, there will be trouble. It is not at all likely that manufacturers would invoice the goods at a less figure than the actual selling price, just for the sake of keeping down the duty; yet the appraisers do not know that they will not or do not, and are compelled to fix the value in order to levy duty. If the duty were based on the retail price of the machine

(and it must be admitted that this would be a difficult matter to arrange), it would be far better than the present system. At present the importer is compelled to make affidavit that he will sell his wheels at the same price to all comers; but he doesn't. He could not be expected to give the same rate to a man buying a dozen wheels as to the one taking 500 or 1,000 machines. If the duty were based on the retail price, it would do away with this trouble. If the importer wanted to keep down his duty he would have to keep down his retail price. This he would not do. The cost to manufacture high grade wheels is not the same with all makers; the retail price (as a rule) is the same. Under the present law the man who spends the most in building machines must pay the most duty, for he must, naturally, ask more for his goods. This should not be, and basing the duty on the retail price, in this country, would do away with any unfairness.

## PROFESSIONAL PACE MAKERS.

Jack Prince, the cycling revivalist, has caused such a stir down south that the racing board deems it advisable to issue a special warning to amateurs who may transgress the law by making pace for him. Isn't it a little ridiculous to suspend a man because, for the love of sport, he makes pace for another for the purpose of assisting him to accomplish a meritorious performance? Of course, so long as the law stands, it must be enforced, but its existence does not seem to us necessary. In any case, that portion of the rule which prevents an amateur accepting pace-making from a professional is absurd. That service seems to be particularly fitted to a professional. If we are to continue on this line, why not bar professional trainers? In nearly every other game in which we indulge the services of professional servants are accepted without question. Why not in cycling?

On one thing, at least, President Burdett is to be congratulated, viz.: His selection of men for the committee on improvement of highways. Mr. Potter, of course, remains chairman, and in Messrs. Choate and Harris, of Minnesota and Kansas, respectively, has as assistants two of the league's most painstaking members.

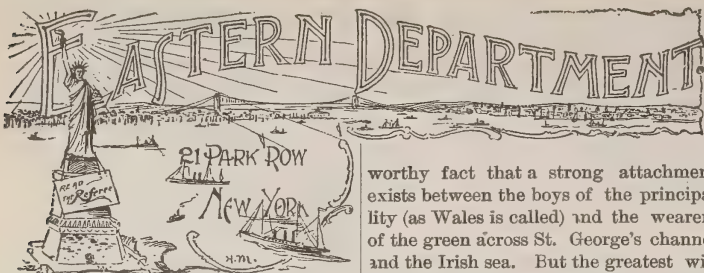
## Does Clever Tricks.

Henri French, a continental trick rider, arrived in New York last week to fill engagements in this country. He is a Frenchman by birth and weighs only 120 pounds. His greatest (and, in fact, new) specialty is riding on one wheel with stilts two feet long fitted to the cranks. He has seen Kaufmann many times of late and says he is training twice daily to show himself at his best on his arrival in America. He saw Barber perform in New York and thinks Kaufmann is the better all round trick rider. Henri is a high salaried man and will not work for less than \$175 a week in theatres. He tells the REFEREE that he will give a free show for the clubs shortly, in New York, and arrangements are now being looked into to have him perform in the Ormonde uptown school.

## Weddings Ahead.

Announcements are out of the coming marriage of James Josephi, long well known in trade circles, to Miss Harriett Rose Holly, of Cleveland. The ceremony takes place on April 12 at the Woodland Avenue Presbyterian Church. The lady is a well-known and popular rider, a member of the Cleveland Lady Cyclists. On the same day D. H. Lewis, of Buffalo, becomes a benedict.





Bicycling News doesn't seem to understand the idea of class racing, as a recent editorial proves. Says the writer in the paper alluded to:

Class racing is little understood in England. In America, where the tracks are of great width, open handicaps are in most cases run off in one heat, so that an entry which affords the crowd an afternoon's sport here provides something inside three minutes' racing in America. Under these circumstances it becomes very necessary to find further items for the programmes, and the class race system is adopted. A rider passes through various grades, such as the three-minute class, the 2:30 class, according to the times of his performances and the programme of race meetings is eked out with a "mile scratch race for 2:40 men," and another for a higher or lower class.

The class race here is not adopted as a "fill in" to a programme, though handicaps are sometimes, as stated, run in one heat when the entry and track permits it. There can be no difficulty in "sizing up" men, for the moment they beat the time of the class they compete in they must take their chances in the next and faster class. That is the secret of the success of trotting races. The continued watching and shifting of the horse from one class to another is watched with interest by the public and the horse breeder. Tracks, their size and shape, have nothing whatever to do with the success of class racing, for, once a man breaks the time of a class he must go higher. The system is much easier and less liable to trickery, as a man must show his true form whether he likes it or not.

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#### That Fake Busst.

It devolved upon the REFEREE to pronounce a young man—traveling around these United States under the name of Tom Busst—a fake Busst, a busted imposter, and we have good and substantial reasons for so doing—none other than reliable information that Tom Busst was sick in bed in Australia. The dead beat, who has "worked" the country from New York to Chicago and back again by using the clever Australian's name, may be a distant relative of Tom Busst, but not a creditable one. The fellow "worked" Van Sicklen (so he said in Rochester) for a pass from Chicago to Buffalo, and begged and borrowed enough money in that place to get to Rochester, after working Griffiths, of the Buffalo News for a write up on his alleged victories and travels. He paid the American Wheelman a visit, tried to borrow, but they were "on to" him. In Rochester he begged money and got that good sportsman, R. A. Punnett, to take him to his house. He said he had had nothing to eat for two days, and wanted to get to New York. It is a shame such a fellow is allowed to abuse the name and reputation of Tom Busst, and defraud cyclists through his "tales of woe" up and down the land. I just missed him at Rochester and Buffalo. A picture of the real Tom Busst proves the fake Busst a rank fraud.

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#### A Popular Editor's Win.

He has often played with the all-Wales champion foot ball team, against those of England, Scotland, Ireland and all comers. He always played hardest against Ireland, although it is a note-

worthy fact that a strong attachment exists between the boys of the principality (as Wales is called) and the wearers of the green across St. George's channel and the Irish sea. But the greatest win he ever made, which his many friends think will prove the most blessed, is that of a fair daughter of Ireland—Miss Etta Meany, whom the popular Dai Lewis, editor of the American Wheelman, will lead to the altar in Buffalo, April 12. Dai Lewis is as popular as any editor in cycling journalism; everybody speaks well of the young hustler, and what everybody says must be so. We semi-rounders will miss him, for his closest

cago. He is a born hustler and pretty level-headed; a man you can trust and who will stand by a friend to the last. Miss Meany is a pleasant little brunette, and was until last week a public school teacher. Mr. and Mrs. Lewis will spend a few days on a wedding trip, and then, for the present, the happy pair will live with the bride's mother and sister, but in May will occupy their own home, which is now in the hands of the furnishers. The wedding will be a quiet one; only four people will be present. "Pop" Warren is to be best man.

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#### A Word on Misrepresentation.

"When an advertising agent or a salesman tries to get business on the strength of 'roasting' other papers and other wheels, there is a screw loose somewhere." Thus spoke a man in Buffalo to a REFEREE representative recently,

#### A PREDICTION.



friends believe that he will be a model husband, enjoy the society of his wife and go home at 6 o'clock—and no more midnight adieus. Some will wear crape and mourn him as dead, but the others must grin and bear it. There is no doubt that Dai Lewis is excellent company—even if he does at all times evince a desire to make it known that his paper is without a peer and getting greater weekly. He landed in Buffalo, nearly stranded, financially, six years ago, and worked for a small salary, until he entered the cycling trade. Later he joined the REFEREE staff, which he left to start the American Wheelman, which he now owns. Three times in the past he has packed up his trunk to return to St. David's country, but something occurred to alter his determination, and to-day you could not pull him out of Buffalo with a team. He believes in his paper and in the city of Buffalo—even if it is smaller than New York and Chi-

ago. He is a born hustler and pretty level-headed; a man you can trust and who will stand by a friend to the last. Miss Meany is a pleasant little brunette, and was until last week a public school teacher. Mr. and Mrs. Lewis will spend a few days on a wedding trip, and then, for the present, the happy pair will live with the bride's mother and sister, but in May will occupy their own home, which is now in the hands of the furnishers. The wedding will be a quiet one; only four people will be present. "Pop" Warren is to be best man.

This might be overlooked, because, probably, the article is not worth as much as that of the man that has been traduced; but there is no use "roasting" along with the cutting. People will have more respect for the man who will treat an opponent at least with silence, or faint praise, than for a man who descends to abuse and misrepresentation in order to do business.

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#### They Yearn for Springfield.

What racing memories the name of Howard P. Merrill brings to the mind of the days of the ordinary. Any performance on the Springfield track without Howard Merrill's attendance was not complete. He wore glasses and always a broad, expansive smile, which was attended by a merry twinkle of the eye. He was always selected for some official position at the tournament, and once when filling the position of referee he fell into a tub of lemonade and was rescued by the writer. He got restless, however, because Springfield went back on Ducker, or wouldn't put on electric cars to his house, or something, and he fled to far-away Los Angeles, and from the land of flowers and the Los Angeles Herald he wrote to friends occasionally. He began to yearn for New England again, and once more appeared like the bright morning sun in Springfield. A few months before the election some New Hampshire capitalist thought Cleveland was too popular in the Granite state, so they sent for Merrill and "put up the stuff" to start what proved to be a bright little morning daily, with a bright little editor. Cleveland got there; capitalists on wrong side and money scarce, so the paper consolidated with the paper that was on the right side, the Nashua Telegraph.

Once more Howard yearned for Springfield and Hampden Park, and last week he wrote that he is holding down the position of day editor to his first love, the Springfield Union. With Turner on the Republican and Merrill on the Union, Springfield will have plenty of cycling news, as both are well posted and accomplished cycling scribes.

"Chickens come home to roost," they say; so with Hendee and Merrill. It only now requires Ducker's presence at Springfield to have all the old chicks there.

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#### Wants to Be an Amateur.

The report that the old time French professional, Charles Terront, had applied for a certificate of lilly-white purity to a French amateur governing body recalls an incident of two weeks ago. William Martin, the long-distance champion professional rider, called to solve a matter which had troubled him greatly. He wanted to know which was the better thing for him to do, to apply to the L. A. W. for admission to the amateur ranks, or to Frank Egan for a ticket for cash prize membership! After the writer's pulse had climbed down from 160 to its normal beat, and he had duly sized William's thoughtful face, to be sure that he meant business, he read him the clauses in amateur rules defining amateurism and professionalism, and reminded him that he never had been anything but a professional, and that his chance of gaining Chairman Raymond's pearl of great price, was about as slim as Bob Ingersoll's chances of heaven. I kindly but firmly advised him to write to his "papa" Egan instant!

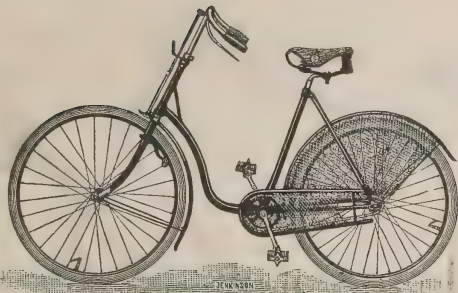
Indianapolis papers contain notice of dissolution of partnership between E. V. Minor and F. E. Hunter. We understand the firm has gone out of business entirely.



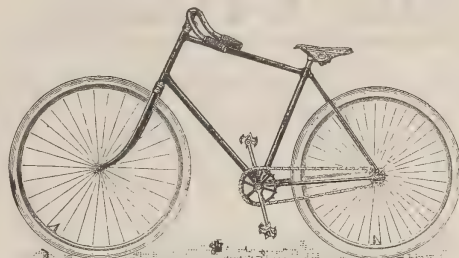
# "RAGLANS"

*Distinctly High Class.*

HOLDERS  
of  
RECORDS  
IN ALMOST  
EVERY  
COUNTRY.



1893  
PATTERNS  
NOW  
READY.



RACERS,  
ROAD RACERS  
ROADSTERS  
LADY'S,  
YOUTHS'  
ETC.

APPLY TO

HARBER BROS. COMPANY,  
Bloomington, Ills.

C. E. VAN VLECK,  
210 Broadway, New York.

G. P. BOSTWICK,  
West Front St., Toronto

MANUFACTURED BY

TAYLOR, COOPER & BEDNELL, LTD.,

33 HOLBORN VIADUCT, LONDON.

COVENTRY, ENGLAND.

## COMMENTS BY PHŒBUS.

*Bad Weather Predicted for April—Chicago's Dirty Streets.*

Foster, the weather prophet—bad cess to him for a murtherin blatherskite—predicts cold and wet weather during the whole month of April, and we can only console ourselves with the assurance that nine hundred and ninety-nine times out of the thousand the weather prophet's predictions are verified in a directly opposite manner. Therefore we can reasonably hope for a warm and pleasant April. The gods send that it may be so, as for the last week, barring the wind and dust, the weather has been bearable at least, and the "row" has profited thereby. Reports of retail sales are common, and would-be buyers are thick as bees in a clover field. In a week or two the season will be fairly opened, and it is to be hoped that it will be a better one than last.

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The streets of Chicago are in a most terrible condition; not that this is anything new or strange, but it is not right that a great metropolis should allow its highways to become a wilderness of torn-up pavements, heaps of garbage and ash barrels, a sea of mud and corruption, or a desert of sand and filthy dust. Nor is it right that the same highways should be given over to the tender mercies of street-car corporations and transportation companies. It is as much as one's life is worth to drive in a light vehicle or to ride a bicycle on any of the main streets of the bloomin' burg, for if one did not bury himself in some unmarked mudhole he would be certain to be run down and macerated by a jugermantha in the shape of a cable car or brewer's wagon. What is the objection to the Chicago bicycle contingent getting up a little memorial, so

to speak, and presenting the same to the next mayor? There might not be much boodle in it for him, but the names thereon and the number thereof might put a flea in his ear. I do not believe there is a politician in Chicago who appreciates the voting power of the cyclists. I do not have much to do with politics, nor do I advise any one else to; nevertheless, we have a mighty weapon in our hands with which to right wrongs, and it should be used. "De gang," with all its "influence," could not poll as many votes nor carry an election as could the bicyclists of this city if they would forget party and vote for principle and for what they want. Enough money finds its way into the pockets of boodle aldermen every year to make good streets a fact in Chicago. What is the matter with playing our hand just once for what it is worth? This little scheme was worked in Philadelphia not long ago, and the result was highly satisfactory. There are other things besides streets that need mending in Chicago, and a good, clean bicycle vote might do much towards healing a lot of obtrusive sores on the cuticle of city government. The case is worth the effort anyway; let's try it.

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A great many old-timers will hear with regret that F. G. Lillibridge of saddle fame is seriously ill in El Paso, Tex. He caught a severe cold during the last meet in Rockford, Ill., and has never recovered. Not so many years ago he was one of the best known cyclists in America, and has always been a hail fellow. His invention of the hammock saddle did much for cycling, and his energy and personal influence had a very strong effect on the sport for several years, especially in Illinois. I understand that he is about to return to his home in Rockford, and I trust he will succeed in throwing off his enemy. Bicycling can not afford to lose such men as he.

PHŒBUS.

## SOUTHERNERS TAKE TO WHEELS.

*Zimmie's Presence Has Stirred Up the Inhabitants.*

"Down by the sea," on the east side of Georgia, is situated the pretty little town of Brunswick, near the state line of Florida, and a more delightful place to spend a few weeks of rest and quietness, to say nothing of genuine enjoyment and the thorough hospitality of the citizens, it would be hard to find. The cyclers will find here as grand a stretch of shell road as his heart could desire. It circles the city on the north and east sides, and leads through some charming scenery. As you ride along the roadway stretches out ahead of you, like a silver band upon the earth; is as smooth as an asphalt pavement, while it is not so monotonous, and it is here in the month of March with the warm bright sunshine about you, whilst you think with a shiver of the blizzard raging up north, that you feel that "life is worth living."

It was here that "Zimmie, the champion" and J. J. Ross landed on the afternoon of March 10. Their arrival was the turning point of cycling life in Brunswick, for since then the ambition of every inhabitant of either sex, old and young, has been to be a cyclist. They do not all aspire to be as fast as Arthur A., nor to be a "step fiend" like Ross, who rides down nearly all the steps he has to descend, and gives as an excuse that "it is too much bother to walk." But they have taken hold of cycling with a vim that would be a credit to a great many larger cities; and, what is more, dealers and riders pull together, and therefore avoid the clash and ill feeling so noticeable in many other places. It is far better so, and tends to increase the growth of the grandest of all sports, while in the other instance it

only results in decreasing it, and is the cause of all the price-cutting and dissatisfaction amongst the trade.

Brunswick has already a sturdy little club of fifty active members, which now promises to assume such proportions that it will be a credit to the city and state. Road riding and racing will be encouraged, and every effort will be made to give Brunswick a position in the cycling world, of which it will be proud.

If anyone doubts the hospitality of the people, just let him get within fifty yards of Zimmerman or Ross and they will soon have that doubt dispelled. They cannot say enough about the kindness and courtesies extended to them by everybody.

Much credit is due Frank H. Dunn for the hard work and enthusiastic devotion he has given to cycling, and for the general good feeling which prevails amongst the riders and the trade; also for the active interest he has taken in the L. A. W., for which he has secured nearly all of the twenty odd members residing in his city. Frank takes good care that every visiting cyclist has a pleasant time and carries away recollections of his visit that will bring him back to the "city by the sea."

True all through the south is good, and is increasing wonderfully, but it is to be regretted that there are some unscrupulous dealers and "sidewalk" agents who persist in cutting prices, not only hurting their own trade, but also that of the legitimate dealer. If a trade organization of a national character were formed to prevent by a heavy fine the cutting of prices, a most valuable step would be taken to place the bicycle business on a footing with all other legitimate and ordinary trades and callings.

SPECK.

See our announcement in this issue.



# "To Err is Human," . . .

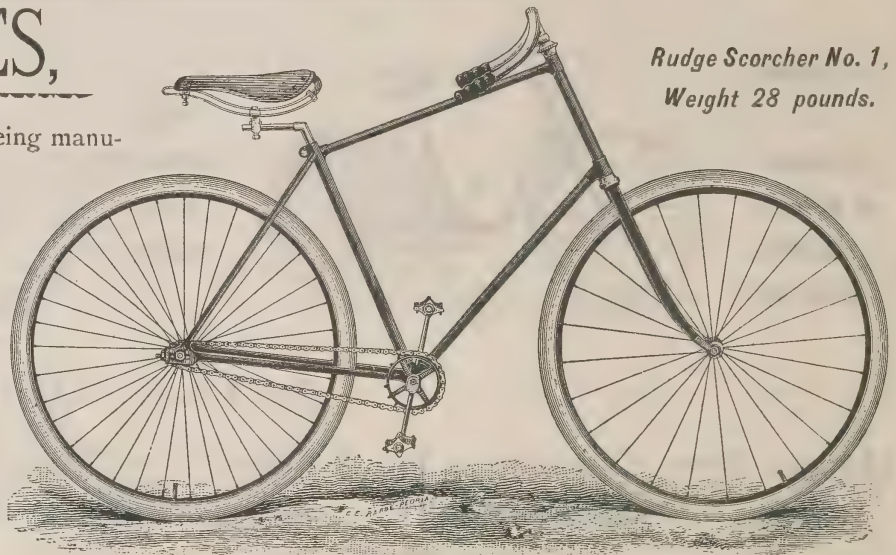
But errors in judgment in the purchase of High-Grade Safeties can be avoided by purchasing the Reliable . . . . .

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Now on the market 22 years, and at present being manufactured in a Rudge American Branch Factory, under our own supervision from finished bearings, forgings, etc., direct from the parent Rudge Factory.

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With only best material, finest workmanship, superb finish, correct proportions and design, they can be depended on as reliable—Completely satisfactory.



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Agents wanted in Unoccupied Territory. Catalogue Free.

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### MISUSE OF DECORATION DAY.

*The Observance of Holidays a Matter of Custom.*

EDITOR REFEREE: With all due respect to W. L. Ross, of Boston, the writer thinks that his article in the *Bicycling World* of March 24 partakes of the selfish nature. Patriotism and sentimentalism are widely separated, and, while the American public is, without a doubt, full of the former, the latter is not pre-eminent. Because some weep, or burn their fingers, is there any reason why all should do the same?

Custom has much to do with the observance of public feasts and holidays, but do we find all following in the same line? This would be a very peculiar world if all men's feelings and thoughts were cast in the same mould. There are enough people in this world, and I presume enough in Boston to participate in the different affairs that may take place on any day observed as a holiday. And what are holidays for? Are they commemorable for the reason that *all* should devote the day to the one object assigned? It is certainly a blessing that we as a people are given these oases in the desert of 365 days in the year, that we may be relieved for a period of a few hours from the hum-drum of every day life, and participate in a freedom from dull care and business.

Why should the ceremonies connected with the observance of the reverence due to the nation's heroes be restricted by a bicycle meet, base ball game, horse race, or any other sport that is participated in by the un-patriotic young and old American? We are certainly living in an age of peculiar methods, ways and means, and those of the holier-than-thou kind must be careful how they air their grievances. The old saying of "all work and no play, makes Jack a dull boy,"

can in a certain sense be applied in this case, as it would certainly be as hard work for many to attend some of the observances of Memorial day as it would to do manual labor. What is more enjoyable to the average bicycle rider or enthusiast than a run in the county on his wheel on a bright, sunshiny May day, or to attend a well regulated race meet? Does it reflect upon his patriotism to do so? "Mawkish" sentiment is an attribute that is best left alone, and there is no absolute reason or justice in saying that any man who does not strictly observe a Memorial day is lacking in reverence to his country's heroes. The effects of restrictive principles are too well known to be commented on in this article. Let me close in the words of the illustrious Pope and say—

Know well thyself, presume not God to scan.  
The noblest study of mankind is man.

WARD.

### A Journey of Varied Interest.

The tourist, via the Baltimore & Ohio Railroad, "The Picturesque Route," from Chicago to Baltimore, Philadelphia and New York, via Washington, is regaled with views of most varied and beautiful scenery. From the windows of the comfortable day coaches and luxurious Pullman cars the traveler is enchanted with a panorama of plains, valleys, hills, mountains and streams. Now you are flying past a hamlet on the mountainside. Again you find yourself rolling into one of the midland cities, or past the historic scenes in the Potomac Valley, and if you are at all imaginative the roar of distant battles along the Potomac and in the Shenandoah Valley may be heard above the noise of the flying car wheels, or you can recall the daring raid of John Brown at Harper's Ferry, within a stone's throw of your train.

It is worth your while to awake at night, as the train speeds along near Potosi, in northern Ohio. Flames of natural gas shoot heavenward, alternately lighting up a humble home, revealing a bit of picturesque landscape, or breaking the gloom of forests. To see these ever-burning lights is indeed a new experience, and at night the weird scene alone is worth a trip over the Baltimore & Ohio, which affords to the traveler so many unique and fascinating pictures which go to make up the glories of our own American scenery. The journey over the Alleghenies carries with it the impression that here, in our own land, we have a glorious heritage for the inspiration of the poet and the artist.—Davenport (Ia.) Church Bells.—22-2

### BASSETT EXCEEDED HIS AUTHORITY.

*The League of American Wheelmen Secretary Criticized.*

The letter which Secretary Bassett published in last week's *Bulletin* has caused considerable talk as to his authority to voice the supposed sentiment of the league and the questionable propriety of his speaking at the same time for the Wheelmen Company, which constitutes the anti-league end of the publishing contract.

It is charged by many that Abbott had no business to borrow the injured air of the Wheelmen Company, making it that of the league and branding the enemies of *Bi. World* as enemies of the league.

Vice-President Sheridan telegraphed Bassett not to publish it, but his message failed to intercept the article. Bassett rejoices that the *Bi. World* and *League of American Wheelmen Bulletin* still remains the official organ in spite of those who have sought its destruction. He is striking straight at Chicago wheel papers when he says, "There are those who would be only too glad to deprive league members of their weekly paper, and there is no doubt that it would be taken away if it were possible for these enemies of the league to accomplish their purpose."

It is rather a strong statement to assert that somebody itches to deprive members of their paper or that the enemies of *Bi. World* are enemies of the league. The province of the league secretary is held not to extend to the point of giving advice of the broad kind that Mr. Bassett volunteers, and surely not to the extent of adopting the cause of the Wheelmen Company, especially since that concern is supposed to have attempted to "bluff" the league into handing over something

like \$4,000 to pay an unwritten postage bill.

The question is whether the executive committee of the league has at any time granted Bassett the authority to reflect its sentiments in print without a previous sanction, and whether he is at any time more than the paid servant of the league's membership.—Chicago Record.

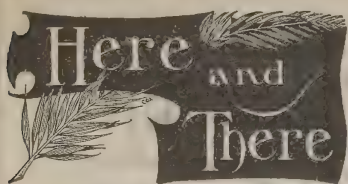
### Will It Come to This?

That the coming season will find the light-weight wheel in general use for road riding, is evidenced by an inspection of the contents of any cycle store. Wheels which were once denominated "birds," but are now spoken of as "ice wagons," are traded in for lighter wheels; the old wheel is then given a shave, a hair-cut and a shine, and shipped to the coal regions to delight the heart of some tyro in cycling. "Off with the old, on with the new." Next year, perhaps, the "16-pounder (all off), with wind-shield attachment," etc., will usurp the place of the present favorite, and so on *ad infinitum*, until one may live to see the day when, unless he is astride the "six-pound aluminium scorcher, with half-inch pneumatic tires, geared to 106, he "won't be in it."

### A Self's Club.

Buffalo is a pretty swift place for a city of its size, and about the swiftest lot of people in it are the Ramblers. The Ramblers are Bohemians, and about the time an orderly resident of the nation's metropolis is in bed, they are seated in "Billy's" or the Silver Dollar, sampling back and sandwiches and discussing cycling. About the leaders in the pastime are Warren, Lewis, Young, Klipfel and Gibson, and their usual hour for retiring is midnight.





Dunkirk, N. Y. has a new club, the Lake City Wheelmen.

The cyclists of Denver held a large lantern parade Monday night.

Charles Hoyt has been elected captain of the Lakeside C. C. of Cleveland.

The wheelmen of Topeka, Kas., are about to organize a military corps.

The New York Tourist Wheelmen will have on April 12 a circus party—the first on record.

F. C. Fuhrman, a prominent Buffalonian, has joined the *American Wheelman* staff.

The White Plains Wheelmen is the name of a recently organized club in New York State.

Secretary-Treasurer Gbaster, of the Ohio division, has just mailed some 4,000 application and renewal blanks.

The Monte Claire C. C., of Chicago, was incorporated Friday last by William F. Kemper, Nick Wictor, John N. Welter and Henry Hender.

Thomas Burns, of Binghamton, N. Y., has wagered \$500 that he can ride from that place to Chicago in eight days. The attempt will be made in June.

The officers of the new Idlewild Wheel Club of Cleveland are as follows: President, Herman Jacoby; vice-president, I. L. Barry; secretary, K. C. Frey; treasurer, M. J. Greene.

The Dayton (O.) Bicycle Club will repeat its successful minstrel entertainment at the Grand Opera House April 28, for the benefit of the Deaconess and St. Elizabeth's hospitals.

After considerable debate pro and con, the question, "are Sunday runs for the best interest of the club," has been decided in the affirmative by the Rambling Wheel Club of Bridgeport, Conn.

The Y. M. C. A. Bicycle Club of Peoria has elected officers as follows: President, Godfrey G. Luthy; vice-president, Howard Fisher; secretary and treasurer, John Kirkpatrick; captain, Robert Schofield.

General Passenger Agent Scull, of the B. & O., always a friend of wheelmen, has suggested that league members be granted a single fare for the round trip in connection with the world's fair tournament. He is not sanguine, however, of its adoption.

At the annual meeting of the Stratford (Can.) Bicycle Club, the following officers were elected: Honorary president, Mayor Monteith; president, O. E. Nasmith; vice-president, Mark Wade; secretary-treasurer, J. H. Kenner; captain, C. J. Wade.

Dr. C. Z. Bahl, of the Quaker City Wheelmen, Philadelphia, starts from his home within a week for one of the longest bicycle trips ever taken on American soil. Dr. Bahl will ride across the continent to San Francisco, thence south to Mexico and across the southern states to the Atlantic coast and north to New York, about 10,000 miles.

The Press C. C. at Buffalo elected the following ticket on Tuesday evening of last week: President, J. R. O'Brien; vice-president, H. P. Werner; treasurer, J. F. Linneman, Sr.; recording secretary, W. D. Fowler; financial secretary, C. F. Bensing; corresponding secretary, W. A. Grimmell; captain, W. H. Lampman; board of governors, J. G. Nussbaumer;

L. M. Wechter, W. Talmage, C. F. Brooks and J. E. Smith.

F. E. Spooner, having given up his European trip, now proposes to start from San Francisco May 14, the same day Roe leaves New York, and ride eastward across the continent. It will probably be a race between the two men for the coast to coast record.

The Castle Point Cyclers of Hoboken, N. J., held their annual meeting on Monday night and elected the following officers: President, Charles J. Jeanueret; vice-president, F. Trautwein; treasurer, H. L. Bates; financial secretary, H. Lahman; recording secretary, W. J. Curtis; captain, E. Lange.

Congressman Tom L. Johnson of Cleveland is a member of the Johnstown (Pa.) Cycle Club. How nice the portly Tom will look on a club run with this, the club's uniform: Blue suit with military braid, black stockings, russet leather shoes, russet leather belt, helmet cap of light color, and regulation League of American Wheelmen shirt, with the club emblem worked on it.

Beginning with this week, *Cycling of Philadelphia* will be mailed regularly to each member of the Pennsylvania division, this lively journal having been selected by the division board of officers as the best medium through which it could be kept in touch with the members of the division. Editor Dimon is to be congratulated, as it has been mainly through his efforts that *Cycling* has attained its position as the leading cycling paper published in Philadelphia.

Three American cyclists have already made a tour of the world on wheels, and Russia comes forward with one of her riders, imitating the example which we have given them. M. G. Morton, one of the most prominent of Russian riders, intends to leave St. Petersburg and ride through the north of Russia and Siberia to the seaport of Wladowostok, thence by boat to San Francisco. From there he will ride to the world's fair, and thence to New York, cross the Atlantic and continue his tour through Europe.

The New Orleans Bicycle Club and the Louisiana Cycling Club have ceased to exist. The Pelican Cycling Club has taken their place. On one side the older members wanted the younger material to strengthen them, and there was nothing else to do but consolidate. The new club starts out with a membership of 100, and will take possession of all property belonging to both clubs. With its handsome club house, with its fine tennis alleys, bath rooms, lockers, billiard rooms, etc., there should be a number of new members added to the club. Preparations will be made for a series of races to take place in the summer, with prospects of a big meeting.

#### Cyclist Caught the Thief.

It remained for a Denver cyclist to catch a thief who was getting away from a justice of the peace. The judge was on a farm horse; the thief had a horse and buggy. It was a long chase and ended in Denver. The

thief was getting away, when the justice called upon a wheelman named Pyncheon to catch him. Before a quarter of a mile had been covered the thief was caught, and soon after turned over to the proper authorities to reap the reward of his misconduct.



#### WHAT IS AN AMATEUR?

##### A Legal Opinion On That Often Mooted Question.

Considerable discussion has recently been raised as to what constitutes an amateur wheelman and entitles one to membership in the L. A. W., and Frank H. Kerrigan upon request has kindly submitted the following opinion:

It is not necessary to be a bicycle rider to be eligible to membership of the L. A. W. On page 8 of the constitution of the L. A. W. the amateur rules are as follows: "An amateur is one who has not engaged in \*\*\* cycling \*\*\* for money, \* \* \* or knowingly competed with a professional for a prize, etc."

The rule, by setting forth who is not an amateur, inferentially admits every one not embraced within the statement of those who can not become members; for example, John Doe has not engaged in cycling for money or knowingly competed with a professional for a prize. He is not in violation of any of the conditions of stated rule and therefore entitled to membership.

Again, from the purposes of the league as set forth on the front page of the L. A. W. constitution, it does not seem as though the league is intended exclusively for riders.

And finally, our lexicographers leave the matter in no unsettled state. Worcester: "Amateur—one versed in or lover of any particular pursuit, art or science, but not engaged in it professionally."

The Imperial Dictionary: "Amateur—one who has a taste for a pursuit," etc.

Murray's New English Dictionary on Historical Principle: "One who loves or is fond of, one who has a taste for a thing, etc." Example given: "I am no amateur of these melons, meaning, I am no lover of these melons."

Chalmers' Astronomical Dictionary, page 40, the following example is found: "He is an amateur of philosophy, meaning that he is a lover of the science."

In the light of these definitions by our well recognized authorities, I understand an amateur wheelman to be any person who desires to see cycling flourish, and has the welfare of the sport at heart. Of course applicants to membership must be of good moral character and of eighteen years, as required by section 1, article 3, of national constitution.—*California Turf*.

#### SMALL CHICAGO NOTES.

##### A Lincoln Man's Long Trip—Miscellaneous Club Notes.

T. E. Rees has resigned as secretary-treasurer of the Englewood Cycling Club.

The annual meeting of the Farragut Cycling Club occurs next week, when officers for '93 will be elected.

George Webb, the Aurora cycle dealer, was in town last week. He says the roads around Aurora are dried up, a little rough, but will be good riding in a week.

The proprietor of the Riverside hotel assured the Lincoln club men who took dinner there Sunday that, though prices might be raised during the world's fair, the cyclists' rate of fifty cents for dinner would remain.

The Morgan & Wright Cycling Club held its annual meeting last Saturday. Fifty members are enrolled. The club was organized last November and the following officers hold over: President, F. W. Morgan; secretary, C. B. Van Dyke; treasurer, John Herkenhoff; captain, J. E. Hammond.

Gustave Sues, of the Lincoln club, left this week for a six-months' trip abroad. He goes to Naples, whence, two weeks

from next Wednesday, he departs on a 1,200 mile trip awheel through Italy, Switzerland and Germany to Frankfurt-on-Main, where he will visit his parents, and returning will wheel through France and England.

The Illinois C. C. of Chicago is in need of a good trainer. Applications for the position should be sent to Secretary C. L. Steen, 1008 Washington boulevard.

#### Opened with Easter.

Easter Sunday, in Chicago, at least, was the formal opening of the riding season. During the six days previous Old Sol's rays had beamed on the earth's surface for full sixty hours, and as a result the roads became comparatively dry. Riders were out in force Sunday. With many it was their first ride of the season, while others had been riding some during the week. The Illinois club run to the world's fair grounds was attended by a large number, twenty odd of the Cook County Wheelmen visited Pullman, and nine of the C. C. C. scorches were prowling about. The wind—which at times and in certain places was a small-sized hurricane—likely kept many from venturing very far. The boulevards were crowded with vehicles and a goodly portion were bicycles.

#### Must Become Accustomed to It.

The bicycle is bound to revolutionize our customs and habits in many ways. It is no use to find fault with it, for it is a source of great convenience and pleasure and men will have it, so it is wise to adapt our ways to it as speedily as possible. And one custom that people must habituate themselves to is the observance of extra care in crossing streets. The wheel goes quietly but with tremendous rapidity at times. Now, if a lady starts across the street and suddenly changes her mind and starts back again, she runs a chance of coming in contact with a wheel, and she is to blame for not keeping her eyes open. At the same time wheels should not be propelled faster than a trotting horse on our crowded streets.—*St. Augustine (Fla.) News*.

#### This is Rather Funny.

Says Mark Beaubien, the *Sporting Life's* Chicago correspondent, referring to the Barrett-Munger affair:

"It reminds one, in the manner of its *caractere de dupe* and precipitate 'tumbling to,' of the menagerie of years ago, when a little boy, whose pa's farm joined ours, went to the show and fed the elephant green walnuts.

"The great pachyderm took them in with some hay and chewed awhile before the walnut flavor soaked into his sense of taste, and then he decorated the tent with half-masticated stuff and blew the little boy through a red band wagon. The league mastodon got a taste of Leeming and is now engaged in making things warm for George K. and 'Birdie.'"

#### St. Louis County Tour.

ST. LOUIS, April 3.—The county tour yesterday was a pronounced success and especially so in point of attendance, 180 wheelmen reaching Ballwin in time for dinner. Hanford, of Chicago, attracted much attention by riding out on a Crypto geared ordinary, the first one seen here. The weather was good, roads smooth and not dusty, in fact all conditions helped to make this ride the finest ever taken through St. Louis County. On the return home a stop was made at Bartold's, eight miles from St. Louis, for refreshments. During the stop speeches were made by Chief Consul Robert Holm and Albert C. Davis, chairman of the Wheelmen's Political Association.



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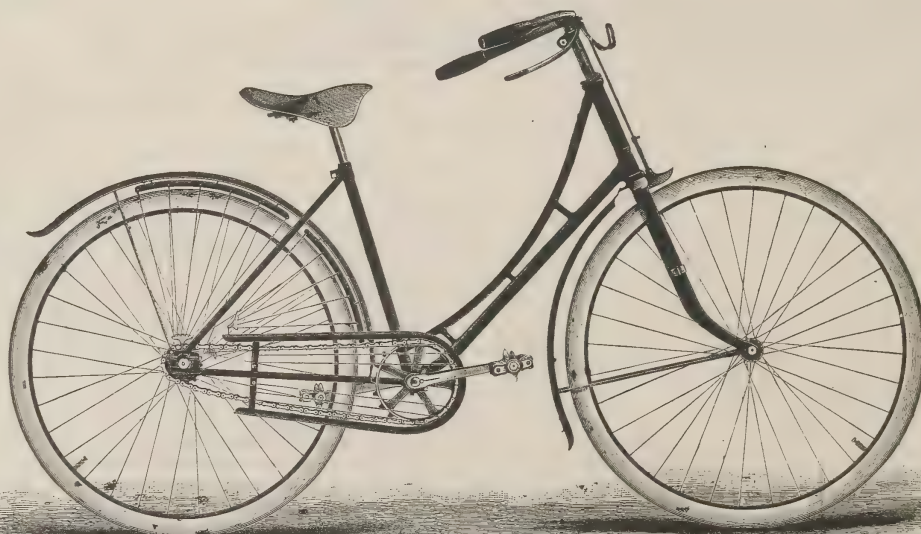
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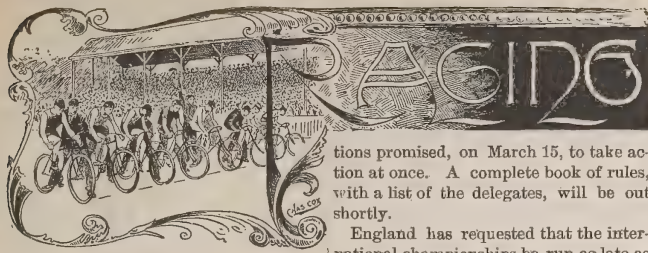
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## 1893 FIXTURES.

## APRIL.

26-27—Indoor meet of Milwaukee Wheelmen.

## MAY.

7—Pike county tour at Louisiana, Mo.

8—Fifty-mile road race at Clarkville, Mo.

9-10—Savannah Wheelmen's Track Association's races, Savannah, Ga.

30—Pullman Road Race, Chicago.

30—New Haven (Conn.) B. C.'s annual meet.

30—Massachusetts division meet, Worcester.

30—Martin road race, Buffalo.

30—Irvington-Milburn road race.

30—Rome (N. Y.) Cyclers' meet.

30—"Southern Wheelman's" 10-mile road race, Louisville, Ky.

30—Winona (Minn.) C. C. race meet.

30—Cleveland (O.) Wheel Club's second annual road race.

30—Alameda B. C. meet, San Francisco.

30—Warner A. C. ten-mile road race, Wilmington, Del.

## JUNE.

3—Press C. C. meet, Buffalo.

3—Buffalo. (New York circuit.)

3—Milwaukee Wheelmen's meet, Exposition building, Milwaukee.

4—Inter state De Soto run.

16-17—Syracuse. (New York circuit.)

17—English championships on Herne Hill track.

17—Alpha Wheel Club's 10-mile road race, South Norwalk, Conn.

24—Prince Wells' second annual 10-mile road race, Louisville.

27-28—Kentucky division meet, Harrodsburg.

## JULY.

23-24—Missouri division meet, Sedalia.

24—Ohio division meet, Sandusky.

3-4—Columbia C. C. meet, Hartford, Conn.

4—Colorado division meet.

4—Milwaukee-Wackesha road race.

4—Tonawanda (Pa.) B. C. meet.

4—Watertown (N. Y.) Cyclers' meet.

4—Fourth annual Poorman road race, at Cincinnati.

4—Second annual road race, Erie (Pa.) Wanderers B. C.

4—California division meet.

4—Missouri division meet, Sedalia.

4-5—Seventh annual meet Kansas division at Fort Scott. Address Henry E. Harris.

4-5—Rockford, (Ill.) C. C. meet.

21-22—Coca Cocoa cup race, Herne Hill, London.

25-26—Indiana division meet, Fort Wayne.

## AUGUST. (WESTERN CIRCUIT.)

5-12—Illinois Division, National E. A. W. and International Wheelmen's, Chicago.

14-15—Milwaukee Wheelmen's meet.

16-17—Wisconsin division meet, Ripon.

19—Minneapolis C. C. meet.

19—Inter Club road race, Buffalo.

22—Evanston C. C. meet.

24—Ziz Zag C. C. meet, Indianapolis, Ind.

26—Cincinnati C. C. meet.

24-25—Columbus (O.) Century C. C. meet.

30-31—Cleveland W. C. meet.

## SEPTEMBER.

9—Garden City Cyclers' meet, San Jose, Cal.

13-14—Springfield (Mass.) B. C.'s annual race meet, Hampden Park track.

26-27-28—Inter-state Fair Association meet, Trenton, N. J.

## OCTOBER.

2—Capital City Wheelmen meet, Sacramento, Cal.

5—Annual St. Louis county fair tour.

\* \* \*

## WORLD'S FAIR ARRANGEMENTS.

## The Committees in Charge of the International Tournament Are Busy.

The track committee consulted a firm of contractors which estimates the cost of the track at \$7,500. The idea of surfacing it with burnt clay has been abandoned, and a composition peculiar to the Joliet district has been substituted. The contract will probably be awarded to Dolose & Shepard.

The race committee is in receipt of information to the effect that all countries which have amateur organizations, except Belgium and Germany, have named their delegates to the International Cyclists' Association. The two excep-

tions promised, on March 15, to take action at once. A complete book of rules, with a list of the delegates, will be out shortly.

England has requested that the international championships be run as late as possible, as she will pick her team from the results of her spring meets, and fears they will not have time to get into condition, if in America only a week previous to holding of meet. These events will therefore be run on Friday and Saturday, Aug. 11 and 12.

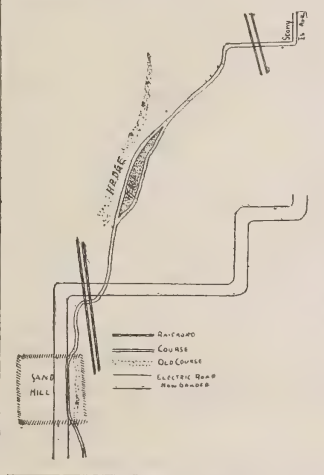
Mr. Sturmyer from the *Cyclist* has offered the emblematic shield to be awarded for the team race in the international series. It is to be similar to the Elcho shield, which is the trophy competed for by the crack shots of the world. He will get out designs for it at once if accepted.

\* \* \*

## THE PULLMAN COURSE.

*The Old Sand Hill Taken Away—Little Change, However.*

Up to the present time there has been little change in the Pullman course, and that which has been made will likely improve it. After leaving Stony Island



avenue the old course is followed to the sand hill. Here, instead of going through the little clump of trees as heretofore, the riders will be compelled to ride over that portion of the road used by the electric railway, which is now graded through the sand hill and to the north and east to some extent, as shown in the map herewith. At present no rails or ties have been laid, and until this work is done no macadamizing will be done. It has been promised that by May 30 the road will be completed, so that there will be a macadamized roadway from the sand hill into Pullman. Sunday last the hill was ridden with as much ease as could be done before the three feet of earth was removed, so that if the improvement is not finished it will not interfere with the race in the least; in fact it will continue the "struggle at the sand hill."

\* \* \*

## BUFFALO'S CYCLE TRACK.

*Good Chances Now for Its Being Built.—That Buffalo-Chicago Race.*

BUFFALO, April 4.—The movement to secure a cycling track for Buffalo has received a fresh impetus, and a public meeting will be held at the Ramblers' club rooms, on Friday evening of this week to further the boom. Some of the

knowing ones who have been predicting failure, and noticeably a four-leaved local cycling sheet, whose editor started the paper this spring for the purpose of having an "official" city organ for the clubs, may have to take water for their remarks as to the feasibility of the plan. The editor in question showed tremendous enthusiasm for the project until asked to subscribe stock, and then gravely shook his head and commenced to pooh-hoo the whole affair, because he could not run it. The plan to be submitted at the coming meeting is the one already outlined, the issuing of 2,000 shares of stock at \$5 per share. As there are 12,000 wheelmen in this city it will require but one-sixth of them at one share each to make the project a success, and as all the daily papers are heartily in sympathy with the movement, there is no reason to doubt its success.

## THE BUFFALO-CHICAGO TEAM RACE.

The plan for a road race between the Chicago and Buffalo cyclists meets with general approbation here, and the scorers are getting into shape for the event. Rochester would like to take a hand in it, according to report, but the appeals of that sleepy village on the Genesee, will, in all probability, receive but little consideration from Buffalo after the way in which they crawled out of racing last fall, after their bluffs were called by the Queen City riders. The Buffalo riders will agree on any reasonable course, and will have twenty-five men ready whenever Chicago sees fit to produce her champions.

[The Chicago men have not been challenged as yet, and until they are there cannot be a race. Make your challenge, Buffalo, naming conditions, etc.—Ed.]

\* \* \*

## Chairman Raymond's Warning.

Fearing that the southern wheelmen may be misled through ignorance of the racing rules, and thereby be made professionals, Mr. Raymond has issued the following warning:

It is evident to this board that if extraordinary care is not exercised, a very great number of southern wheelmen will become professionals. A company has been formed to promote professional and amateur cycle races throughout the south. It is not the purpose of this declaration to injure the financial prospects of said firm, but our duty is clear before us to warn amateur wheelmen to be careful, to surround themselves with every League of American Wheelmen safeguard before competing at any meet thus promoted. It is not probable that sanctions will be awarded to any meet running mixed programmes, made up of professional and amateur events. The subject is now under advisement. As a protection to racing men we urge them to ask to see the sanction for any such meet.

Again, Mr. J. S. Prince is making professionals of amateurs by securing their services as pace-makers. We have declared one man a professional for this offense and more will follow the investigation now pending. We are informed that Mr. Prince has made statements to these men that have led them to believe that they violated no rule by pacing him. We state now, and we hope the chief consuls of the southern states will give publicity to this fact, that an amateur cannot race with or make pace for any professional. It makes no difference whether said amateur is a member of the League of American Wheelmen or not.

\* \* \*

## Another Savannah Meet.

SAVANNAH, Ga., April 3.—The Savannah Wheelmen have decided to hold another meet May 9 and 10—during "May week," an annual jollification week hereabouts. The last three days of May will be given up to seeing bicycle races at Cumberland Island by the Brunswick (Ga.) people. The races will be on the beach, which has an excellent surface. Would races on a beach be called track or road races, and would they be subject to L. A. W. rules is a question that has bothered quite a few of the local wheelmen. Will the REFEREE please answer for the benefit of our riders? [It would be best to have Mr.

Raymond's decision on the case.—Ed.]

The local riders are training and are determined that they will not always be at the end of the races. Zimmerman and Wheeler go to the track morning and afternoon, and are getting into shape rapidly for the races April 8. The following programme of races will be run: One-mile, novice; mile, open; half-mile, boys'; mile, handicap; two-mile, Savannah riders; quarter-mile, open; mile, 2:45 class; mile, lap; half-mile, handicap; egg race; three-mile, handicap.

Percy Sugden has gone to Charleston to prepare for laying out the track of the wheelmen's association of that city. Mr. French, the builder of the Savannah track, is also in that city to prepare estimates, etc. The Charleston track will probably be a reproduction of that here. Jacksonville and Macon are also talking of tracks. If they construct them there will be an admirable circuit formed, and the best in the bicycling line can always be obtained for this section.

Montgomery, Ala., has taken on new life, and wheels are being sold daily. A club has been organized and will soon construct a half-mile clay track.

\* \* \*

## That Philadelphia-Wilmington Race.

There is still much ink being wasted over the proposed road race between Wilmington and Philadelphia riders, the efforts of C. A. Dimon, editor of *Cycling* and captain of the South End Wheelmen, and R. L. Kain, cycling editor of the *Philadelphia Record*, to bring teams together having so far proved fruitless. It appears that Wilmington wants a rough course, while Philadelphia seems to prefer a smooth one. The latest proposition is to have three races—one over a course selected by the Wilmingtonians, one over a course with which the Philadelphians are familiar, the third to be neutral. The Myers-town-Reading and the Irvington-Milburn courses are talked of, but the matter is still hanging fire. In the meantime both teams are training, and if they ever come together there'll be lots of fun.

\* \* \*

## At Savannah Saturday.

The second Savannah meet occurs on Saturday of this week. Zimmie will be there, also Wheeler, Rich and Baird, and possibly Johnson. The programme has been arranged as follows: One-mile novice; one-mile, open; half-mile, boys under fourteen years; one-mile handicap, open; two-miles, open to Savannah riders only; quarter-mile, best two in three heats; one-mile, 2:45 class; one-mile lap race, open; half-mile handicap, open; egg race.

\* \* \*

## Offer Special Prizes.

The Worcester club will leave nothing undone to capture the attendance of the most famous racing men at its spring meet. It has already as good as secured Johnson's promise to be present. This was a good move, as from a card point of view Johnson is ahead of any person other than Zimmerman this year, owing to his great riding last fall and this winter's work on skates. He is a well advertised man—the public knows him. The prizes of Worcester will, it is said, charm the heart of the most rabid pot hunter, and as an additional sensational attraction it is said the club will offer a special prize of \$50 to any rider (Windle included) who will defeat Johnson in a scratch race. Worcester is getting on in the tournament business!

\* \* \*

## A Road-Racing Association.

The talk about a road race between representative riders of Philadelphia and



## The Referee's Fifth Birthday.

On May 5 we shall celebrate our Fifth Anniversary by a change in the size of the paper.

In its new form it will be 10 x 13 inches.

This change is made on the suggestion of readers who find the present shape somewhat unwieldy, especially for folding for the pocket.

The paper will be three columns wide instead of four, but no reduction will be made in the size of type. It will be easy to read, as heretofore.

### Subscription Price:

You can save one dollar by subscribing now. After May 1st the price will be as follows:

|             |       |        |                |       |        |
|-------------|-------|--------|----------------|-------|--------|
| One year,   | - - - | \$3.00 | Three months,  | - - - | \$1.00 |
| Six months, | - - - | 1.75   | Single copies, | - - - | 10     |

During the coming World's Fair season the REFEREE will be found teeming with news for tradesmen and riders. It is worth your while to subscribe before the price goes up.

Arrangements have been made with a number of the best writers not only at home, but in England and Australia.

We propose to supply the reader with the best matter obtainable for his money.

**The Referee Publishing Co.,**

334 DEARBORN STREET, - - - - - CHICAGO.

## The Chicago Cycle Horn



One of the neatest and simplest ever placed on the market.

THE TONE IS CLEAR AND DISTINCT.

PRICE \$1.00.

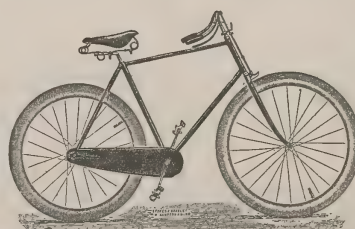
The trade only, supplied—to whom liberal discounts will be given.

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1222 Seminary Place, - - - CHICAGO.

MENTION REFEREE.

## THE EMPIRE SEMI-RACER



Fitted with Pneumatic Tyres cannot be excelled,

Mr. J. D. Lumsden, mounted on an Empire Safety, won the 48-hour championship and belt at Glasgow, Jan. 29, 1893 to Feb. 4, 1893.

SEND FOR 1893 LIST.

**PERRY RICHARDS & CO.,**

EMPIRE CYCLE WORKS

WOLVERHAMPTON.



Wilmington has borne fruit, in some measure, at least. A road-racing association has been formed which is composed of five of the speediest road riders in Philadelphia, and they are preparing to make it warm for any team with which they may get on a race. This quintette is composed of W. W. Taxis, John Draper and Herbert Bilyeu, of the Park Avenue Wheelmen; Frank Marriott, of the South End Wheelmen, and Archie Gracey, of the Columbia Cyclers. They are all good twenty-five-mile men, and it is the consensus of opinion that they could more than hold their own against the Wilmington team

#### May Lose Their Track.

Regret is expressed that the wheelmen interested in the Tioga Athletic Association, Philadelphia, have been very lukewarm. With the track it has and the amount of money that was spent upon it last season it seems strange that the number of cycling men who joined have overlooked the fact that their dues were needed as well as those of other members to keep the ball a-rolling. It would certainly be a bad state of affairs to find a large city like Philadelphia without a suitable track or place for the numerous race meets that are held during the summer months.

#### A Meet at Fort Wayne.

The Fort Wayne (Ind.) C. C. has issued a circular, a portion of which reads as follows: "For the first time in its history a race meet will be held in the city of Fort Wayne. This will be the state meet of the Indiana division, to be run under the auspices of the Fort Wayne Cycling Club July 25 and 26. Coming as it does—just before the national meet at Chicago—a large attendance of the best racing men in the country is assured. Whatever energy, pluck, perseverance and business methods can do to make this meet a success, will be done."

#### A Site Secured.

The Minneapolis Cycle Track Association has finally secured a site for the track to be used this summer. This was not accomplished until after a half-hundred pieces of ground had been looked at. Negotiations have been about completed for four blocks of land forming a square bounded by Kenwood avenue, Colfax avenue and Aldrich avenue. Most of the property is owned by Thomas Lowry, who has agreed to the use of it, and as soon as matters are closed up the work of building the track will commence.

#### Janesville's Programme.

During the Rock County (Wis.) fair the Janesville Wheelmen will hold a two days' meet, Sept. 14 and 15, Thursday and Friday, the programme for which has been arranged as follows:

FIRST DAY.—One mile handicap; one mile handicap, for county riders only, best two in three heats; quarter-mile open.

SECOND DAY.—Five mile handicap; two mile handicap; one mile handicap, for Wisconsin riders only.

#### Waltham's New Track.

Work has already been commenced on the new three-lap track, on South street, Waltham, Mass., and work will be pushed so that it may be completed in time for the races on Decoration day. The turns will be banked seven feet, and the straight's will have enough slope to permit of good drainage.

#### Toledo's Track Scheme.

F. H. Chapman, on behalf of the Toledo cyclists, has sent out a circular re-

garding the proposed track the Toledo Exposition Company will build if a certain number of shares of stock are subscribed for. The track is to be four laps to the mile, twenty feet wide and with a good surface. Season tickets are to be \$5 each, and this admits the holder to the grounds at all times except when some entertainment other than cycling is being given.

#### Johnson at Worcester.

John S. Johnson will undoubtedly make his first appearance on an eastern track at Worcester, Mass., May 30, and will leave Hot Springs for Savannah next week. He hopes to meet Windle and all the eastern cracks, to get a little accustomed to their style and speed before the Chicago tournament. Johnson's manager, Eck, prefers Worcester, as the track will be the kind on which Johnson did most of his work

#### Chicago Race Chat.

The Chicago Racing Wheelmen have secured an old and experienced trainer for a year. Training quarters will be secured.

Gus Steele is progressing finely in his training down in Indiana. He takes daily spins on a half-mile, smooth loam track on a breeding farm about twelve miles from Hammond, the same farm on which James J. Corbett will train for his fight with Mitchell.

W. A. Rhodes is uncertain as to whether he will ride in the Pullman race. He fears another bad luck spell. He will, however, train and ride in the fifty-mile road race over the Clarks ville course on May 8, and may compete at St. Louis May 20 in the Forest Park road race.

#### General Race Items.

The Evansville (Ind.) club has decided to give no tournament this season.

A twelve-mile handicap road race is to be given this summer by B. V. Covert, a Lockport, N. Y., dealer.

The Spencer (Mass.) Bicycle Club is making arrangements for a meet to be held at Myrick Park, June 17.

The Cohoes (N. Y.) Wheelmen will have a field day in June, when several bicycle races will be on the card.

The South End Wheelmen, of Philadelphia, have a meet scheduled for June 24. Aug. 26 the Quaker City Club gives a meet.

The cyclists of Lynn, Mass., have the racing fever again and are arranging to have the old Glenmere track put in proper shape.

The race meet which it was proposed to hold at Hartford by the Rovers and the New Haven club on July 4, has practically been abandoned.

At the annual games of Cornell and Pennsylvania Universities, to be held at Philadelphia, a two-mile bicycle race will be included in the events.

A. B. Rich and his Campbell racer will be seen at Savannah shortly; so will Charlie Murphy, who goes there as an inducer with the Burris-Michelin tire.

The twelve-hour bicycle race at the industrial fair, Denver, ended on Wednesday night of last week, and the medals were distributed. The total distances achieved were as follows: Brazee, 198 miles, 12 laps; James, 184 miles, 8 laps; Pippin, 194 miles, 2 laps; Pyncheon, 143 miles, 6 laps.

Reports to the REFEREE say that A. A. Zimmerman and H. C. Wheeler are training at Savannah in easy fashion. Several young women, whom George W. Hines, of the Savannah News, declares wear crinolines, are daily spectators, and he speaks of Champion Zimmerman's arm going "to waist," whatever that means.

## NEW CANADIAN RULES.

THEY ARE ALMOST IDENTICAL WITH THOSE OF THE L. A. W.

*Makers' Amateurs Barred—Prize Limit Fixed at \$150—Duty to be Refunded—A Good Roads Plank—Meet at Sarnia.*

TORONTO, C. n., April 1.—The annual meet of the Canadian Wheelmen's Association was held yesterday morning in the parlors of the Athenæum Club in this city. In all there were 1,100 votes represented, either in person or by proxies. The report of the secretary-treasurer showed that the membership of the association had increased in the last year from 500 to 1,505, and that while two clubs had withdrawn from membership, twenty had joined. The report also showed that there was a balance on hand of \$299.55. The president's report advocated a more energetic system for securing new members to the association and the increase in the annual dues to \$1 for each member.

#### TO RETURN DUTY.

The report of a special committee on customs was read by the chairman, T. Arthur Beament, who explained that the committee had arranged with the customs department for the return of all duty paid upon wheels brought into the dominion. As the rule now stands, a wheelman entering Canada from the United States must pay a duty on his machine, but he will receive in return a receipt giving the name and number of the bicycle and the amount of money paid. On leaving Canada the customs officer gives a certificate to the wheelman certifying that a wheel of a certain make and number has left Canada on a certain day. The wheelman then mails the customs department at Ottawa the receipt, and certificate, and the amount paid by him will be remitted. A request will be made to the L. A. W. to have some such an arrangement as this made with the United States authorities.

The report of the transportation committee showed that arrangements had been made with all railroads for the carrying of wheels to and from Chicago on the same conditions as those in force in Canada.

#### OFFICERS ELECTED.

The election of officers resulted as follows: President, W. A. Hunter, Wanderers B. C.; vice-president, A. T. Lane, Montreal B. C. There was only one opponent to Mr. Hunter, T. A. Beament of Ottawa, while Mr. Lane had no opposition whatever. The balance of the morning session was occupied in framing a number of amendments to the constitution. The insertion of a clause making it one of the rules of the association to secure road improvements was one.

#### NEW BOARD MEETS.

The new board of officers, which consists of the president, vice-president and the chief consuls and representatives of the various districts, met in the afternoon, with President Hunter in the chair. By acclamation H. B. Donly was re-elected secretary-treasurer, and was also appointed editor of the *Canadian Wheelman*, the official organ of the C. W. A. This is Mr. Donly's eleventh term in the position to which he has just been elected. Heretofore the racing board has consisted of the chief consuls of the various districts, but now the board consists of only five members, as follows: R. A. Robertson, Hamilton,

chairman; J. P. Langley, F. J. Brimer, T. A. Beament, W. B. Clark.

#### VALUE OF PRIZES LIMITED.

The powers granted the board are absolute, and it now has control over all matters pertaining to race meets, championships, amateur status of riders, and racing generally. The revision of the constitution and racing rules makes the definition of amateur practically the same as that of the L. A. W. The board changed the rules so that no prize valued at more than \$150 shall be offered or awarded. The board has the same power as the racing board of the league, whereby it may have the power to suspend on circumstantial evidence, as is the case in the United States. Any cyclist who has been expelled shall have a right to appeal to the annual meeting and shall be reinstated only by a vote of such meeting and upon the showing of an error on the part of the racing board. An amateur can only receive railroad fare and entrance fees from the club he represents. Makers' amateurs are barred.

The following addition to the track rules was referred to the racing board: "For the purpose of classification the racing board shall keep a register of all winning competitors at race meetings held in Canada on tracks that have been accepted by them as complying with their regulations as to the measurement, and the officials of the race meetings held on such track shall send certified copies of winners and times immediately upon the close of such meetings to the chairman of the board, who shall cause the classification of Canadian riders to be published from time to time in the official organ."

The question of Canada's part in the international championships and the Canadian representative for same was referred to the racing board with power to act.

#### ANNUAL C. W. A. MEET.

There was only one bid for the C. W. A. annual meet, which will be held July 1. This was from the Sarnia B. C., which, by letter, offered the association ten per cent of the receipts, but a representative of the club raised the amount to twenty-five per cent. Thereupon the association awarded the meet to Sarnia. The racing board was instructed to compile a list of names of men, from which will be chosen the official starters and timers to act during the year.

#### FOUR BIG MEETS.

It was reported that four race meets would be held on the Queen's birthday, at Ottawa, Woodstock, St. Thomas and St. Catharines, also that the Sarnia Wheelmen are improving their track, and by July 1 it will be in the best possible shape. If the Port Huron wheelmen succeed in getting the Michigan division meet for July 3 and 4 it will make three days of continuous racing in that immediate vicinity.

#### Visiting Old Landmarks.

Apocryphal of the coming Paul Revere ride, a number of the members of the Massachusetts Bicycle Club visited the old North Church a few days since and examined the old high-backed pews and the different objects of interest, prominent among which was the old vinegar Bible, so called because in the parable of the vineyard the publisher, in error, printed the word vinegar instead of vineyard. The entire party ascended to the belfry, where the lanterns were hung out on the night before the memorable battles of Lexington and Concord. Copps' Hill burial ground was then visited, and the quaint old tombstones were special objects of interest.



Manufacturers. Agents. Riders. \_\_\_\_\_

Ten Reasons Why You Should Have Your 1893 Wheels Fitted With the

# DUNLOP DETACHABLE TIRE

1. There are but two parts—the Cover and the Air Tube—Simplicity itself.
2. No Solution, Cement, Canvas or Lacing is used in attaching it to the Rim.
3. No clumsy mechanical devices disfigure your machine—the tire sits smoothly into the rim which shows nothing on its surface but the valve.
4. It can be instantly detached and replaced Anywhere, Any Time, by Anybody, using nothing but the fingers.
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6. It cannot creep—Expansive and Tractive Forces wedge it more securely into place.
7. It is the lightest and most resilient, while the rims are absolutely Rigid without the support of spokes.
8. It cannot burst.—The tire is held in place by a strength equal to withstanding a ton.
9. It is perfectly interchangeable.—Rough covers can be substituted by the rider for smooth, and Racing tires fitted to the same rims in place of Road.
10. It is made in America, of the finest materials and in the most careful manner.

FOR PRICES AND FURTHER INFORMATION, ADDRESS—

**The American Dunlop Tire Co.,**

160 FIFTH AVENUE, NEW YORK.



# SHOW IN NEW YORK.

THE PRESS CLUB MAY EXHIBIT  
WHEELS AT ITS FAIR.

Notes On Various Topics — Concerning  
Cycle Advertising — A Surfeit of  
International Meets—Bassett  
and the Bulletin.

New York ha-n't had a cycle show for many months. The last one, which was held at Madison Square Garden during the progress of a professional cycle race, was far from successful. In fact, so mean were the quarters given to the show, so little was the interest and enthusiasm shown by exhibitors, and so poorly was it patronized by the public, that every one said, "That settles New York as a cycle show town." But it didn't settle New York.

The great fair of the New York Press Club is to be held in a new building that can not be surpassed for exhibition purposes. It is a new edifice and its interior is grander and better adapted in every way for fairs than the Madison Square Garden. And yet not one man in a thousand in New York knows even of its existence. It is called the Grand Central Palace, and is situated on Lexington avenue near the Grand Central depot. Some of the cycling members of the Press Club thought this would be a grand opportunity for the cycle trade to show the New York public just what it is doing. A committee has been formed to look after this branch of the fair. The Grand Central palace is of such great dimensions and so splendidly conceived that there is plenty of space for a show that would be a credit to the fair and profitable to exhibitors.

Too late in the season, you say? Not at all. Of course the maker has placed about all his output for the year with his agents, but this exhibit is not intended for the dealers. It is for the great public that makes cycle manufacturing possible. It is for the man or woman who buys a machine to ride and not to sell again. It is estimated, and it's a conservative estimate, too, that ten thousand people will visit the fair every day. The fair will run a month. A bit of figuring will show the amount of advertising a cycle exhibitor would receive.

More about this later.

## CONCERNING CYCLE ADVERTISING.

Years ago an advertisement was a simple statement of facts. There were no embellishments, no prettiness of expression, no novelty, nothing to attract the eye of those who were not directly interested in what was offered for sale. Times have changed and with them advertising methods have undergone a metamorphosis. The existence of at least a dozen papers devoted to advertising and advertisers alone is sufficient proof that the writing of an advertisement has become an art, and not simply the work of the man who keeps the books or runs errands to fill in time.

Cycle advertisers have kept up with the procession and this year has been especially productive of some handsome designs that show versatility of conception and brilliancy of execution. Some of our best newspaper artists have aided the cycle advertisement writer in his work, and the results in many cases are a symposium of light and shade and clearly and cleverly written sentences that attract the eye and carry conviction to the heart of the reader.

One of the prettiest advertisements of the season that has caught my eye is the page advertisement of the Overman

Wheel Company in the Easter number of Frank Leslie's weekly. Three-quarters of the back page of that bright paper is taken up by a wash drawing, splendidly executed, showing a wheelman and wheelwoman resting by the roadside with their pneumatic-tired wheels beside them. Both man and woman represent the best type of cyclist. Across the top of the drawing are the words, prominent but attractive, "Victors Make the Pace." The remainder of the page is devoted to a few well-written lines on the merits of the Victor. Taken altogether, it is one of the most artistic advertisements of the year and reflects credit on the advertising man who conceived it and on the Overman Wheel Company.

Verily, advertising is an art and not a trade.

## CONCERNING INTERNATIONAL MEETS.

Does it not look as if we were going to have a surfeit of international meets this year.

From August 5 to August 31 we shall have nine international meetings divided amongst the following cities: Chicago, Milwaukee, Ripon, Minneapolis, Evansville, Indianapolis, Cincinnati, Columbus and Cleveland,\* to say nothing of the meet being arranged by the M. A. C. C., of New York. Four of these meets last one day each, four of them last two days and one lasts seven days. Isn't that putting a lot of gas into an untried balloon?

I am glad to see that some clubs that had applied for international meet dates were sensible enough to withdraw their applications when they saw that such a course was advisable. Although it would seem that the wheelmen of Peoria, on account of their city already being so closely connected with cycle meets, would stand a better chance of making a success of an international meet than some of the cities in the present circuit, they are to be commended for not attempting what they are not confident could be made a success of.

Where is the great east in this international circuit? Has the east given up cycling altogether? Of course, we still have Springfield and Hartford and other races, but up to this writing we have not been honored with a single "international" meet, though the Metropolitan Association of Cycling Clubs has applied for a date. Is it possible that New York, or Philadelphia, or Boston or any of our large eastern cities has not sufficient enterprise to at least attempt to hold international races? Ripon, Evansville and Columbus are all very nice cities, but surely they are no larger, or more important, nor do they contain more cyclists than a dozen eastern cities which could be named. Truly, Bishop Berkeley must have had cycling in mind when he wrote that much-quoted line; "Westward the course of empire takes its way."

That line was written one hundred and fifty years ago. How true it is now as applied to cycling. Prophetic Bishop Berkeley!

\*Cleveland has since given up its dates. —Ed.

## TIMES HAVE CHANGED.

For years it has been the custom of boards of trade of enterprising cities to offer manufacturing firms various inducements to settle in their town. Free grants of land, exemption from taxation, the raising of stock subscriptions, and many other inducements were held out to large firms by boards of trade that wished to have concerns with capital or large employment lists settled in their cities. These offers were but the natural outcome of careful figuring by shrewd minds. A large manufacturing firm, employing hundreds and sometimes

thousands of men, and with immense capital and progressive men at its head, is a help to any young town or city. It means the spending of much money among its population, besides giving it a more important standing among the manufacturing cities of our land.

It is only within the last few years that such inducements have been held forth to cycle manufacturers. This is not so surprising when it is considered that a few years ago there were very few American firms that employed more than a hundred men, and their output was oftentimes ridiculously small as compared with the business done by our large firms nowadays. With the increase in popularity of wheeling in America and the consequent increase in the cycle manufacturing, the pioneer firms became richer, they employed more men, doubled, trebled and quadrupled their output, and became of so much importance that their addition to the manufacturing industries of a town was hailed with delight by its business men. Exemptions and gifts of lands and the rest of it were soon forthcoming until cycle manufacturers could make as good terms with the board of trade as could men in any other line of business.

All this is brought to mind by the recent action of the industrial committee of the Erie, Pa., board of trade, which took upon itself the task of raising \$100,000 for the starting of a bicycle manufactory. And, by the way, how many new cycles owe their existence to the help of just such circumstances as are responsible for this Erie cycle manufactory? And yet the pessimist will say that the poor man stands no chance in this world!

## SEEN THROUGH THE MIST.

If the *Bi World* is not allowed to go through the post-office as second-class matter, the L. A. W. stands liable to pay twenty-five cents a year for every paper sent to the league members. It is the L. A. W., then, and not the Wheelman Company that should fear the interference of the postal authorities.

Just how the L. A. W. could afford to pay a twenty-five cent subscription out of each one dollar renewal is a question in league economics that the L. A. W. officials would have to answer. At present there is not sufficient money in the L. A. W. treasury to pay the Wheelman Company for a year's subscription for each member of the league. It would seem that the only way to raise this money would be to assess each division a proportionate amount of the total sum needed. I'll wager there would be great gnashing of teeth if such an assessment were to be made.

If the *Bi World* could not pass through the mails as second-class matter, and if the L. A. W. fulfill the terms of its contract, the league would have to pay near to between \$11,000 and \$12,000 to the Wheelman Company. Even twenty-five cents a year would not recompense the publishers of the *Bi World* for the paper if it cannot mail it as second-class matter. But is the paper worth twenty-five cents to the L. A. W. members? If a vote were taken I think it would show a big majority against paying out \$12,000 in cold cash for something which a greater part of the league does not care for and would not have at any price.

This official organ question seems to be a puzzle for both sides. The Wheelman Company is put to an immense yearly expense in mailing the paper to the entire league, and notwithstanding the tearful message of Secretary Bassett, the league may at any time be called upon to pay a large sum of money for what could be done just as well for one-tenth the amount if expended on a cir-

cular. If a man wants to read the official news of the league he would read the L. A. W. *Bulletin* or a circular with equal avidity. If he wants to read live cycling news he will subscribe for any one of a half-dozen cycle papers, not one of which is published in Boston.

What an immense amount of good could be done with \$12,000! But perhaps the league officials do not believe with Emerson that "A creative economy is the fuel of magnificence." BURKE.

## Kaufman's Visit Delayed.

Mr. Punnett, of Rochester, writes as follows:

ROCHESTER, N. Y., March 27.—Editor REFEREE: Mr. N. E. Kaufman writes me that owing to engagements he will be unable to visit America in April as he planned, but will come later, date not yet set.

He suggests the idea of having in Chicago during the fair championships (world's) on the various machines, viz., ordinary, safety, star, unicycle, etc., etc. By that means every rider in the world would have a chance to show his specialties if not able to go in the all around contest. As for a deposit, Mr. Kaufman has left the money with me for the last year, and I can assure you it would be an easy matter to arrange a match if anyone would show the least inclination towards such.

R. A. PUNNETT.

We take it that Kaufman's idea is to arrange a separate match for each machine, a proposition which seems fair enough. At ordinary, safety and unicycle riding he should be able to find competitors. We suggest to Mr. Punnett the advisability of placing the deposit in the hands of some disinterested person and issuing a challenge in accordance with his letter from Kaufman.

## Military Cycling Progressing.

In the armies of Europe the use of the wheel increases, as the military administrations during the last few years have recognized the practical uses of the bicycle in the messenger service. Even armies of the smaller states now follow the example set by the larger countries. The *Radfahrend Bund* states that Belgium will establish a new school for the training of soldier cyclists. Bulgaria will, after having had a little experience with military cycling, greatly increase the number of wheels in the next manoeuvre, and will supply every regiment with a detachment of cyclists. In a short time, the paper states, we may expect to find not a single European state without cycling militia. Russian officers stationed in Siberia are now using the wheel on the ice fields for the want of good roads.

## The Social Feature Killed It.

As a cycling organization the veteran wheeling body, the Buffalo Bicycle Club, is numbered with past issues. When invited to become a member of the Associated Cycling Clubs, the secretary of the Buffalos sent a reply to the effect that the club is now compelled to admit that it is no longer a cycling body, and must decline the invitation to coalesce. The splendid club house on College street is no longer the rendezvous of cycling dignitaries, and the admission of non-cyclists has changed the complexion of the club into a social one, more's the pity.

## The Rambler's Century Run.

Great preparations are being made by the Buffalo Ramblers for their souvenir century run, which will take place on Sunday, June 25, over the Dunkirk course, Buffalo to Dunkirk and return. Invitations have been extended to all local wheelmen and wheelwomen to participate, and there is every indication of a general acceptance.

Captain Young and his committee will issue a list this week, and a record of those who join the run will be kept posted in the club rooms.



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

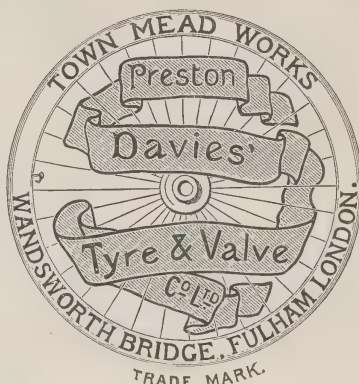
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

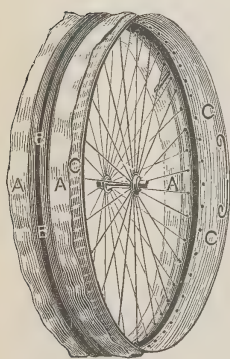
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



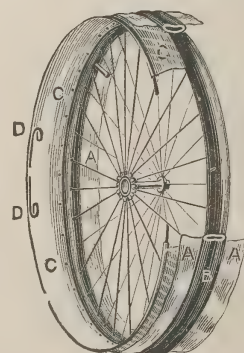
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tire and you are ready to start.



Showing the Tire open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.  
LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.  
COVENTRY DEPOT: 21 Warwick Lane, Coventry.  
AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.  
AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.



GOOD ROAD LITERATURE

PUBLICATIONS DEVOTED TO THE DISCUSSION OF IMPROVEMENT.

*The Progress of the Road Movement in Various Directions as Detailed by Chief Consuls—Work in the South.*

It would be difficult to find any work which covers the subject of road construction and maintenance in such a fashion as to be considered the authority par excellence, leading all other publications both in technical treatment and historical details.

While the amount of this literature is somewhat extended, that portion of it which appears in book form, and in English, would not be a burden to any gentleman's library.

The magazine and newspaper articles are very numerous, many of them of value, and some of them available for present reading.

It will be remembered that in 1891 there was issued by the bureau of statistics, department of state, a compilation of the special reports from the consuls of the United States on the streets and highways in their several districts; a book of some 600 pages. These reports were made by request of, and in response to a circular letter from the secretary of state, and are of particular interest on account of coming from so many different sources and from all parts of the world. A careful review of this work gives one an exceedingly comprehensive view of the different styles of roads in use at present, and a good deal of information bearing on the road construction of earlier times. It could not, of course, be expected that such literature would go very deeply into the mathematical and technical side of this question, but it is nevertheless most excellent reading and forms a good foundation for wider study.

If the edition has not already been exhausted copies of these circular reports can be obtained by addressing the secretary of state, and if they have all been distributed, another edition should be issued without delay, and senators and representatives should see to it that their constituents are supplied.

The life and work of Telford, as treated in Smiles' Lives of the Engineers, can be studied with a great deal of profit. These books are published in London by John Murray (1874) and, though difficult to find in the public libraries, can easily be secured through any book dealer. There is a point well emphasized in this work, a phase of road construction which seems to have escaped or never attracted the attention of the country road builder. It is the fact that the broken fragments of stone used, for example, in the macadam construction, coalesce and become a solid mass. To such an extent does this solidification take place, that roads of this kind were successfully built across marshlands with no other foundation than the crushed stone. Gravel will not do this, but on the contrary, remains loose until practically ground to powder.

For the general reader the Prize Essays, as reprinted from *Engineering Record*, New York, and *A Move for Better Roads*, also a collection of prize essays, and published by H. C. Baird & Co., Philadelphia, recommend themselves as being both able in treatment and comparatively brief.

The revised edition of the Municipal and Sanitary Engineer's Hand Book, by H. Percy Boulnois, gives the results of practical experience and is a valuable

book of reference. Though published in England it can readily be obtained in this country through E. & F. N. Spon, 12 Courtland street, New York.

One of the best of the recent contributions to our road literature, is a Treatise on Highway Construction, by Austin T. Byrne, C. E., New York; John Wiley & Sons, 1892.

For some treatment of the legal side of this question, one can be referred to the Law of Roads and Streets, by Byron K. and William F. Elliott, Indianapolis; the Brown, Merrill Co., 1890, and also to the Laws Relating to Roads and Ditches, Bridges and Water Courses, etc., Florien Giaque; Robert Clark & Co., 1886.

These are a few of the important books noticed in a catalogue of road literature recently compiled under the direction of Colonel Pope, who published it for free distribution among the libraries of the United States.

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ACTIVITY IN VIRGINIA.

*Chief Consul Steel Writes Interestingly About Roads in the Old Dominion.*

RICHMOND, Va., March 30.—While as a division we have done no organized work in behalf of good roads, individually the wheelmen throughout the state have been keeping the subject before the public. At their instigation a number of the leading papers have brought the matter up, and have printed editorials favoring reform. The Radford Wheelmen have been and are actively working for good roads in the south-western portion of the state, and the Lexington club write me that they distribute road literature regularly among the road supervisors and progressive men in their section. Our legislature does not meet until next December, so at present there is nothing to be done toward getting our road laws improved.

As in many other sections, under present statutes the road tax is worked out, or is supposed to be, by each man furnishing so many days' labor on the public roads of his county during the year, and I am sure that, far from being improved, the roads are worsted by the process, as is evidenced by the fact that owing to the length of the cold spell this winter the roads around here were not "worked" and so have been better than for years.

There is no doubt that the road question will receive extensive consideration at the hands of our next legislature, and I think it likely that a bill will be passed providing for a better system than is now in vogue. There is practically no opposition here to the movement for better roads. Every one admits that we need them badly enough, and our present system is a poor one. The only question is the best way to effect an improvement.

As far as I can learn the farmers throughout the state are heartily in favor of reform. The editor of the *Southern Planter*, J. T. Jackson, of Richmond, is an enthusiast on the subject. He, probably more than any other man, has been active for the cause in our state. He has delivered addresses before farmers' institutes in a number of places, and is constantly keeping the matter before the agricultural element through the columns of his journal.

The "Tuckahoe Farmers' Club," composed of the most progressive and well-to-do farmers of Henrico County, have had the subject of better roads under discussion at several of their meetings, and as they are influential men we look to them for material assistance during the next session of the legislature. At the last meeting of the State Board of Agriculture, held at Richmond, in Janu-

ary, the road question was extensively discussed. The committee on roads made quite a full report on recommendation of this committee; it was agreed to request the governor to call a "state convention of the people for the full consideration of the subject." It was also recommended that "a thorough organization of the state be undertaken by the convention, and that representatives from each county and from the engineering department of each institute of learning in the state be earnestly solicited to send delegates."

As yet the governor has taken no action upon this request. Should such a convention be called, the wheelmen will be heard from and I will inform the REFEREE of any progress made.

I am encouraged by the apparent active interest of so many of our prominent men in the work, and while, as yet, in many portions of the "old dominion" we are still plodding through sand and wading through the mud, our people are awakening to the need of better roads, and that is the first step towards reform.

FRANK R. STEEL,  
Chief Consul.

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No Progress in Louisiana.

NEW ORLEANS, La., March 25.—The road movement in this state, I am sorry to say, is not a movement at all; in fact our roads are in such a condition that it seems an almost hopeless task to ever make them what they should be without an expensive outlay that would scare a commission almost to death by the mere mention of the figures. Too little attention has been paid to this, the index to the country's prosperity; and although we are surrounded with excellent gravel hills, which would make as fine roads as anywhere in the country, as I have previously stated, we have all we can do to keep the streets in the principal cities in a passable condition. Still the good time is coming. It can not be long before this glaring lack of diplomacy must be remedied. The wheelmen as a body are too weak to count for anything, but by enlisting the real estate people with them we can bring same to a focus, which should soon bring us to a speedy realization of our cherished hopes.

There is no doubt in the world that Louisiana with good roads could in a short space of time increase her wealth to a considerable extent, as we have the finest lands, accompanied by the natural advantages of excellent climate. There is no reason why emigration from the overcrowded districts should not find its way into Louisiana. It is quite useless for me to dwell upon the advantages of good roads. It has been placed before the public by men who were far more able to cope with the question than myself. I repeat, however, that the state of Louisiana has not aroused herself from the state of lethargy on the road question, and from the present outlook we can not expect much for a couple of years to come.

W. C. GRIVOT,  
Chief Consul.

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A Line From W. Va.

WHEELING, W. Va., March 19, 1893.—We are circulating such literature as our means and Mr. Potter, of New York, will permit, and have succeeded in interesting one of our local newspapers sufficiently to publish a series of articles on "Good Roads." We have made ourselves known by circulating Colonel Pope's petition, and have rendered good services, through personal influence of our local consuls with members of the legislature in their respective counties, toward the passage of the Edwards road bill. Mr. Edwards informs us that

the bill will not be reached this season.

JASON C. STAMP,  
Chief Consul.

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Waiting Until They Grow.

SAVANNAH, Ga., March 20.—There is no organized movement on foot looking toward the betterment of our county roads in Georgia, nor is there likely to be until we are able to organize as a division. This was about to be done, having over 100 members, when the amendment was adopted requiring 200 for a division, but I am in hopes before the summer is gone that we will have the requisite number.

SAMUEL M. WHITESIDE,  
Chief Consul.

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Work In the South.

SAVANNAH, Ga., April 3.—Road building has engaged the attention of the county commissioners of Montgomery County, Ala. During the past eighteen months they have commenced in the good work by building about twelve miles of "chirt" roads at an average cost of \$4,000 per mile. Chirt is a rock that lies next to iron ore in the iron district around Birmingham, and makes a better road than gravel. It withstands the hardest travel.

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The officers of the Iowa division are preparing matter for a state edition of *Good Roads*.

Publications Received.

The REFEREE acknowledges the receipt of the following catalogues:

Pittsburg Cycle Company, Pittsburg, Pa.—Consists of 110 pages and cover and is very complete. Shows complete lines of the Sunol, Tourist, Eclipse, Columbus, Raleigh, Humber, Premier, Crypto, Pittsburg, and many cheaper grades; all the principal tires and sundries.

Singer & Co., Boston—Shows the complete Singer line, including the Special Modele de Luxe in five styles, lady's, roadster, light roadster, racer, and tri-cycle. Also a neat pamphlet on "Practical instructions for the adjustment and proper keeping of the Singer cycles."

American Ormonde Cycle Company, New York—Shows the Ormonde road-racer, 26 pounds; model D, 35 pounds; model C, 41 pounds; lady's Ormonde, 38 pounds, and the Ormonde front driver, weight to order.

F. H. Henning Cycle Company, Peoria.—Shows the Telephone line complete, Arrow, Swift, Warwick, Credenda, Lovell, Royal and the Western Wheel Works line of medium grades. C. Lohmann, 36 Aldersgate street, London—Complete list of lamps, saddles, bells, wrenches, oilers, carriers' bags, parts, etc.

Perry & Co., Birmingham, Eng.—Complete lists of chains and parts of bicycles.

Sercombe-Bolte Manufacturing Company, Milwaukee—Shows the S. & B. ball testing machine, Telegram light roadster, Lightning Messenger racer, Sanger racer, lady's Telegram, Chainless Telegram (front driver), Telegram pneumatic tire, pumps, parts of bicycles, sundries, etc.

Hulbert Bros. & Co., 26 West Twenty-third street, New York—Shows Majestic light roadster and parts: King and Queen of Scorchers; also sundries.

Rouse-Duryea Cycle Company, Peoria—Shows Sylph model D, 30 pounds; B, spring frame, 48 pounds; A, spring frame, 46 pounds.

Rouse, Hazard & Co., Peoria—Shows complete lines of the Rambler, Rudge, Sylph, Overland, Victor and the Western Wheel Works' makes.

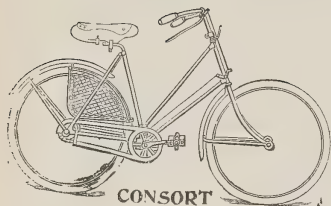
Will Not Consolidate.

There has been some talk of club consolidation between the Wanderers and Columbia Bicycle Club of Buffalo, and a special committee from each organization was appointed for a conference. The committee agreed to a nicety that the two clubs should amalgamate under the name of the Bison City Wheelmen, and take up quarters in the rooms on High street near Jefferson, until a downtown location could be secured. The Wanderers, however, kicked over the traces and refused to move, and as the Columbia refused to change its location, the whole plan will probably drop through.



# Made Like a Sandwich,

The best material and workmanship is on the inside.



## The Credenda "Pacer"

AND

## Credenda "Consort"

Are High-Grade Wheels and sell for \$115 with Inner Tube Pneumatics.

Send for Catalogue.

### A. G. SPALDING & BROS.,

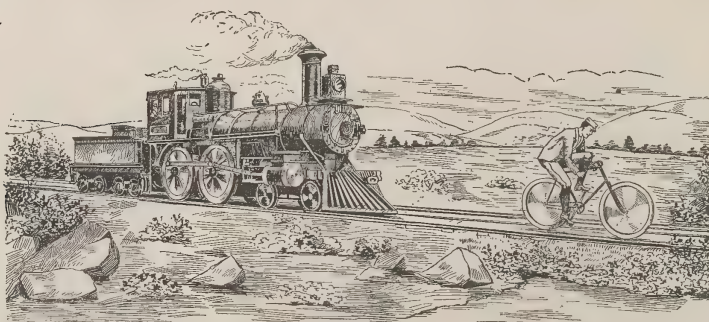
CHICAGO.

NEW YORK.

PHILADELPHIA.

## WHY, THIS IS EASY.

We Succeeded  
Where Others  
Failed.



Reduced Weight  
and  
Added Strength.

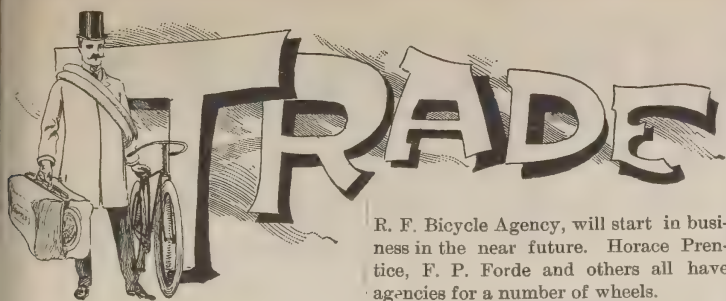
RACER 20 lbs.

Model A 28 lbs., Model B 32 lbs., Model C 38 lbs. Send for '93 Catalogue.

## E. C. STEARNS & COMPANY,

SYRACUSE, N. Y.





Writers on trade topics can always find a market for interesting and instructive matter at the REFEREE office. We shall be pleased to arrange with competent writers for regular contributions.

#### A TRIP THROUGH MICHIGAN.

*The Trade Men Expect a Good Season—Who They Are and What They Handle.*

The bicycle trade through Michigan promises to eclipse that of any previous year, both in the number of wheels sold and the variety of makes. The number of agents has nearly doubled since last year, several large hardware and carriage houses having taken hold of the bicycle business, which goes to show that the good people of Michigan recognize the wheel as an article of considerable importance and utility. At Detroit no less than thirty-two parties are now handling wheels, which is probably record for any one city in America.

The most prominent dealers are Huber & Metzger, T. B. Rayl & Co., Easy Wagon Gear Company, Overman Wheel Company, George Hilsendegen, Detroit Cycle Company, Hodgeson & Howard, Anderson Manufacturing Company, and the Schulenburg Cycle Company.

The streets of Detroit are being improved rapidly. Miles and miles of asphalt and brick pavement have been laid during the last two years, and a ride down Woodward and Jefferson avenues (almost ten miles of asphalt at an uninterrupted stretch) is ranked as one of the finest bicycle rides in America.

Grand Rapids is not very far behind in cycling, though it can not claim the advantages its sister city has. The trade is taken care of by the pioneer firm, Perkins & Richmond, which makes Imperials and Ramblers its leaders, but also handles a number of other makes.

Hadley & Barclay, another large firm, handles Victors and Kenwoods, and a new firm, Dunbar & Co., makes the Columbia its leader. They came recently from Springfield, Mass., where they were in the bicycle business, and will undoubtedly find Grand Rapids a large field to work in.

The next best city for wheels is Bay City. The many natural advantages it possesses has made the trade look for a large and prosperous season. The Bay City Cycle Company, A. L. Baker, William Taylor and Foss & McCoy have the trade in hand, and almost every wheel made is represented by them.

At Saginaw W. L. Marr and Fisher Brothers sell wheels, the former making the Raleigh and the latter the Rambler his leader.

Port Huron is and has always been an Imperial town, very few other makes except Columbias, ever being seen on the streets there. The bicycle business is in good hands there, and a good many candidates for wheels are being made happy this spring.

At Kalamazoo trade is a little "chopped up." The Kalamazoo Cycle Company, besides manufacturing its well-known parcel carrier, handles wheels very extensively. A new concern, the

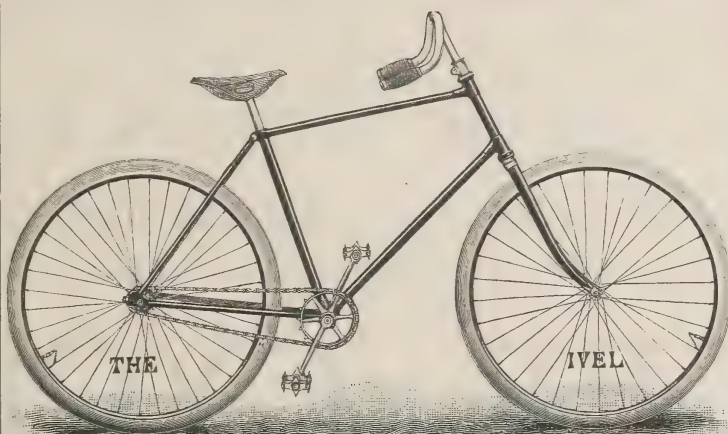
R. F. Bicycle Agency, will start in business in the near future. Horace Prentice, F. P. Forde and others all have agencies for a number of wheels.

At Coldwater F. Nettleton has things a great deal his own way, and has the reputation of being a hustler. Mr. Nettleton is one of the old-time riders, and has facilities for taking care of all the trade within fifty miles of Coldwater.

At Battle Creek the Hall-Jones Cycle Company is the principal dealer.

Muskegon has four dealers, Jacob Jesson, the Muskegon Hardware Company, Horace Brown and Adolph Arnst. Jesson handles Columbias; Muskegon Hardware Company, Imperials; Brown, Monarchs, and Arnst a line of cheap wheels.

At Lansing H. B. Morgan does a large business, being immensely popular with the riding fraternity. Fred Eilenburg and W. F. Crotty are dealers also, and between the three of them Lansing is being well supplied with wheels.



Owosso is going to be very much "in line" this year. The Owosso S. M. & O. Company and the Owosso Cycle Company have the trade in hand and are hustling to supply the town with Unions, Imperials, Lovells and Credendas.

At Adrian C. C. Van Dorn is the most prominent dealer, making the Imperial and Hartford his leaders. This gentleman has already disposed of twenty-six high grade wheels this season, and is very much pleased with the outlook for 1893.

At Hillsdale George F. Gardner takes care of the trade, and while it has not been very rushing yet, he is confident of doing a satisfactory business as soon as the weather settles down. MAC.

#### THE SOUTHERN BOOM.

*Trade in Atlanta, Ga., Has Grown Wonderfully—Facts About the City.*

ATLANTA, Ga., March 31.—As cycling is on such a boom in the south, it is only proper that the cycling world at large should know something of Atlanta, the Gate City of the south. The capital city of the Empire State of the south, Atlanta is the largest and most prosperous city of this great section. Because of her almost phenomenal growth since the war, when General Sherman laid the city in ashes, and because of the enterprise and industry of her people, Atlanta is frequently called the "Chicago of the

south." Everyone who visits us agrees that she deserves that title.

The population is about one hundred thousand. About fifteen hundred of this number ride bicycles, and the number of riders is rapidly increasing. Eight months ago there was only one dealer here and his sale didn't average over two wheels per month. He handled them as a side line and did not seem to care whether he sold any wheels or not. At that time there were not over fifty or sixty riders here. A large hardware house began selling wheels about six or seven months ago, and since that time cycling has been on a constant boom. We now have seven dealers, one of whose sales have averaged about fifteen wheels per week since the first of January. All the others appear to be doing well, with possibly one exception. Nearly every high-grade wheel in the market is now represented here, as well as a number of medium grades.

The fact that Peachtree street, our leading residence street, which is said to rival the famous Euclid avenue, Cleveland, in beauty, has been paved with asphalt, has had much to do with the growth of the cycle trade.

The riding season here is practically twelve months in the year, though January is rather cold and March winds are sometimes biting—still one can ride

the Foote & Davis Printing Company and edited by J. H. Johnson, Jr. It is to be issued every two weeks at present. It is said that the paper has already begun preparations to have a twenty-mile road race.

Dan Canary, the trick rider, is here in the int-rest of the Overman Wheel Company. He is to give an exhibition next week.

J. J. Ross, Imperial boomer, is also here, with a view to establishing a branch house for the Ames & Frost Company, of Chicago. WINTIRE.

#### BUFFALO'S KING SALESMAN.

*Hi Martin Talks of By-Gone Days—Advice to a Green Salesman.*

H. C. Martin of Buffalo is an observant man. He flatters himself on his judgment of men. Bicycles he always was a good judge of, and discounts ditto. But Martin was once fooled in his estimate of man, and C. F. Stokes was the man who fooled him. On a recent Sunday morning the conversation turned on Stokes, and Martin related the following: "I was fooled in Charlie Stokes, and I'll tell you about it. Stokes is a mass of contradiction to men who know him. If you see him doing business with strangers, or, indeed, people who have known him in trade for years but not socially, he is calm, cold and formal and very curt in his replies and questions, but to those whom he knows well he is an entirely different person; he is jollity and warmth itself.

"In the days when H. A. Lozier, Stokes and Thomas were together in the sewing machine business in Cleveland, I was traveling for a sewing machine supply house, and called on the firm at Cleveland for nearly two years before they would give me an order, but eventually I sold them nearly all they bought, and to this day Lozier has a lot of my stuff which he is either keeping as a souvenir of our pleasant relationship or because he "got stuck" on it. This, he says, he did, and blames Thomas, who ordered it.

"Well, sir, I called right along, and Stokes would solemnly ask for prices, jot them down in a book and say, equally as solemnly, 'We don't wish anything to-day; call again.' I got to reverence the man, and fully made up my mind that he was either superintendent of a Sunday-school or a deacon, and his manner fully justified my belief. But I don't think so now. I looked upon Charlie Stokes as a model citizen, and I would as soon think of asking Cleveland for his job as of asking Stokes to 'take something.' I inwardly felt that he was both a great and good man, and the pleasant relation since established is the outcome of those days. He often said he admired my nerve in tackling him for an order for nearly two years."

The above talk was occasioned by some remarks as to the abilities of salesmen and a story Martin told about a green traveler who tried to sell him some wheels this year. The man was from New York, and he was not posted, not even as to the construction of the wheel he was selling. Taking him quietly aside, Martin said:

"Young man, I was once a traveler myself, and I want to be your friend. I would advise you. Will you listen to advice?"

The would-be traveler thought he could.

"Well, then," said Martin, "take my well-meant advice. Buy a ticket and take the first train for home; get thoroughly posted as to the business you would shine in. Study the matter well, and call on me the next time you are in

very well during those months. Our climate is delightful and it never gets as hot her in summer as it does in New York or Chicago. Some of your readers may think this strange, but it is true."

At present there are only two cycle clubs here, viz., the Capitol Cycle Club and the Nancy Hanks Bicycle Club. The first named is the larger and more influential club, having about seventy-five members. The latter has about twenty members. Both are prosperous and growing. A. S. Hook is captain of the C. C. C., and his men think there is no better captain anywhere. His able assistants are Charles Elyea and Sol Bloodworth. Joe Vaughn is captain of the N. H. B. C. and is popular with his men.

Ned Chalfant, ex-captain of the C. C. C., and Joe Vaughn each made a century run last Sunday, and though they both went over the same course, there has been considerable dispute about the riding time of each, which was in the neighborhood of nine hours. As a result of this dispute each man has posted \$100 a side for a 100-mile race, to take place within the next three weeks. The run will be made from this city to Grantville, on the A. & W. P. R. R., and return. It is thought that the race will be a very close one, as both men are good riders and each is determined to win.

Wheeling, a new Richmond in the field of cycle papers, made its first appearance last week. It is published by





# WHITWORTH CYCLES

• • • • U. S. A. 1893.

HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

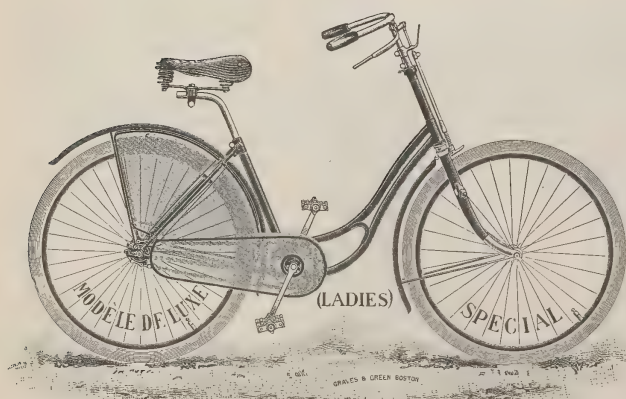
We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 273, NEW YORK, or - BIRMINGHAM, ENG.

# SINGER CYCLES.

FULLY GUARANTEED.



**SPECIFICATION.**—26 in. wheels, speeded to 55 in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, improved dress guard to driving wheel and to chain, Singer detachable brake, Singer patent detachable foot-rests, adjustable to height, lamp-holder, best saddle, tool-bag, spanner, screw-driver and oil-can. Enamelled and with parts plated

Price with 1 1-8 in. wired cushion tires - - - \$140

Price with pneumatic tires, as illustrated - - - 155

Average weight as illustrated, less saddle and peddles, 33 lbs.

We fit our safeties with the Dunlop, Acme or Morgan & Wright pneumatic tire, as preferred. Each of these tires is fully guaranteed.

Liberal Discounts to Reliable Agents.

Send for our Catalogue.

## SINGER & CO.,

6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS



town. I tell you this in a friendly spirit of advice. Others may not; they might laugh at your ignorance, and you will save time and expense for both your friends and yourself by following my suggestion."

The young man went home.

Martin is kind-hearted, a practical buyer and seller, and it is getting to be recognized that to do business with H. C. Martin & Co., Buffalo, you must know your business thoroughly.

Last week the writer followed Mr. Martin on a tour of his two stores or store and warehouse, and on going into the cellar he found the place stocked to the ceiling with cushion tired wheels, and expressed surprise and remarked, "Are these last year's left over?"

"Not by a jug-full," he returned. "I bought them for cash last week at the right figure, and will sell them all inside sixty days."

"What! Sell that lot of cushions when everybody is asking for pneumatics?"

"There you are wrong, my boy. I jobbed fifty of them last week. They are good wheels, well known, and we can sell them easily."

It is getting to be known in Buffalo that Martin could sell not only solid tired, but probably iron tired wheels also. He is a king of salesmen. That sharp, decisive manner and shrewd face is only the covering of a genial and kindly nature, and to see him at his best is to see him surrounded by his family in his elegant Buffalo home. May the shade of Hi Martin never grow less!

#### THE PHILADELPHIA TRADE.

*A Round of the Stores Finds Them All to Be Fairly Busy.*

The Central Cycle Company handles the Cleveland and Warwick.

Charles Smith handles the great American Ramblers exclusively.

John Green is selling Libertys in Arch street, and "Johnnie" likes 'em, of course.

Philadelphia was recently visited by a REFEREE man who found the summer cars were still running on Market street.

The J. B. Rich Cycle Company is doing nicely with the Triumph and Phoenix, and will close out its clothing department.

J. R. Weld, Jr., George H. Bolton and cute Herbert Bilyeu were busy to the thirty-second degree at Spalding's, selling Victors and Crandas.

John T. Bailey & Co. were busy, and the man with the sonorous voice, J. S. Kuen, and W. J. Green were busy selling Relays and Raleighs—two good R's.

The U. S. Cycle Company makes a medium-price wheel called the Senator, and the output this year will be about 500. Mr. Hill, the manager, was sick and C. M. Johnson, in charge, so reported.

H. B. Hart is just as busy as he was twelve years ago, when the writer met him first. Hart is full of nervous energy and "get there," and the result is seen in his present extensive business on Arch street.

Frank M. Dampman, the old-time road crack, is selling Rouse, Hazard & Co.'s line and a clever-looking hickory wheel called the Penn. Abe Powell is associated with Dampman. The concern's name is the Globe Steam Heating Company.

Wall & Boyer are busy, and the report that this firm had dissolved partnership was denied by Mr. Wall, who was about starting on a trip to Pittsburg. The orders for the Wall & Boyer carrier this year have been large. Singers are the wheels this firm pushes, and their repair department is under Mr. Boyer's care.

Harry Gibson is on the road for Wall & Boyer, and the clever Mrs. Boyer handles the cash and books.

The Common Sense Bicycle Company, over whose destinies that ever courteous David Pettit and C. F. Cope preside, reports sales as fairly good, and its Common Sense hickory wheel is now being handled largely by carriage dealers. This company is making many sulky wheels.

The Bretz & Curtis Manufacturing Company reports good work from its winning drummer, "Billy" Perrett. Mr. Curtis was confined to his home with sickness, which he charged to New York's climate instead of Philadelphia. Mr. Dailey, the secretary, is always well and quite energetic.

#### CHICAGO TRADE IN BRIEF.

*Movements of Traveling Men.—General Local Trade Talk.*

M. A. Meader, of the Ariel Cycle Company, was in Chicago this week.

P. W. Dasey has opened a branch store of the Quadrant Cycle Company, at Elkhart, Ind.

Mr. Gorham, manager of the Royal Cycle Company, is in the city on world's fair exhibit business.

George H. Simons, manager of the bicycle department of Kingman & Co., Peoria, was in the city on Tuesday.

A. E. Dewey, at one time a cycle dealer in Cleveland, has come to Chicago to live and will enter the cycle business.

Seven machines for the world's fair exhibit have been received by the Quadrant Cycle Company. One is a tricycle.

"John," the Ariel company's dummy rider, has recently been bedecked with several gold medals, probably given for his long distance record rides.

A Kansas dealer visited a local factory, and, on seeing an elliptical sprocket wheel, asked why it was not made round, and intimated that was an imperfect part.

On the front of the Humber store is a large sign with these words: "Eighteen car loads of bicycles. Humpers and Rovers. Will I sell them? Come in and see."

The Thorsen & Cassidy Company has been appointed the sole Chicago distributor of the Telegram pneumatic tire by the Sercombe-Bolte Manufacturing Company.

James Josephi has returned after several weeks of travel. He will make one more trip and will then have charge of the Ames & Frost Company's exhibit at the fair.

A riding school has been opened by the Pope Manufacturing Company on the fourth floor of 302 Wabash avenue. This is 30x120 feet and is presided over by Robert Brooks.

C. V. Dasey, 3108 Prairie avenue, is showing his first machine, the Daisy Scorchers, the frame of which is his own patent. He has a strong frame and has received several orders.

A. J. Nicolet returned to Chicago on Tuesday and left for Grand Rapids on Wednesday. He says he will be on the road another month and then will come to Chicago permanently.

Manager Caswell, of A. Featherstone & Co.'s retail store, reports business good, and says the outlook is very flattering. He says, also, that Road Kings and Queens are much sought for.

Warman & Hazlewood have at last caught the thief who had about once a week broken into their storerooms. Although the Pinkerton agency had been engaged to watch the place it fell to the lot of one of Mr. Warman's employees

to catch the thief, who is now held for trial.

F. H. Tuttle returned from St. Louis this week. He says Jordan & Sanders have a far finer store than any in Chicago. This firm has disposed of eight Stearns safeties thus far this spring.

The Eagle Cycle Manufacturing Company, of Torrington, Conn., has secured space at the world's fair. But two or three wheels will be shown. The company will give away 250,000 souvenirs.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

Two handsome geared ordinaries, and one of the prettiest ladies' wheel seen along cycle row have been received by the Coventry Machinists' Company direct from the National cycle show exhibit.

Although the Hill company has three clerks at work mailing catalogues they will be unable to finish before Friday. The number which takes the Fowler wheel will not be published, therefore, until next week.

The Hill Cycle Manufacturing Company had a Moffat safety stolen from its office boy last week. It offers to give this wheel to the man recovering it, providing the thief is convicted, and will also give a new Fowler to every man who recovers a stolen Fowler and convicts the thief. The Moffat stolen was No. 579.

"Denver in '94," says every traveling man returning from a western trip. The Denverites are in deadly earnest and infuse every visitor with a goodly dose of their fire. Says Murphy, of the Keating Company: "Denver is the liveliest city on cycling subjects I ever struck, and is destined to be the cycling centre of the United States."

W. A. Fletcher & Co. have opened their day storage department, and an attendant in charge is now busy cleaning and oiling wheels and inflating tires. During this year, above all others, a day storage place will prove of great benefit to Chicagoans, who, on account of crowded cars, will be compelled to use wheels to a great extent.

W. W. Kenfield, of the Rochester Cycle Manufacturing Company, was in Chicago Friday and left that night for Detroit, Cleveland and home. He reported a splendid New England business, but says the west has been drummed to death. Mr. Kenfield says he will be honest—he has not sold his entire output, but he thinks he will have no trouble in doing so.

The C. H. Schub Cycle House has secured the basement in the northwest corner of Wabash avenue and Congress street, opposite the Auditorium, and in a few days it will be fitted out in grand style. Mr. Schub intends doing a wholesale and retail business. He is the sole importer of the Cataract, a high grade wheel, and will job the Chicago, a medium-priced wheel, and the Queen Bess of the same grade.

#### GENERAL TRADE NOTES.

There are twenty-five cycle houses in Detroit.

A. U. Betts & Co., Toledo, have a large staff at work filling orders for their goods.

W. W. Stall, Boston, has imported a disc wheel, which is in his store window and attracts much attention.

Paul Angois, according to the latest Raleigh Cycle Company bulletin, is once more on the water, headed for this side,

a position he was supposed to be in three months ago.

Winans, Pratt & Co., of Kalamazoo, manufacturers of buggies and carriages, are going into the bicycle trade.

The recent lamp and bell ordinance passed by the Philadelphia city council, has caused a lively sale the past few weeks in those accessories.

In the immense works of Starley Brothers there is what is known as the girls' shop, which is said to be as neat and tidy as the proverbial New England kitchen.

The Detroit Lead Works are manufacturing some of the finest enamels that are to be had. The company is an old established concern and possesses a reputation second to none.

Harry Chapman has secured the position of superintendent for the Peerless Manufacturing Company of Cleveland, and will assume his duties Monday. We congratulate both parties.

George Hilsendegen, 310 Woodward avenue, Detroit, is doing a rushing business. His sales so far, outside of the city, amount to over four hundred wheels. The city trade is also very large.

W. M. Perrett booked large orders for Solid Comfort saddles in Buffalo Monday and Tuesday. Among the buyers were the Buffalo Tricycle Company, Schack, Martin and the Queen City Bicycle Company.

The new retail house of Dorntge & Penseyres, on Huron street, is now thoroughly fitted up with a full line of athletic goods, which they will handle in connection with the Niagara and Eclipse cycles.

Thomas Sanders, who has just parted company with William Bown, with whom he has associated for fifteen years, has identified himself with T. Parker (successor to Samuel Snell & Sons), Toledo works, Birmingham.

The Philadelphia Cycle Company has been appointed sole Philadelphia agent for the Fowler, manufactured by the Hill Cycle Company, of Chicago. Donlevy & Co. have obtained the agency of the Kenwood Manufacturing Company.

McKee & Harrington are building a full-nickel racer for Paul Grosch of the Passaic A. C. It will be a beauty the rims being finished in natural wood. Its weight will be eighteen pounds, and it will be fitted with Burris-Michelin tires.

According to a Kalamazoo paper, the business of the Kalamazoo Cycle Company has increased so much that now three stores are occupied by the concern. Two stores are used for the salesroom, and the third for the machine shop.

Detroit is rapidly becoming a distributing centre for Indiana and Michigan, thanks to such houses as the Schulenburg Cycle Company, Hilsendegen, Anderson Manufacturing Company, Huber & Metzger, and the Overland Wheel Company.

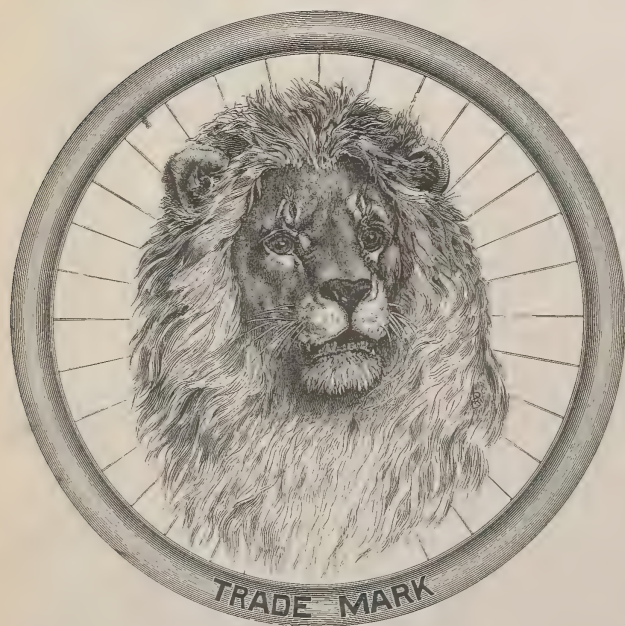
Manager Mead, of the Schulenburg Cycle Company, Detroit, reports a lively business in both the wholesale and retail departments. The company handles the King of Scorchers, Swift, Triumph, Relay, Reading and New Howe, and covers Michigan, Indiana and part of Ohio.

The Hart Cycle Company's scheme of tendering a sociable to the different cycling clubs of Philadelphia, reserving a night for each club, is a good one, and is meeting with the success and commendation it deserves. The large riding school is used for cycling and dancing, wheels, music and light refreshments being on hand all evening, and every-





**\$5,000 REWARD \$5,000**



To anyone producing An Ounce of cast metal as having been used in the construction of a

**Monarch Bicycle.**

All material used in our line of wheels is the best that can be obtained in any market.

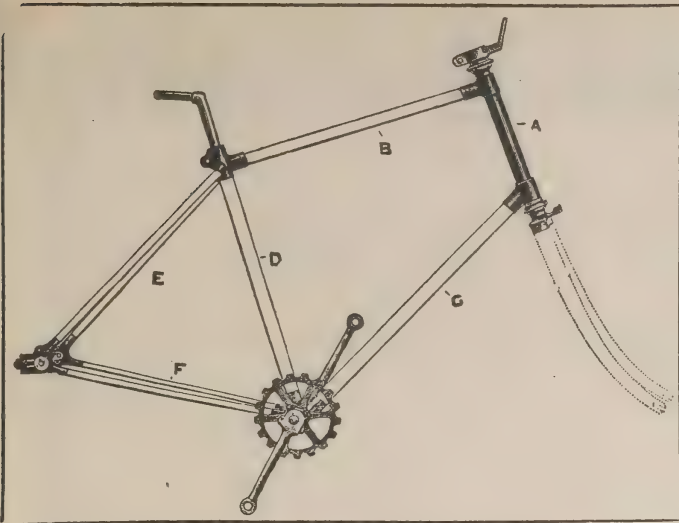
**Four Styles! - - -**

Elegant designs, proper weights, and rigidity.  
Full line Cycle accessories.  
Send for 24 page Catalogue.

**THE MONARCH CYCLE CO.,**

**42, 44, 46, 48, 50, 52 N. HALSTED ST., - CHICAGO.**





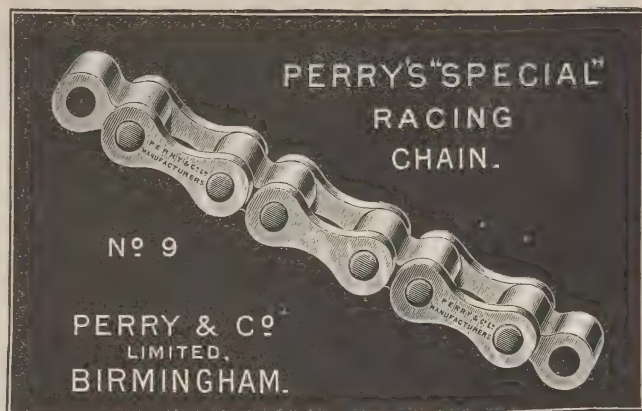
## PERRY'S FRAMES.

Mechanical Accuracy, Lightness, Reliability and Splendid Finish.

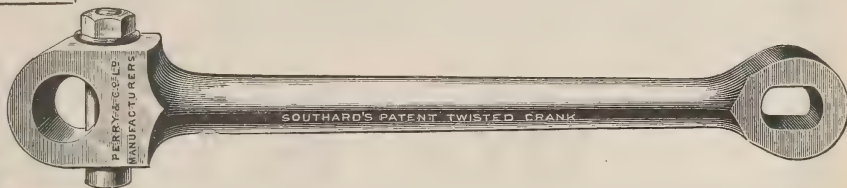


Perry's High-Class Hubs.

Best Finished and Lightest Frames  
— in the World. —



The finest finished Chain in the world and used by  
Humbers, Whitworths and Raleighs on all their machines



Sole manufacturers of Southard's Patent Cranks.

**PERRY & COMPANY, Limited,**  
Birmingham, England.

**AGENTS:** Anglo-American Iron and Metal  
Co., 213 Pearl street. New York.

body seems to be unanimous in the opinion that the projector of the scheme had a "long head."

The Bingham Hardware Company, Cleveland, reports a tremendous trade in the Yost wheel, the Falcon. Repeat orders have commenced to pour in and the factory at Toledo is working at its utmost capacity to deliver goods promptly.

The following Chicago houses have placed orders for suits, etc., with Clementi & Barr: Ames & Frost, C. H. Sieg Manufacturing Company, Horton, Gilmore, McWilliams & Co., Mason & Mason, Taylor Cycle Company, and G. & J Manufacturing Company.

W. G. Schack has recently improved his salesrooms at 875 Main street, by remodeling his office in the rear and adding a counting room. He is an enterprising dealer and carries a large and varied line of wheels, and will command a large share of Buffalo's retail trade.

F. W. Coulson has placed the Monarch business for California in the hands of the old reliable firm of Osborn & Alexander, of San Francisco. On Tuesday L. M. Richardson visited Milwaukee and allotted that city and other portions of Wisconsin to the Milwaukee Buggy Company.

The Gibson & Prentiss Cycle Company, maker of the Bison, has added an assembly room of good proportions to the rear of its Washington street factory and has its output well under way. There is little doubt that it could sell twice as many Bisons as it will be able to turn out.

The Union Cycle Manufacturing Company has moved its main office to Highlandville, Mass., so that the factory and office will be together. The Boston store will remain in charge of John Mc-

Dowell, who will have charge of the New England trade.

W. S. Campbell is the latest racing man who has ordered Burris-Michelin tires fitted to his racer. Campbell will ride a machine made by the Campbell Cycle Company, as will also A. B. Rich. It is said that Michelin gave Terront a thousand dollars for his victory on the Burris-Michelin tire.

We have received from the Gormully & Jeffery Manufacturing Company a world's fair souvenir in the shape of a bronzed medal paper weight. It is extremely handsome and was designed as a compliment to Rambler agents. They will be sent to others, however, postpaid for fifty cents apiece.

William M. Breckenridge, formerly of Milwaukee, visited Chicago last week as a representative of W. R. Burkhard, whose retail store at Minneapolis he will hereafter manage. The store is at 628 First avenue, south. The Stearns and Raleigh agencies have been secured and the Arrow probably will be.

The John B. Varick Company, Manchester, N. H., writes that business in that city and vicinity is exceedingly good, and that it has 300 new riders in its riding school, fifty of them being ladies. The company is the state agent for the Majestic and Keating and the Buffalo Tricycle Company's line.

At the works of the Buffalo Tricycle Company it is the same story—lots to do and good prospects for an unprecedented year. The marked favor shown by the public for Envoys, Fleetwings and Uniques, the well-known lines constructed by this company, continues to tax the capacity of the works.

The Clinton Cycle Works, maker of the Globe; East Side Cycle Works, maker of the Banner; George N. Pierce & Co.; the Queen City Cycle Company,

maker of the new high grade, the Erie; in fact, all, are rejoicing in big business and all the orders they can handle.

The Hackney Bicycle Company, Cleveland, has sold almost its entire output, which will be about 700 machines. The company is a strong one, its machinery of the very latest pattern, and each department is presided over by a skilled foreman, and consequently the Hackney is one of the best wheels made.

The Wissakickon Wheelmen of Philadelphia recently introduced a novel and instructive feature, a tire-repairing contest. There were several competitors, the idea being to show in how little time it was possible to repair a "busted" tire with only those tools which a rider usually carries on the road. Report says the G. & J. tire had a walkover.

The Eclipse Bicycle Company writes that it is having a large demand for its new lady's wheel. It is a single tube frame of graceful lines, strongly braced, and weighs 36 pounds; has a handle bar well placed, so that the rider can sit straight; it runs easily, has a comfortable saddle, and a dress-guard of heavy silk lacing covering completely wheel and chain.

The Royal Cycle Company of Marshall, Mich., is shipping wheels as fast as they can be made. The Boston agents, Bigelow & Douse, first ordered one hundred of the Royal light roadsters, but have increased it to three hundred. In the same city the A. O. Very Cycle Company handles the Royal Limited. All the agents of the Royal report a lively demand for this handsome and well-built machine.

A leading feature in the retail trade last week was the opening of the new store of George F. Lutz & Son, at 571 Main street. W. A. Lutz, of this house, was formerly associated in business with

M. F. Dirnberger. He is now in business with his father and the new house will assume a leading position, as it carries a first-class line of goods and has a fine location on Cycle Row. They are agents for the Rambler, Fowler, Derby, Central and the McIntosh-Huntington line of medium grades. W. D. Banker has been engaged as retail salesman.

On Cycle Row Sweet & Johannot, H. C. Martin & Co., the Liberty Cycle Company, Bison Cycle Company, George F. Lutz & Son, Queen City Cycle Company and Burnside & Dorntge, are all within a stone's throw of each other, and there will be some tall hustling in that vicinity in a few weeks. The down-town houses are two in number, the Fairbanks Company which is the new Columbia agent, and Salem G. LeValley, who handles the Humber, McCune and Lovell. When the asphalt is completed on Main street the retail stores will all be within about ten minutes' riding distance of each other on a straight stretch of road.

The American Dunlop Tire Company is busy, a force of 178 being now employed in New York at its factory and office. While a REFEREE man was visiting the Du Cros brothers last week three telegrams were handed Alfred du Cros, ordering tires to be sent immediately. The Dunlop Cycling Club, just started by the employees and officers of the company, is flourishing. The Dunlop company now has four men on the road, including the ex-Quaker, Kirk Brown, and Alfred du Cros. The latter has just returned from England, where he had a very pleasant visit and reunion with his family. A story is going the rounds that Harvey du Cros, Sr., was "tipped" by cable about the Sedden deal in America, and bought largely, letting go in time to clear several thousand pounds.



## SUCH IS FAME.

When Stanley found himself lost in the jungles of darkest Africa he was somewhat astonished to learn that the natives were acquainted with two English words; *only two*—and this proves what it is to have a reputation. One word was *bicycle* and the other was *Tourist*—"Tourist Bicycle."

Another enlightened tribe, still further in the interior, showed its progress toward civilization by being able to articulate "Bidwell Tire," "Restrictive fabric." And one inebriate old black king even used one every morning for the novel purpose of reducing his head to the proper size after a night's debauch. *You know it contracts upon the rim when inflated.*



# OVERSTONES

ARE

## ARISTOCRATS.---Bearings.

Send along for prices and terms. I have some territory still open.

ARTHUR E. FLAVELL, - - P. O. BOX 444, NEW YORK CITY.  
LOYD, READ & CO., COVENTRY.

### AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

|                           |                                         |                                 |                                   |                                                   |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|
| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
|---------------------------|-----------------------------------------|---------------------------------|-----------------------------------|---------------------------------------------------|

And Jobbers Generally Throughout the United States.

#### TRADE LIVELY IN BUFFALO.

*Dry Roads and Sunshine Bringing Out Purchasers—Manufacturers Busy.*

BUFFALO, April 3.—A few days of pleasant, springlike weather during the past week, put a new aspect on the trade in this city, and the retail dealers began to smile. Asphalted streets dry rapidly and the cyclist that can resist the temptation to skim over their smooth surfaces with the first advent of spring, is the exception. Sales were plentiful during Friday and Saturday, but there are murmurings of discontent already heard on all sides because of heavy price-cutting. Buffalo needs a trade protective association and needs it badly.

#### A Neat Little Oil Cup.

The Stokes Manufacturing Company is using a very neat and convenient oil cup, no part of which can be lost. It is made so that the top turns round, but can not be taken off. The top is turned around until the hole therein is opposite



a similar hole just beneath the cover. The spout of the oil can be placed through the two holes when oiling the machine.

W. W. Stilwell.

The bicycle department manager of the old established firm of Peck & Snyder, Nassau street, New York, is popular, and there are not many cyclist in New York and Brooklyn who do not know him. He is also known to all classes of athletes and the theatrical profession—especially song and dance ladies who buy their wigs and cl. gs at Peck & Synder's. He is possessed of that suave and interestingly homelike manner

that interests even if you do not want to buy clogs, wigs, skates, or bicycles, and he will certainly try and convince you that his line of wheels, including Raleighs, Nassaus and Road Kings, is the best. As a scorcher on the road, however, Stilwell is not known, but he



is possessed of a remarkable heavy-weight turn of speed (he weighs over 200 pounds) and is now taking some training on a rowing-machine to reduce his weight for a match with Colonel James Sullivan, the accomplished editor of the *Sporting Times*, whose specialty is the Rambler's column of his paper.

#### Brisk Trading in Boston.

BOSTON, April 3.—Trade is opening up briskly here, and prospects are good for a remarkable season throughout New England. J. J. Fecit has just returned from a successful trip throughout New Jersey in the interest of the Union Cycle Company. He says he has all the Jersey mosquitos riding the Union P. D. Q.

Biglow & Douse, the well known hardware concern on Franklin street, are handling the Sunol. They have the entire New England agency, and devote a good deal of space to their wheel department. They are so well pleased with

their success since adding cycles, that they tripled their order for wheels, and are building a large repair shop.

The Union Cycle Manufacturing Company has two very attractive windows. In one is Tom Roe's transcontinental bicycle, together with a photograph of modest Tom; in the other is a Union bicycle that came in contact with a Boston electric car. The wheel is slightly twisted, but all there, and on it is a large card on which Tom Roe displayed his talent to this effect: "See that hump? Machine all right; man dead! Funeral Saturday."

#### Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

- 494,190, ball bearing; Pierre Dansereau, Montreal, Can.; filed Dec. 13, 1892.
- 494,333, sunshade for bicycles or other vehicles. George H. Hill, Reading, Mass.; filed July 19, 1892.
- 594,334, tire tightener; William D. Mils, Salem, Ill.; filed Nov. 17, 1892.
- 494,403, bicycle saddle; Frank D. Cable, Toledo, O., assignor to the Yost Manufacturing Company, same place; filed Aug. 9, 1892.
- 494,507, tire tightener; James W. Cuthbertson, Bothwell, assignor by direct and mesne assignments, to Allen J. Green, Essex, Can.; filed June 17, 1892.

#### TRADE MARKS.

22,710, bicycles and other velocipedes and parts thereof; E. C. Stearns & Co., Syracuse, N. Y.: filed Feb. 13, 1893. Essential feature the word "Stearns."

22,711, velocipedes and bicycles; Monarch Cycle Company, Chicago, Ill.; filed Feb. 13, 1893. Essential feature the representation of a lion's head.

#### New Keating Agencies.

J. M. Murphy, of the Keating Wheel Company, Holyoke, Mass., was in Chicago Monday and Tuesday. Mr. Murphy placed a large number of wheels in California, 300 in all. Among the prin-

cipal agencies placed were the following: Banks & Duggan, Denver, Col.; Evans, at Salt Lake City; Hainley & King, Los Angeles, Cal.; Braley & Co., Pasadena, Cal.; S. B. Church & Co., San Jose, Cal.; Webb Safe and Lock Company, Portland, Ore.; Evans Brothers, Miles City, Mont.; Morehouse, Bismark, N. Dak. Mr. Murphy left Chicago for home.

#### The 1893 Ivel Cycles.

The R. H. Dana Company, 15 to 25 Whitehall street, New York, is handling the complete line this season. The line consists of the full roadster, 39 pounds; scorcher, 30 pounds; racer (which is illustrated in this issue), 23 pounds; and the ladies' wheel, 35 pounds. The Ivels are built with 28-inch wheels, and direct spokes and are fitted with Bidwell tires, Brooks, Fish or Garford saddle.



HENRI FRENCH,  
A Parisian Trick Rider.

The George R. Bidwell Cycle Company will open a branch in Buffalo.



THE  
ROVER  
IS

Without Doubt the Most Popular Machine in America.

AGENTS WANTED WHERE NOT REPRESENTED.

For List and Terms apply—

J. K. STARLEY & COMPANY, Ltd., MAKERS, - COVENTRY, ENGLAND.

THE THREE MOST IMPORTANT POINTS IN  
BICYCLE CONSTRUCTION

ARE THE

TIRES, RIMS, AND BEARINGS.

In these THREE points the CLEVELAND BICYCLES

LEAD.

Fitted with

Cleveland Pneumatic Tire,  
Used with

Cleveland Rim,

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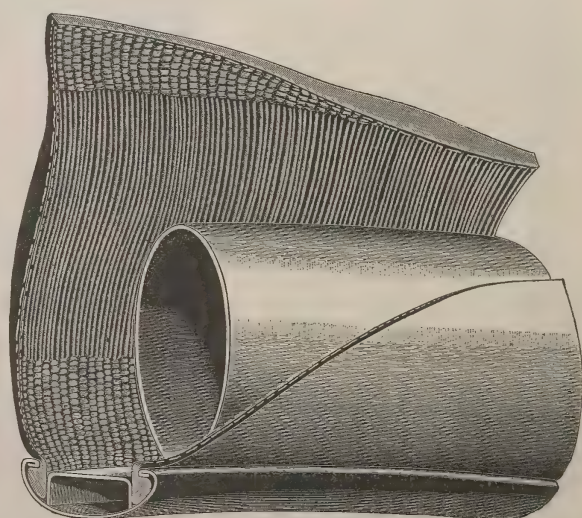
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## RECENT ENGLISH INVENTIONS.

## New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Feb. 8, 1893, give notice in the prescribed form of such opposition.]

## GEARED ORDINARY PARTS AND TIRES.

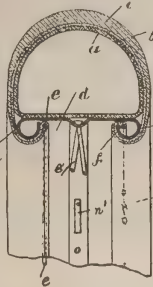
**No. 2,368.** C. Mundy's "Improvements in bicycles and other vehicles." Feb. 8, 1892.—This invention relates to a front driving safety and consists in providing a two-speed gear, an anti-vibrating back fork and an improved saddle and tire. The driving is effected by a double back gear similar in principle to those of Eadie, Perry and others, but the dust-proof case carrying the gear is so constructed that when desired it may revolve with the crank axle and driving wheel, locking the two together and causing them to revolve at the same speed, the driving wheel then running at level or ungeared speed like the driving wheel of an ordinary bicycle. For this purpose a spring lever bolt is used, or a bolt may be made to pass down the inner side of the front fork into a recess in the gear case and the bolt is actuated against the power of the spring by a lever on the handle bar for the purpose of releasing the gear case, the spring acting on the bolt to keep the said case stationary. The speed may be changed while the machine is in motion. The same gear may be applied to chain-driven rear drivers and other forms of cycles and vehicles. Returning to the front driver; one side of the hub of the driving wheel, that opposite to the gear, is constructed to suit the application of a band brake. The said brake is actuated by a rod connected to the lever already mentioned as being used for bolting and unbolting the gear case, the lever being so arranged that an upward pull of the lever applies the brake without interfering with the gear, and a downward thrust of the lever unbolts the gear without disturbing the brake. The backbone is provided at the junction of the back fork with a spring joint by which the rider is not only intended to be freed from shocks arising from the back wheel but is also enabled to vary his position by throwing his weight back to depress the backbone when riding down hill, thus securing safety, or by throwing his weight forward to raise the backbone when riding up hill and thus enable him to exert greater driving power. A stop is provided to check the action of the hinge when desired.

Referring to the tire the special points are, that it may be opened or entirely removed from the rim in a very short time when deflated and that it is constructed without a separate air tube. The rim (R) is constructed with a central outward curve at r on each side of which there is an inward turn and again on each side of these the edges of the rim are turned outward to prevent it cutting the tire. The rim joins with the tire and forms a part of the air space; a covering (S) is put over the spoke holes to prevent the air escaping through them. The outer covering (T) is lined with tape folded transversely or of other material and is rendered impervious by a lining of rubber or the like. The outer edges of the tire are so constructed that a cane, cord or metal tube may be placed, or compressed air may be admitted in between the folds of the lining to produce a bead or bulge (t) at the edges of the tire by means of which it may be secured to the rim and complete the air space. To attain this the edges of the tire are placed in the inward curves of the rim and a suitably curved ring (U) is pressed firmly into the position shown; the rings (U) may be made solid, jointed or in separate parts, and capable of being expanded or compressed. The idea may be carried out in several different ways as described in the specification. When it is desired to make the tire more elastic and less liable to lift mud from the ground and to give a greater depth of air with greater resistance to side pressure, the lining of the tire is constructed with one or more webbings stretched across inside the tire from one side to the other to prevent it expanding sideways when it is being depressed. The webbings may allow the air to pass freely through them or they may be impervious, thus dividing the tire into two or more separate compartments, each of which may be filled with air at different pressures. Instead of webbings separate air tubes may be used when desired. The saddle is constructed on the same general principle as the tire, the covering being secured to the frame in the same way that the tire is secured to the rim, the saddle cover is held in the middle so that it shall maintain its shape while under pressure.

## A SCOTCH PNEUMATIC TIRE.

**No. 20,549.** S. Smith, T. D. Glen and W. Fur-

vis' "Improvements in and relating to pneumatic tires and the method of fastening the same to the rims of wheels." Nov. 14, 1892.—The air tube (a), outer cover (c) and lining (b) are of the usual construction. The rim (d) is made with two beaded edges (h h1) into one of which (h1) one side of the covering (b c) is inserted. A cord or equivalent (f) may be inserted in a fold of the canvas (b) and be extended right round the tire, the ends being passed through the beading and the canvas and hooked together, as shown at g; this prevents creeping.

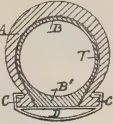


The beading (h1) holds the right hand side of the cover (b c) firmly in place and so that it cannot be easily moved. At the opposite side a wire or equivalent (e) is passed through a fold in the canvas and extends right round the tire, the ends being joined by a nipple or otherwise. The rim is made with a central channel (o) for the reception of the heads of the spokes (e1). In fitting the tire to the rim the side of the cover at f is first inserted into the inside of the beading (h1) and the cord or equivalent stretched taut and secured. Then the inner tube (a) is fitted on the rim and the cover brought down over it. The wired side (e) of the cover is next sprung into place over the beading (h). The wired side of the cover can be easily taken off for repairing the air tube. When securing the wired side (e) of the cover in place the strip of metal (n1) is turned round so as to hold it in place at one part while the other parts are being forced into position. Several modifications are described, but in all one side of the cover is firmly fixed in position and the other is removable for repairs.

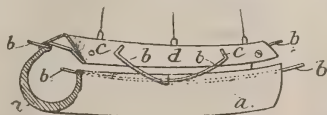
All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from Feb. 15, 1893, give notice in the prescribed form of such opposition.

## A FRENCH TIRE.

**No. 10,610.** H. P. A. Villave's "Improvements in pneumatic tires for cycles and the like." June 3, 1892.—This tire is fitted to a special rim (D) which may be either hollow as shown, or solid. The outer circumference of the rim is channel-shape in cross section with a flat bottom and inwardly projecting flanges from the top edges of the sides of the channel. The flexible outer cover (A) is strengthened by canvas backing (T) extending from edge to edge, and is formed with hardened rubber ribs (C, C1) at its edges corresponding to the sides of the rim. The flexible rubber air tube (B) is formed in one piece with a hardened rubber base (B1) which rests on the flat bottom of the rim and, when the air tube is inflated, holds the outer cover firmly in position by wedging its thickened edges into the recesses in the sides of the rim. In a modification the rubber base (B1) is replaced by a leather or other suitable ring held in position by a steel band tightened on it by means of screws passing through brackets on the under side of the rim and the air tube rests on the steel band. A valve is described in the same specification. It has a spindle with an enlarged outer end sliding in the reduced outer end of a chamber. A small air passage is formed down the spindle and opens into the chamber through a small hole. This hole is covered by a flexible rubber tube surrounding the spindle and extending to its enlarged end. The outer end of the spindle is provided with a screw cap. When inflating the tire the rubber tube prevents the escape of air between the valve spindle and the outer end of the chamber.



**No. 4,905.** G. H. E. Cooke and T. Cooke's "Improvements in means of securing pneumatic tires in the rims of wheels." March 12, 189.—This invention has the usual object of rendering a pneumatic tire easy of opening for repairing purposes; and consists in making the outer cover with a sheath at each edge suitable for receiving wires by which it is attached to the rim. Hitherto the use of ended wires for the purpose has been accompanied by a gap in the cover for fastening or unfastening the join in the wires, but in this tire the wires are carried to a length more than sufficient to make a circle of the sides of the required ring for holding the cover in position on the rim. The wires (b) after leaving the sheaths in the outer cover (a) extend some distance beyond the places where they leave the sheaths, one extremity of each wire overlapping the other. The extremities of the wires are turned at right angles to form the hooks (c) and these hooks are



accompanied by a gap in the cover for fastening or unfastening the join in the wires, but in this tire the wires are carried to a length more than sufficient to make a circle of the sides of the required ring for holding the cover in position on the rim. The wires (b) after leaving the sheaths in the outer cover (a) extend some distance beyond the places where they leave the sheaths, one extremity of each wire overlapping the other. The extremities of the wires are turned at right angles to form the hooks (c) and these hooks are

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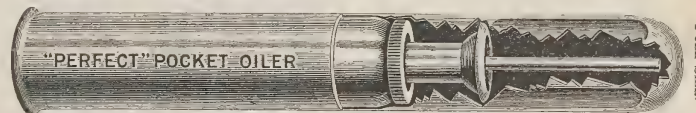
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passed through holes made in the rim in positions to correspond with that to which the extremity of the wire can be readily drawn, while the enclosed air tube (not shown in the illustration) is deflated, without any special instrument. The holes in the rim will be noticed close to the letters c, c. The object in making one end of the wire overlap the other is as follows: If it is desired to remove the outer cover in order to expose the air tube the latter is first deflated and then the hooks (c) are pushed back through the holes in the rim so as to free the wires at the ends. These free ends will approach or can be made to approach one another, and the circumference of the edges of the outer cover will be increased correspondingly and will allow room to get at the air tube. The ends of the wires being turned up at a right angle prevents their disappearing into the sheaths. To replace the tire, the air tube is placed on the rim in its deflated condition and the portions of the wires which project outside the sheath, are laid hold of and drawn out until they project and overlap as at first; the two ends are then passed into the holes in the rim and the tire inflated when it will be held firmly in position. The wires may come out of the sheath at the same point as shown or they may overlap each other in the sheath before coming out. For greater security nuts are screwed upon each extremity of the wire protruding through the rim.

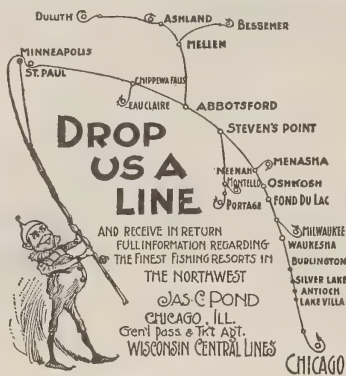
A NEW METHOD OF ATTACHING PNEUMATIC TIRES.

No. 248. W. Samuel and A. Twyford's "Improvements in rims and tires for the wheels of velocipedes. Jan. 5, 1893. —The outer cover is provided with ropes or rods (c) of any suitable metal or material forming thickened edges. The rim is formed with a recess on each side, the interior of the recesses being a good deal larger than the edges (c) of the cover, but the openings to the recesses are not much larger than the said edges. To fix the tire to the rim, before the air tubes (not shown in the illustration) is inflated the edges (c) are inserted in the recesses and similar ropes or rods (b) are also inserted in the recesses so as to act as wedges. When the air tube is inflated the edges (c) of the outer cover will have a tendency to draw out of the recesses, but will be prevented from doing so by the ropes or rods (b). To open the tire the air tube is deflated, one of the ropes or rods (b) is removed and the corresponding side of the outer cover opened.

All persons interested in opposing the grant of a patent on any one of the unmentioned applications, may at any time within two months from Feb. 22, 1895, give notice in the prescribed form of such opposition.

A COVENTRY PEDAL.

No. 3,889. T. Groves' Improved pedal for cycles." Feb. 29, '92.—This invention consists in constructing the pedal so that it can be used as either a rat-trap or rubber pedal, either by using different plates and bars or by adding india rubber parts to the metal plates. The pedal has the usual spindle (E) and end plates (A A1) provided with ball races. But instead of fitting the ends of the bars (F F1) into the ends of the plates (A A1) the usual construction is reversed, the ends of the plates (A A1) are provided with shoulders and the extremities are turned parallel and provided with a screw thread. The ends of the bars (F F1) are provided with suitable holes, and are fitted over the extremities (a a) and up against the shoulders on the plates (A A1) and are secured in position by nuts (D D1). The blocks or pads of india



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rubber or like material preferably have a bar or case of metal formed by the strip or plate (G G1) being carried round so as to enclose the pad or block; the ends of this case or binding strip may be held together by rivets or screws, or sometimes simply by the pins (A) and nuts (B) which bind them to the plates (A A1). The strips (G G1) are, for the sake of additional security, held together in the center or elsewhere by a rivet or rivets or the like. By removing the nuts (D

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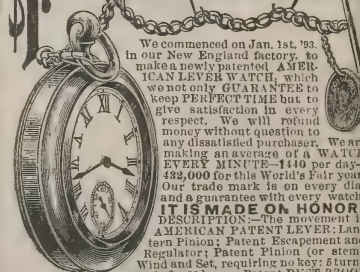


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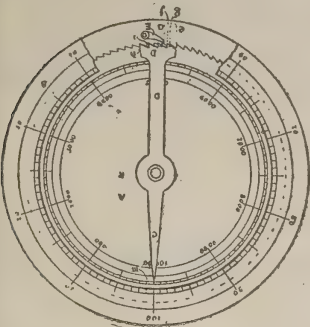


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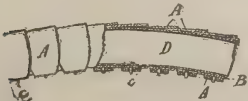
D1) the rat-trap plates may be substituted for the cases (G G) holding the rubber blocks or pads.  
WATKINS' CYCLOMETER.

No. 6,639. A. A. Watkins' "Improved cyclo-meter and counting apparatus." April 6, 1892.—This invention consists of a circular revolving dial plate (A) having teeth on its edge as shown at



the lower part of the illustration, which represents the rim (B) as being broken away for the purpose of disclosing the works. The plate (A) is driven by a pawl or catch or other device (E) engaging in the teeth of the dial wheel (A) and driving it by a cam or eccentric or any similar mechanism. On the dial rests a hand or pointer (C) revolving concentrically and carried round with the dial, but free to move on it independently. An arm (D) from the pointer or a continuation of the pointer on the opposite side of the centre reaches to and coincides with the teeth of the dial and is made at that part of a width equal to a certain number of teeth, in the case illustrated, of a width equal to five teeth. This space is cut into four teeth and they are actuated by the same pawl (E) which drives the dial, and are driven in the same manner. When the teeth on the arm (D) are not engaged in the pawl (E), the dial (A) carries the pointer (C) round with it. But when the teeth on the arm (D) comes into engagement with the pawl (E), the pawl comes in contact with the edges (F) of a tooth on the arm (D) and pushes it a distance (f g), which is equal to the difference of the pitch of the teeth on the arm D to the pitch of one of the teeth on the dial, and it then pushes the dial together with the arm (D) to the end of its stroke (e). The stroke is repeated, and in like manner the pawl engages in all the four teeth on the arm (D), and at the last stroke brings the edge (h) of the arm (D) coincident with the next tooth (j) of the dial. The pointer (C) will now have moved to m, thus recording a revolution of the dial. The arm and pointer will then be carried round with the dial till the teeth of D engage again with the pawl and cause the pointer (C) to record another revolution. Over the revolving dial (A) a second fixed dial or rim (B) is placed. This rim is divided into as many divisions as the dial (A) has teeth, and it will be readily understood that the pointer (C) moves a distance equal to one of these divisions at each stroke of the pawl, thus registering units of the strokes. If the dial has 100 teeth a revolution would register 100 movements of the pawl, and the pointer passing a division on the dial (A) once at each revolution would indicate the number of hundreds of strokes the pawl made. For bicycles the pawl is driven by one of the wheels, and the instrument is so arranged that the pointer (C) carried by the dial (A) revolves once in the number of revolutions of the bicycle wheel necessary to cover a mile.

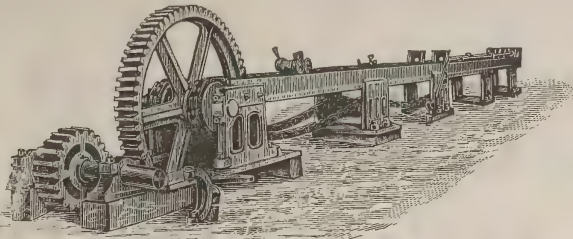
A NEW TIRE COVER.  
No. 7,187. P. Ockenden's "Improvement in shields for protecting the rubber tires of cycles and the like from injury." April 14, '92.—This



invention aims at thoroughly protecting the tire without materially decreasing its elasticity, and consists in using overlapping shields (A A) instead of a cover consisting of one continuous piece. The scales are preferably made of vulcanized rubber lined with canvas cut on the cross, and are attached to the rim (B) by piercing holes one in each end of the scales and passing the holes or eyelets over studs (c c), secured to the rim (B). If a single row of studs be used, as shown in the drawing, the free ends are bent over to one side and the scales are put on so that the end last put on prevents the disengagement of the first end. Two rows of studs may be used with their ends bent slightly towards the central line, and one end of each scale goes over each stud. The scales are fitted on while the tire is more or less deflated, and it is pumped up afterwards, thus fixing the scales securely in position. Two other methods of attaching the scales are described.

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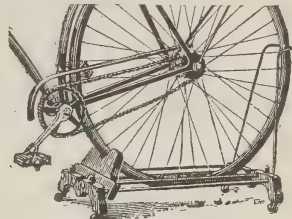
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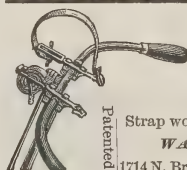
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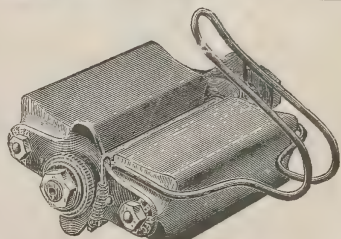
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Simple, Strong, Practical, Popular.  
No. 1. Supports securely any wheel from center of handle-bar. Price \$1.00.  
No. 2. Supports securely any wheel by spring grip on front fork, or rear frame, either side (see cut). Price \$1.00. The Spring Grip is covered by my patents now pending.  
No. 3. Shows in cut. Combines No. 1 and 2, and is most complete and convenient. Does not mar the finest finish. Just the stand for RIDERS. Price \$1.25. No. 2 is the favorite with dealers.  
Sold by all dealers or any Stand sent prepaid to buy address in U. S. on receipt of \$1.25. Accept no other. Liberal discount to trade only. Write for Catalogue.  
**C. W. MUNSON,**  
TOLEDO, O.  
Mention this Paper.



Send For Prices! AND TRADE DISCOUNTS OF **RANKIN'S PAT. TOE CLIP.** Sample Pair by Mail, 50c.

**MUNROE'S ANTI-FRICTION** Compound for Cycle Chains. Sample Tube by Mail, 25c.

We will send you cuts of the above for '93 catalogues.

**W. G. RANKIN & CO.,**  
23 Custom House St., PROVIDENCE, R. I.





# No Terror Now! THE SILVERTOWN

English Patent No. 1015, Jan., '91  
Am. Pat. No. 452,876, May 26, '91

## "CLOSURE" ..TYRE

.....REPAIRS ITSELF.....

No Solutioning.

No Stitching.

No Trouble.

NO REPAIRING OUTFITS.

No Long Delays.

No Railway Journeys.

No Weary Tramps

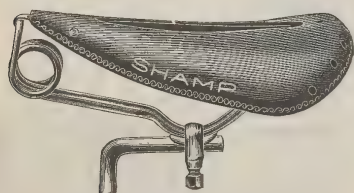
**SO PERFECT, YET SO SIMPLE!**

IMPORTANT! See that every tyre is stamped Silvertown "Closure" with date of patent,

For Descriptive Pamphlet and Full Particulars Apply to

**THE INDIA RUBBER, GUTTA PERCHA AND TELEGRAPH WORKS COMPANY, LTD.,**

Works: Silvertown, London, E., and Persan Beaumont, France. Head Offices: 106  
Cannon Street, London, E. C. Cable Address: Graysilver, London.



SHAMP SADDLE, NO. 1.  
Weight, 21 oz.

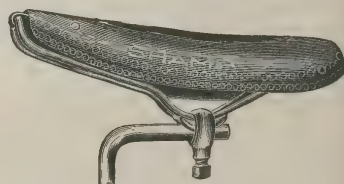
**GEO. W. SHAMP,**

78 Washington Street,

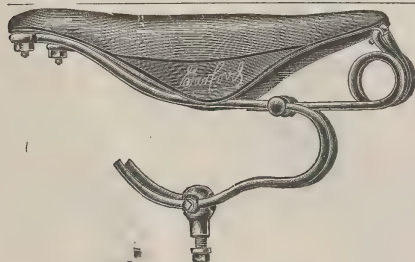
BUFFALO, N. Y.

Liberal Discounts To The Trade.

*Get Our Prices Before Placing Your Orders*



SHAMP SPECIAL SCOCHEER, NO. 2  
Weight, 16 oz.



ELYRIA is 26 miles west of Cleveland on the Lake Shore & Michigan Southern Railway. Passengers traveling this route will notice our new factory a short distance east of the depot on the north side of the tracks, and seeing it, will not be surprised at our claiming to be the *Largest Saddle Makers in the World.*

By the way, if it be convenient, stop over a train. We are always pleased to show our new plant, and our visitors so far have enjoyed seeing the building of saddles reduced to a science.

**THE GARFORD MANUFACTURING CO., ELYRIA, OHIO.**

CORRESPONDENCE SOLICITED.

## WULFRUNA CYCLES.

ONE OF THE MOST POPULAR MOUNTS ON THE MARKET.



THE WULFRUNAS have earned a splendid reputation throughout England and the continent, and also in America. . . . .

**There is No Better Cycle Made.**

For Agency, address

**JOHN BARRETT, MANUFACTURER,**

Wolverhampton, England.

W. G. SCHACK, Buffalo, N. Y.





# THE Referee.

Room 240 U S pat. office  
Examiner Skinner

## AND CYCLE-TRADE JOURNAL

A Weekly Record and Review of Cycling and the Cycle Trade.

Vol. 10. No. 24

CHICAGO AND NEW YORK, APRIL 14, 1893

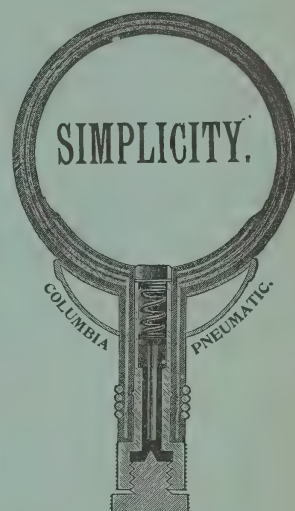
\$2 Per Year.

## Structural Simplicity . . .

### Where Simplicity is a Virtue.

Examine all the pneumatic tires on the market to-day, and you will find the Columbia tire to be the simplest and strongest. Simplest because it is one endless tube, with complete inner tube united to outer cover, and strongest because each part supports the other and only the very best materials are used in its manufacture. It has the guarantee of a million-dollar capital behind it, and is put out as the best possible tire in the judgment of a company which has always been known as the leader in all that is best in bicycle manufacture.

Resiliency, speed, freedom from liability to puncture and ease of repair, are the qualifications of a perfect pneumatic tire. These the Columbia tire possesses in the highest degree.



## Do You Ride the Columbia?

### POPE MAN'F'G CO.,

BOSTON.

NEW YORK.

CHICAGO.

HARTFORD.



## Union Ahead!

*Examine the Union Crank Bracket,*

It is Rigid.

You can't Twist it.

This makes the UNION P. D. Q. the "boss" Hill Climber. It is the Perfect Bicycle for a strong rider.

You can't Strain the Frame.

The Airtite-Dunlop has got the bounce.

### UNION CYCLE MFG. CO.,

HIGHLANDVILLE, MASS.



# MAKE FRIENDS. ★ HOW?

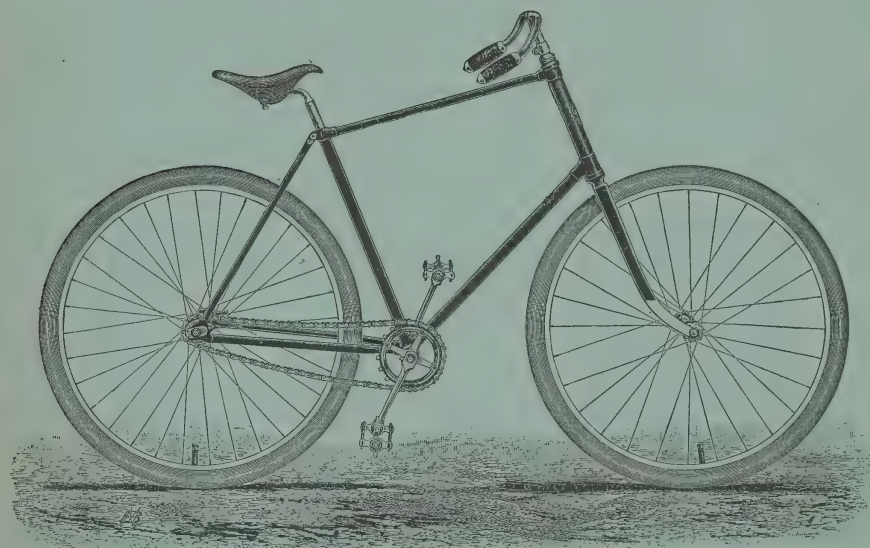
By recommending and riding the

## “WARWICK” SIMPLY GRAND.

WARWICK CYCLE MFG. CO., Springfield, Mass.

Thorsen & Cassady Company, Chicago—Special Agents.

### IT SELLS ITSELF!



# STERLING

There is an immense amount of satisfaction in handling a machine that you don't have to *apologize* for; our *weight* is just right; *lines* are perfect, *stock* is guaranteed, and the *finish* superb. The Ideal wheel of the year.



## STOKES MFG. COMPANY,

GENERAL OFFICE AND SALESROOM—293 WABASH AVE., } Chicago.  
FACTORY—236-240 CARROLL AVE., }

BRANCHES { DENVER.  
MILWAUKEE.

P. S.—What about Medium Grades and Sundries? Our prices are very seductive.



B 19—"GIRDER" RACE SADDLE.  
Our New "Geared Ordinary" Saddle  
surpasses all others.

# BROOKS' SADDLES

(American Patents Granted and Pending.)



B 17—"SPEEDWELL" Race Saddle  
Our New "Geared Ordinary" Saddle  
surpasses all others.

FOR CORRECT  
MECHANICAL PRINCIPLE, CAREFUL ATTENTION TO DETAIL.



LIGHTNESS, WITH DURABILITY AND STERLING EXCELLENCE OF QUALITY

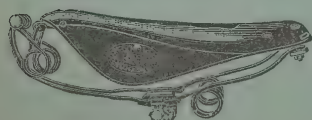
B 90, Roadster. B 91, Semi-Racer. B 102, Light Scorchers.

EXCEL ALL OTHERS.

DO NOT

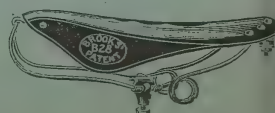
PLACE YOUR CONTRACTS TILL YOU HAVE  
SEEN OUR LATEST PRODUCTIONS.

THEY ARE WORTH THE ATTENTION OF ALL  
FIRST CLASS FIRMS.



J. B. BROOKS & COMPANY, BIRMINGHAM, ENG.

American Representative, MR. SAMUEL SNELL, Toledo, Ohio.



SEE THAT YOU GET A GENUINE BROOKS.—Fraudulent Imitations Abroad.



# THE Referee.

AND CYCLE-TRADE JOURNAL.

A Weekly Record and Review of Cycling and the Cycle Trade.

VOL. 10, No. 24.

CHICAGO and NEW YORK, APRIL 14, 1893.

\$2 PER YEAR.

WE DO NOT HOLD  
THE MILE RECORD  
BUT WE DO FOR SOUND WORK  
AND GOOD MATERIAL AT  
RATIONAL PRICES.

**TOWNEND BROS., Ltd.,**  
**COVENTRY.**

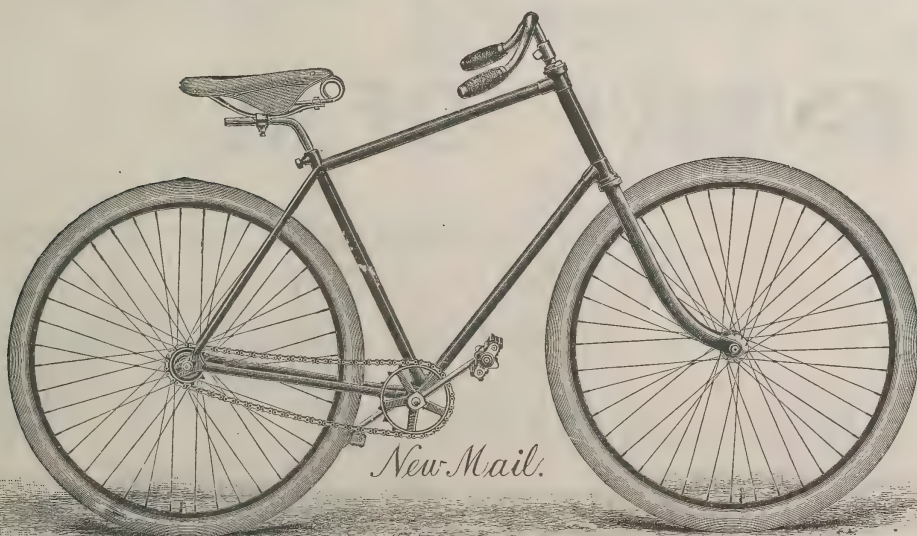


"TOWNEND," MODEL N.

1893 MODEL.

TENTH YEAR.

## NEW MAIL



—WEIGHT, 35 POUNDS.—

**WILLIAM READ & SONS, 107 Washington St., BOSTON, MASS.**  
ALBERT W. MOORE, Western Representative, MASONIC TEMPLE, CHICAGO.

M. & W. Style Pneumatic Tires, \$125.00.  
1 1/2 Inch Cushion Tires, - 100.00.  
Both Men's and Ladies' Patterns.

DESCRIPTION: Credenda Tubing, Long 10-inch Ball Head, Single Butt Ended Spokes, laced and strongly tied at intersections; Lepped Rim, very stiff; New MAIL Low Handle Bars, Cork Handles, 3-8 inch Best Chain, 6 1-2 Round Steel Forged Cranks, Dust Proof Ball Pedals with square rubbers, Garford Saddle, Tools Complete, Weight (stripped) 35 pounds, 60-inch Gear, 28-inch Rear and 30-inch front Wheel.

A Superb Light Roadster. Heavy orders already booked. Applications for Agencies must be entered NOW.

HIGHEST GRADE.

Also — THE BEST LINE OF CHEAP WHEELS in the market, from \$15 to \$100. Don't order your cheap wheels till seeing our samples and receiving our prices. NEW MAILS are to have a Great Year in '93. Look out for your Agency.



# SEDDON ADJUSTABLE ADJUSTABLE TYRES

NO SLIPPING—————NO CREEPING.

EASILY REPAIRED.

★ *PERFECT IN EVERY WAY.* ★

Can be Exposed to Heat of Sun Without Danger.

Western and Southern agents will know what this means. Last year the agents of the old tyre explained all defects by saying, exposure to sun had caused the old pattern to explode.

The Seddon Stands All Climates.

There has been published lately as having been made an enormous deal in Tyre Patents, but the following

## EXTRAORDINARY

✈ AND ✈

## EXTENSIVE DEAL

Is unknown in the history of cycling. Seddon's Pneumatic Tyre Patents for United States and Canada have been purchased, and in future will be worked by the AMERICAN SEDDON'S TYRE COMPANY, with a capital of

**\$300,000.00.**

Catalogue Free.

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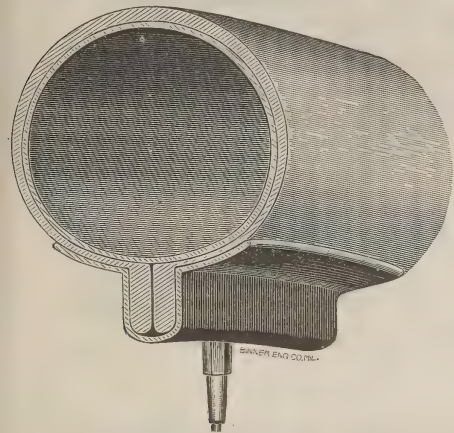
AMERICAN SEDDON'S TYRE COMPANY,  
65 READ STREET NEW YORK.



# THE BEARINGS —IN— TELEGRAM CYCLES

Are more perfect than in any other Safety ever made.

Why Not Have The Best



When You Can Get Them  
FOR THE ASKING?

Remember, We Back 'Em Up.

## THE BALLS

Are specially made at large additional cost and then gauged and assorted on our famous

### BALL-TESTING MACHINE.

(THE ONLY ONE IN EXISTENCE.)

Our Catalogue Explains.

THE BUCKEYE CYCLE COMPANY,

Manufacturers, Jobbers and Importers,

BRANCHES:—Chicago, Davenport, Bloomington, Atlanta, Los Angeles.

BICYCLES, TRICYCLES SUPPLIES AND SUNDRIES.

CINCINNATI, O., March 10th 1893.

Sercombe-Bolte Mfg. Co., Milwaukee, Wis.

GENTLEMEN:—The Light Roadsters with Telegram (quick repair) Pneumatic Tires have taken the town by storm. We are having a thousand inquiries a day for circulars, and it looks as though we were not going to sell anything but Telegram wheels this season. Express at once advance circulars and send us catalogues at the earliest possible moment.

Very truly yours,

THE BUCKEYE CYCLE CO.

SERCOMBE-BOLTE MFG. CO.,  
MILWAUKEE, WISCONSIN.



SEND FOR OUR CATALOGUE.

The

Have you noticed the way  
they are "catching on?"

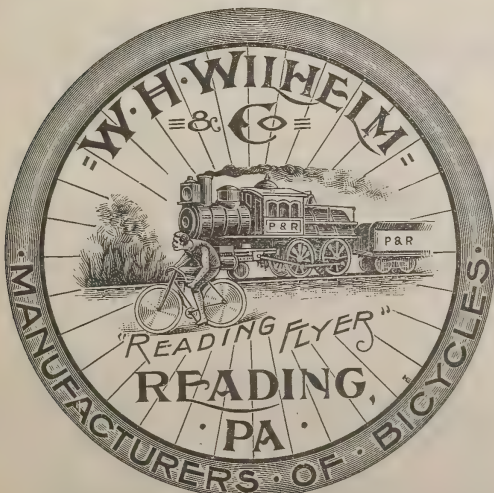
We have made the hit for '93.

*Quinton Scorchers*

Get Your Name Down at Once

*Bretz & Curtis  
Manufacturing Co.*

Philadelphia, Penn.



SEND FOR CATALOGUE DESCRIBING THE  
Reading Flyer, Reading Road Racer, Reading Racer,  
Ladies' Reading and Junior Flyer.

The very best line of medium grade wheels ever  
offered---all the latest improvements.

Yours truly,

W. H. WILHELM & CO.



# Success

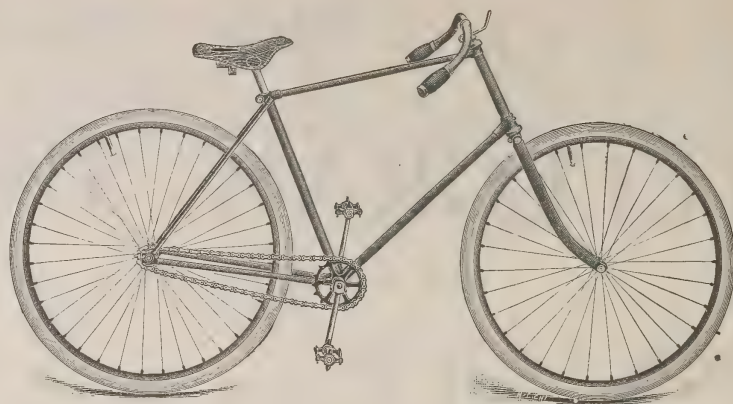
is the best argument that can be used in favor of a man or a machine. If the man is filling the bill in his position everyone can see his success. And with a machine—inanimate though it seems to be—there is a chance to prove its character by its ability to meet every legitimate demand of its rider. No amount of newspaper talk can give a good reputation to a badly constructed cycle, at least such a reputation is very short lived. The demand for a successful machine increases steadily in each community where it has proven its right to be called a success. Thus if a prospective buyer desires to have the greatest possible delight out of cycling, he can only obtain it by procuring the very choicest high-grade machine on the market. If he buys a heavy wheel he is sure to feel keenly his disappointment before he has even taken the stretch out of his chain. And if he buys a light one which proves itself weak in any part, he is then grievously displeased.

What then shall he do? The first fact which is now commonly admitted among experienced riders is this: The machine must be under 28 lbs. for road use. No rider ever doubts this fact after he has *ONCE EXPERIENCED* the charm of riding a really light mount. The next necessity is rigidity. A frame that will stand up on rough roads—bearings that run smoothly—proportion that pleases the eye—and the best quality everywhere.

We believe that

## The James

will continue to lead in all these points, and we knew that every purchaser is satisfied with his mount, and we intend to hold our position. Our Catalogue is published and mailed free upon application. We receive many compliments from our friends in praise of the work, and everyone who has read it tells of their pleasure in its perusal.



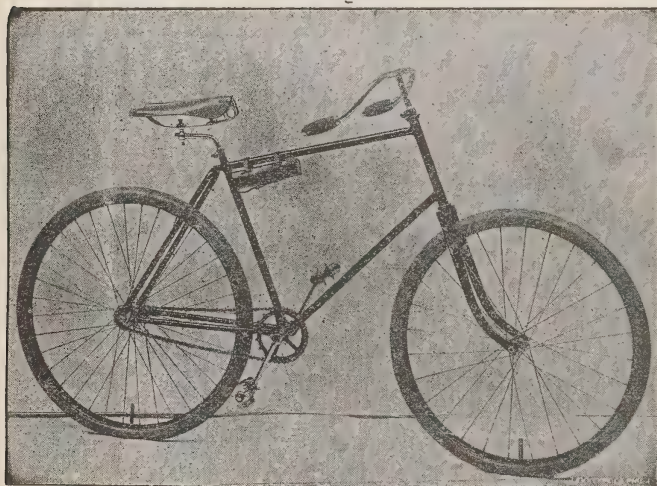
"JAMES" ROAD RACER.

# JAMES CYCLE IMPORTING CO.,

MARSHALL F. HOLMES, Treas.

J. BRIDGER, President.

250-252 Wabash Avenue.



## "THE HUSTLER."

HONESTLY BUILT.

GOOD DISCOUNTS TO LIVE AGENTS.

## The Shaw Cycle Co.,

324 N. Eutaw Street, - BALTIMORE, MD.

New Buckingham & Adams Cycle Co., Birmingham, England, Manufacturers of the

## B. & A. Champion Racer.



B. & A. ROAD RACER, 27 LBS.

1893 MODEL. Track Racer, 21 lbs. Road Racer, 27 lbs. Road Racer, 32 lbs.

**Specifications.** 28-in. wheels, genuine Warwick rims, tangent spokes, tool steel hubs, weldless steel tube of the very best, adjustable seat-post and handle bar, ball bearings.

*Good Riders* can secure *dealer's discount* where we are not represented.

### CHAMPIONSHIPS ETC., FOR 1892.

100 miles Championship of Wales; Championship of Kent and Sussex; the Surrey Challenge Cup; Championship of the Catford club; Torquay 60 guinea Challenge cup; Crystal Palace 50 guinea Challenge cup and many other events.

## B. & A. CYCLE IMPORTING CO.,

SOLE AGENTS FOR U. S., AMERICA.

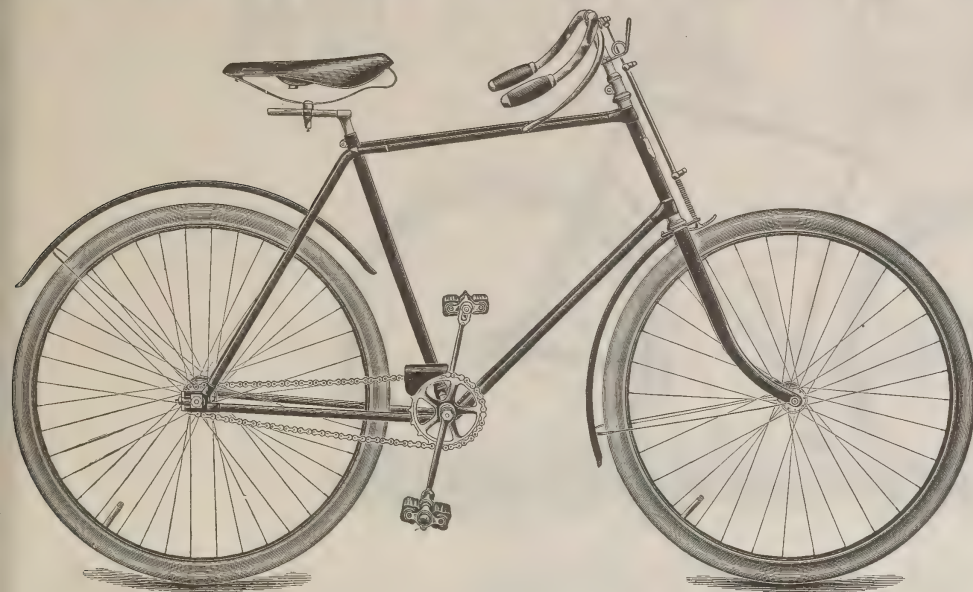
900 Caxton Building.

334 Dearborn Street, CHICAGO.



# DERBY DERBY DERBY

Everybody Wants Them.



Model B., Weight 35 Lbs.

**DETAIL.**—Frame, Derby pattern, double throughout, from continuous seamless steel tubing; 9 inch head; Wheel Base, 44 inches; Wheels, 30 inches; Gearing, 57 and 63 inches; Round Cranks, 6 1-2 and 7 inch throw; Humber Chain; Garford Saddle; Drop Forgings throughout. We have the best and most simple Spokes made; they can be replaced by the rider without removing the tire, and are fully explained and illustrated in our catalogue. Tangent Spokes if desired. For beauty and simplicity there is no equal. For service none can be made better. Manassman's Spiral Tubing. Tool Steel Bearings.

Send for Catalogue.

Responsible Agents Wanted.

Derby Cycle Co., 161-363-165-167 Canal Street, Chicago.

SCHULENBURG CYCLE Co., Ag'ts—State of Michigan, 100 Randolph St., Detroit, Mich.  
GEO. F. LUTZ & SON, 265 High St., Buffalo, N. Y.  
NOVELTY CARRIAGE WORKS, Rochester, N. Y.  
LOWRY HARDWARE Co., Atlanta, Ga.—Agents for Georgia.

THE H. H. KIFFE COMPANY, 473 Broadway, N. Y. City and Long Island.  
E. W. VINE, Albany, N. Y. W. A. MEEKER, Troy, N. Y.  
FISCHER GOVERNOR COMPANY, Marshalltown, Iowa.  
WEBB SAFE & LOCK Co., Portland, Ore.—Agents for Oregon, Washington, Idaho.





## BICYCLES

# KINGMAN & CO.,

KING OF SCORCHERS.

PEORIA, ST. LOUIS,  
KANSAS CITY, OMAHA, DES MOINES.





NOVELTY TROUSER HOOK.

IN A NEAT METAL CASE, 20 CENTS PER PAIR.

## LLOYD'S FRAMES.

WHAT DO YOU THINK ABOUT THIS?

Money Cannot Buy Better.

Correspondence Invited.

### W. A. LLOYD & CO.,

CLYDE WORKS, BIRMINGHAM, ENG.

Agents - THE ANGLO-AMERICAN IRON & METAL CO., 213 Pearl St., New York.



# THE REMINGTON!



THREE patterns for '93: Light Roadster, actual weight 32 lbs.; Roadster, 44 lbs.; Ladies' Wheel, 42 lbs. Prices, \$140.00.

Material best obtainable. Workmanship unsurpassed. Mannesmann tubing. Warwick hollow rims, and a variety of the best pneumatic tires to select from. Send for catalog.

## REMINGTON ARMS CO.,

WORKS AT ILION,  
N. Y.

315 BROADWAY, NEW YORK.

THORSEN & CASSADY CO., 60 Wabash Ave., Chicago, Ill., Agents for Illinois and Wisconsin.

## Full Value Bicycles.

The Hartford for '93 is presented as the leading full value bicycle for the money. A better machine than 90 per cent. of all bicycles—as good as nearly all highest-priced machines—a bicycle of guaranteed excellence, with every modern improvement. Catalogue for nothing.

HARTFORD CYCLE CO., HARTFORD, CONN.

WRITE FOR ADVANCE SHEET TELLING ALL ABOUT THE GOOD FEATURES OF

## Andrae Cycles.

WHOLESALE DISTRIBUTORS

Western Wheel Works, St. Nicholas, Ben Hur Cycles.

LOWEST QUOTATIONS.

Julius Andrae Cycle Works,

225 West Water St., and 186 Second St., MILWAUKEE.

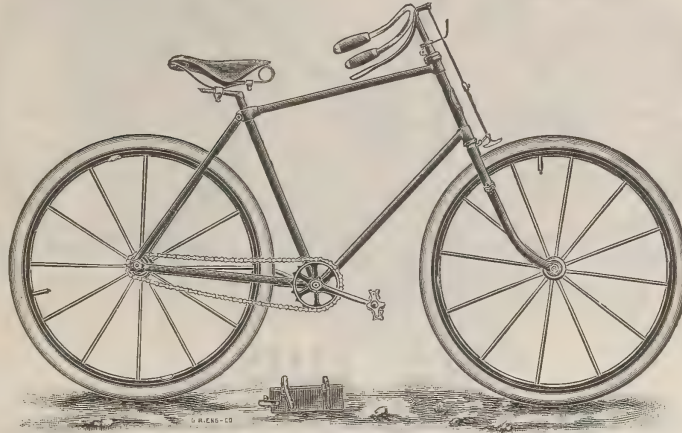




# HICKORY WHEELS

With Ball Bearings and Pneumatic Tires.

We are a little late  
in getting out our  
"Ad."



Michigan Hickory, Model A.

But are in good  
time to fill your or-  
ders for our High  
Grade Hickory Bi-  
cycles. . . . .

MICHIGAN ♦ WHEEL ♦ COMPANY,  
LANSING, MICHIGAN.



CRAWFORD NO. 1.

—\*CRAWFORD NO. 2.\*—

CRAWFORD NO. 3.

If you want a medium-priced wheel that will stand hard use, see our line before making a selection. Our Crawford No. 3 has and will stand the weight of 1,000 pounds. What do you think of that for a Boy's wheel? We make the best sellers of any medium-grade wheels manufactured, *Because They Are Durable*. Write for catalogue,

The Crawford Manufacturing Co.,  
HAGERSTOWN, MD.

## NIAGARA.

There is no Wheel made to-day Superior in Scientific Construction or Quality of Materials used. It is distinguished for *High Class* finish and *Lightness of Running*. The *Niagara* on the Race Track and on the Road *Lowered* many *Records*. There is not a *Single Casting* used in the *Niagara*. Send for *Catalogue*. *Agents* wanted in unoccupied territory.

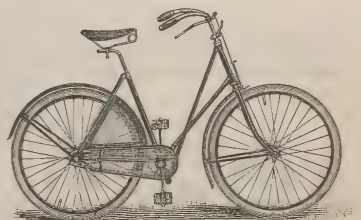
BUFFALO WHEEL CO.,

BUFFALO, N. Y.

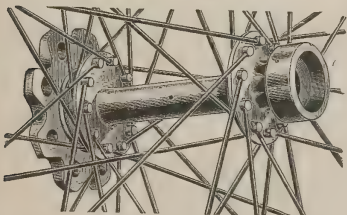
MAKERS OF THE NIAGARA.



Niagara Racer.



Niagara Maid of the Mist.



Niagara Patent Hub.

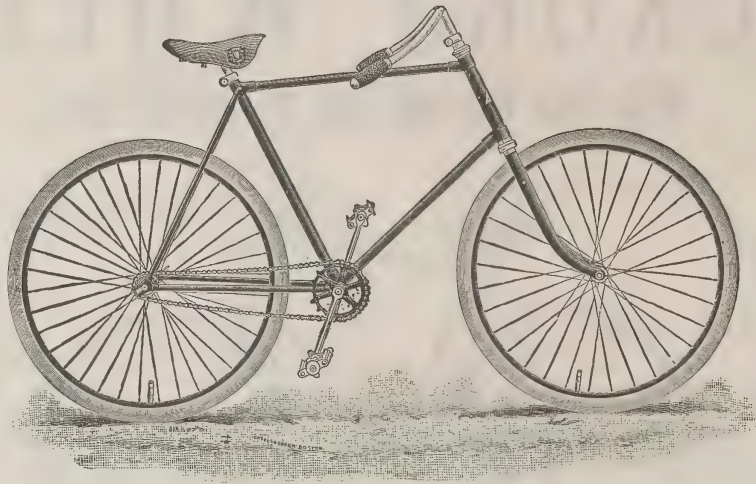


Niagara Full Roadster.



And Still Our Sales Keep Increasing. THE REASON  
**WHY**

30 Pounds,  
"Dauntless"  
30 Pounds.



30 Pounds,  
"Dauntless"  
30 Pounds.

IS THIS:

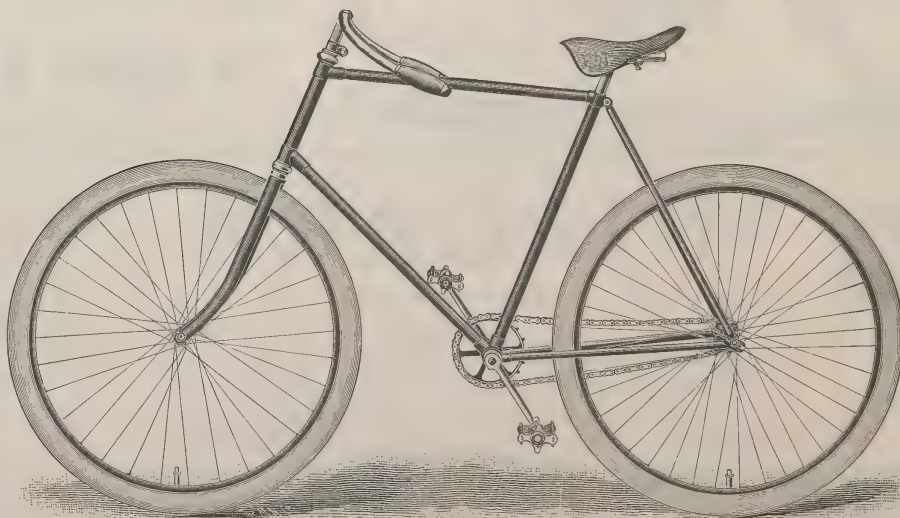
Buy a popular wheel, one that will sell and make you a Living. We have not got an Art Catalogue, we spend our surplus in the wheel.

**TOLEDO BICYCLE CO.,**  
TOLEDO, O.

HERE U R  
**THE VINCENT** MODEL "A"  
28 LBS.

Light, Strong Durable,  
and a Bicycle more decided-  
ly up to date and details,  
and finish more elegant was  
never made.

Drop us a line and we will  
send you a catalogue which  
will be worth your atten-  
tion.



To delay is a loss; if you  
want a line of the best sell-  
ing wheels in the market  
you should secure the  
agency for VINCENT at  
once and make it your  
leader for '93.

**VINCENT CYCLE MANUFACTURING CO.,**  
BUFFALO, N. Y.



# Champions of Europe and America

ARE RIDING THE



AGENTS.

*ARNETT & RIVERS—San Francisco Agents.  
W. D. ALLEN & CO.—Chicago Agents.  
W. H. H. PECK CO.—Cleveland Agents.  
E. A. KINSEY & CO.—Cincinnati Agents.  
R. M. POPHAM—Philadelphia Agent.*

NEW YORK BELTING & PACKING CO., Ltd.,  
15 Park Row, New York.

A Bicycle Costs

**\$7.50**

Less when fitted with a pair of cheap pneumatic tires than when it has the **DUNLOPS** on it. Lots of dealers will talk a jaw off to save that much money. When you buy a bicycle, see that you get this extra \$7.50 of value; don't be talked into taking the cheap tires.

**The American Dunlop Tire Co.,**

160 FIFTH AVENUE, NEW YORK.



# ESTABLISHED IN 1840.

To that vast army of cyclists reaching throughout America we cordially extend our greetings for the year; and with confidence and pride in our latest achievements we present to them, as models of speed, strength and lightness, the Lovell Diamond Cycles for 1893.



## OUR LINE :

|          |                                                                                                                    |          |
|----------|--------------------------------------------------------------------------------------------------------------------|----------|
| Model 10 | Light Roadster or Road Racer, Pneumatic Tires, weight 31 lbs.; price.....                                          | \$115.00 |
| Model 11 | Full Roadster. weight, all on, 37 lbs., stripped, 33 lbs. (this wheel is on the same lines as our Model 10.) ..... | 115.00   |
| Model 11 | In 1 9-16 in. Cushion Tires.....                                                                                   | 105.00   |
| Model 13 | Ladies', Pneu. Tires, weight, 35 lbs.....                                                                          | 115.00   |
| Model 14 | Same as Model 13, with 1 9-16 in. Cushion Tires .....                                                              | 105.00   |
| Model 15 | Convertible, Pneumatic Tires, weight, 35 1 2 lbs.....                                                              | 115.00   |
| Model 16 | Same as Model 15, with 1 9-16 in. Cushion Tires.....                                                               | 105.00   |
| Model 3  | Same as 1892 model, with Pneumatic Tires.....                                                                      | 100.00   |
| Model 3  | With Cushion Tires.....                                                                                            | 90.00    |
| Model 1  | The same as 1891 model, with Pneumatic Tires.....                                                                  | 85.00    |
| Model 1  | With Cushion Tires .....                                                                                           | 75.00    |

**JOHN P. LOVELL ARMS CO., MANUFACTURERS, Boston, Mass.**

Agents wanted in all unoccupied territory. Catalogue Free.

The following from a Zanesville (Ohio) daily paper has just come to hand, and we think it good enough to print :

|                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <p><b>"OLD HICKORY."</b></p> <p>By A. Frank (Plagiariss.)</p> <p>Perry Gath had a pet,<br/>It was a Hickory wheel,<br/>And every time he mentioned it,<br/>They said they wanted steel.<br/>It followed as a consequence,<br/>They thought he was a fool,<br/>And the people couldn't understand<br/>How he could be so cool.</p> | <p>But he just let them laugh and scout,<br/>And kept on "sawing wood,"<br/>And labored patiently about<br/>Until he'd made them good.<br/>And then he came and laid his case<br/>Before the public dear—<br/>As if to say "I'm in the race<br/>For this, my second year."<br/>What makes the man have so much cheek ?<br/>The people all inquired—<br/>The dose he gives us every week,</p> | <p>Begins to make us tired.<br/>Hickory had a little boom,<br/>Its strength was in its favor;<br/>And everywhere Gath's safety went,<br/>It made its friends the braver.<br/>It followed quite a length the lead,<br/>The wire wheel had gotten;<br/>It made competitors laugh and say,<br/>"Those wheels will soon be rotten."<br/>And so the factory turned them out,</p> | <p>But still the wheelmen wondered,<br/>And waited patiently about<br/>Until we had sold a hundred.<br/>And then then they came to Gath and laid<br/>Their cash upon his desk,<br/>As if to say, "we're not afraid,<br/>You'll save us from all risk."<br/>"What makes the Hickory go so well?"<br/>The eager wheelmen cried;<br/>"Because they're built to run that way,"<br/>Their riders quick replied.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

For a silvery  
white deposit of  
nickel, use our  
Pure Anodes  
and Salts,  
French,  
American,  
Plain Spanish,  
Felt Wheels, or  
in Sheets,  
Muslin Puffs,

# NICKEL

HERCULES DYNAMOS AND MOTORS  
FOR LIGHT AND POWER  
AMERICAN GIANT DYNAMO  
FOR ELECTROPLATING  
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# ZUCKER & LEVETT CHEMICAL CO.

Works, FLUSHING, L. I.

# PLATING

SEND FOR CATALOGUE OF  
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SUPPLIES & POLISHING MATERIALS

# OUTFITS.

OFFICES,  
10, 12 & 14 Grand St.  
(bet. Varick and Sullivan Sts.),  
NEW YORK, U.S.A.

Walrus Leather  
in wheels or  
hides, Oak  
tanned Leather  
covered wheels,  
C. P. Cyanide  
of Potassium  
Fused Cyanide  
of Pottasium,  
Roughes Com-  
positions  
Tripoh Compe-  
sitions  
Buffing Lather



# THE COVENTRY HERALD SAYS:

"During the last year or two Coventry has lost its name and supremacy. The name of Coventry has little charm; indeed, it has the reputation of being a little behind the times, because here the latest fads have not been adopted."

## NEW HOWES ARE NOT MADE IN COVENTRY.

They are built in the Largest Factory in the World, and embody all that is latest and best in Cycle Construction, and in short are always up to date.

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Amos Shirley, 978 Eighth avenue, New York City. Agent for New York, New Jersey, Delaware, Maryland, Washington (D. C.), Pennsylvania (outside Philadelphia), and New England States.

H. P. Davies Co. (Ltd.), Yonge street, Toronto. Canadian agents.

Schulenburg Cycle Co., Detroit. Agents for Michigan and Ohio.

Rolle, Weigle & Co., 128 Whitehall street, Atlanta. Agents for State of Georgia.

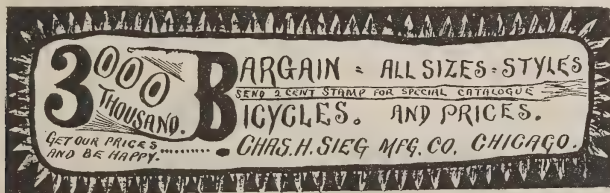
Century Cycle Mfg. Co., 295 Wabash avenue, Chicago. Illinois and Indiana state agents.

William Taylor, Topeka, Kansas. Kansas state agent.

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## NEW HOWE MACHINE COMPANY, - - Glasgow.

LARGEST CYCLE FACTORY IN THE WORLD.



### CYCLISTS' EYE PROTECTOR.



No Glass, but Mica—Safe; cannot break. Indispensable when riding on dusty roads. Just the thing for sleighing, skating or tobogganing. May be had clear or in colors. Price, in neat pocket case, by mail, 50c.

LINCOLN HOLLAND, - S. Framingham, Mass.

MANY POINTS ARE GREAT ON

But the Tire---Have you seen

*The Liberty*

## —THE LIBERTY TIRE?

Ask Liberty agents to explain its advantages. Look out for illustrations.

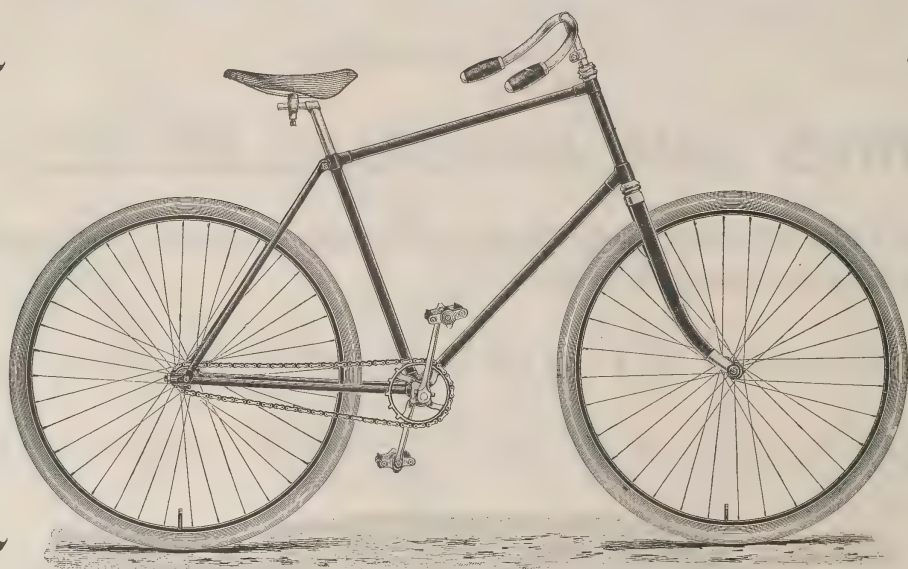
WILSON, MYERS & CO., MAKERS OF LIBERTY CYCLES, 55 LIBERTY ST., N. Y.

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# We've got Nothing to Say! OUR WHEEL TALKS FOR ITSELF.

We want  
Good, Live  
Agents.



We want  
Scorchers  
to try our  
Wheels.

RACER.

Send for Catalogue.

CENTURY CYCLE MFG. CO.

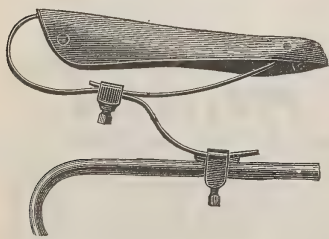
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## BERGFEL'S SADDLES! NO MORE CHAFING!

ASK YOUR DEALER FOR THEM.

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LIGHTEST, EASIEST,  
CHEAPEST BEST.

### For Lightness, Ease, Comfort and Strength

They have no equal. They are adjustable to suit taste of rider without altering their relative position to the pedals. Write to us for prices and fuller description.

*Our New Scorchers weigh only 21 ozs.*

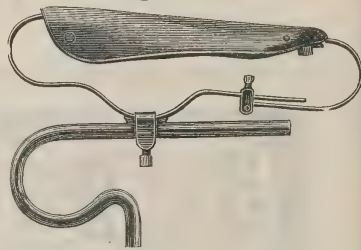
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NEWARK NICKEL PLATING COMPANY,

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Hinge Saddle.



DO YOU CATCH ON

TO THE HINGE?

Cyclists Who Look For Speed and Life In a Tyre

ARE REMINDED THAT

## LEYLAND TYRES

Besides comparing favourably with any in the Market for Lightness, Ease of Detachment and Reliability, are so designed that they

DO NOT CREEP ON THE RIM.



MADE BY

THE LEYLAND RUBBER CO., LTD., LEYLAND, Near Preston.

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# PUSH DEM CLOUDS AWAY

From Your Eyes and look into the  
Merits of the

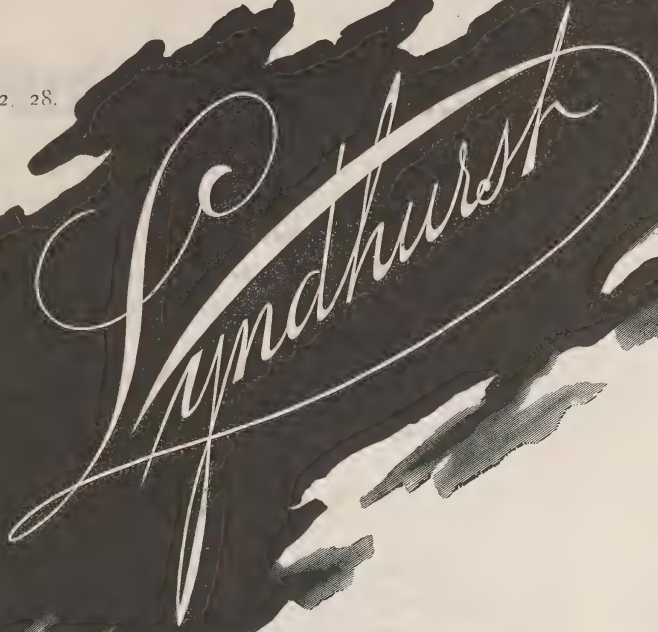
We advise you to enquire about our '22. '28.

32 lb. Gentlemen's  
and 32 lb. Ladies'  
Wheels before buy-  
ing your '93 mount.  
There's as good, but  
nothing better.

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FACTORY:  
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## MORGAN & WRIGHT PATENT PNEUMATIC TIRES

Are fully described in a very interesting catalogue which is now being sent broadcast throughout the land. You have not read one? That's your fault! You can have one for the asking. SEND FOR ONE. Between the covers are chapters descriptive of India rubber which alone is worth the little trouble of sending for the book. A chapter of facts will interest you. Then there are complete descriptions of all designs of the Morgan & Wright Tires, half tone illustrations of methods of repair, a chapter on fabrics from the finest of which the Morgan & Wright Tire is made; another instructive chapter on the care of Pneumatic Tires, a list never equaled, of meritorious performances of last season on road and path by riders of Morgan & Wright Tires.

That which will interest the riders is the list of

### PRIZES FOR 1893.

For greatest mileage made on one set Morgan & Wright Tires during 1893. Rider to make his own repairs. 1st prize, cost value, \$100.00. 2d prize, overcoat, \$45.00. 3d prize, 1 set M. & W. tires.

For most meritorious single ride. Distance, weather and character of roads to count: 1st prize, cost value, \$50.00. 2d prize, cost value, \$25.00. 3d prize, 1 set M. & W. tires.

For fastest mile made in competition: Prize, cost value, \$50.00.

For best time made in road race; distance 10 mile: Prize, cost value, \$25.00.

Best time made in road race; distance, 25 miles: Prize, cost value, \$25.00.

These prizes will be competed for under the rules of the L. A. W., and prizes to be such as will be acceptable to the Racing Board. All trials for prizes must be made with Morgan & Wright Tires. Contests closes December 25, 1893, and prizes will be awarded as soon thereafter as the judges may decide.

The Judges, N. H. Van Sicklen, L. J. Berger and C. P. Root.

When ordering your '93 mount be sure it is fitted with genuine Morgan & Wright Tires, all of which have the firm name in raised letters molded on the casing. Look for this in buying a Morgan & Wright Pneumatic. Don't buy an imitation; rest assured that the skill and experience which have brought the Morgan & Wright Tires to their present perfection will be exercised in keeping them ahead of mere copyists.

If you enter the above contests, send your address, age, weight, name and weight of wheel. We will enter those names and ever take a kindly interest in the rider's welfare.

## MORGAN & WRIGHT,

331-339 W. LAKE STREET, - CHICAGO, ILL.



## The Referee's Fifth Birthday.

On May 5 we shall celebrate our Fifth Anniversary by a change in the size of the paper.

In its new form it will be 10 x 13 inches.

This change is made on the suggestion of readers who find the present shape somewhat unwieldy, especially for folding for the pocket.

The paper will be three columns wide instead of four, but no reduction will be made in the size of type. It will be easy to read, as heretofore.

### Subscription Price:

You can save one dollar by subscribing now. After May 1st the price will be as follows:

|             |       |        |                |       |        |
|-------------|-------|--------|----------------|-------|--------|
| One year,   | - - - | \$3.00 | Three months,  | - - - | \$1.00 |
| Six months, | - - - | 1.75   | Single copies, | - - - | 10     |

During the coming World's Fair season the REFEREE will be found teeming with news for tradesmen and riders. It is worth your while to subscribe before the price goes up.

Arrangements have been made with a number of the best writers not only at home, but in England and Australia.

We propose to supply the reader with the best matter obtainable for his money.

The Referee Publishing Co.,

334 DEARBORN STREET, - - - - - CHICAGO.

## The Chicago Cycle Horn



One of the neatest and simplest ever placed on the market.

THE TONE IS CLEAR AND DISTINCT.

PRICE \$1.00.

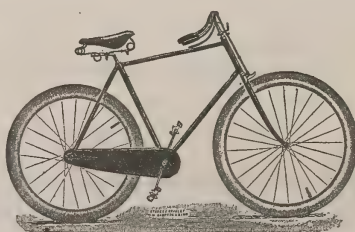
The trade only, supplied—to whom liberal discounts will be given.

H. METZGER,

1222 Seminary Place, - - - CHICAGO.

MENTION REFEREE.

## THE EMPIRE SEMI-RACER



Fitted with Pneumatic Tyres cannot be excelled,

Mr. J. D. Lumsden, mounted on an Empire Safety, won the 48-hour championship and belt at Glasgow, Jan. 29, 1893 to Feb. 4, 1893.

SEND FOR 1893 LIST.

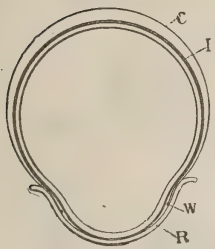
PERRY RICHARDS & CO.,  
EMPIRE CYCLE WORKS  
WOLVERHAMPTON.



THE  
IDEAL PNEUMATIC TIRE  
*INCREASING IN POPULARITY DAILY.*

Tires may come and Tires may go,  
But we go on forever.

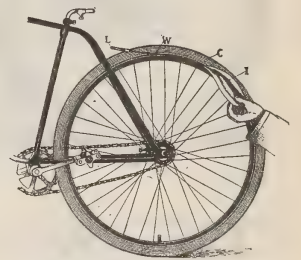
Bound to be the Only High-Grade Tire Used in '93



Section of Tire.

R—Rim.  
W—Wire.  
C—Cover.  
I—Inflation Tube.

No Special  
Rims Required.



The resiliency is unsurpassed. The method of fastening to the rim is absolute and convenient. The tire cannot jump off the rim when deflated. The inner tube can be exposed for repairs in ten seconds and repaired as quickly. The material, workmanship and finish are the best that money will buy and skill produce.

**THE BIGGEST DEAL YET!**  
**THE IDEAL PNEUMATIC TIRE**

HAS NOT BEEN

**SOLD**

FOR THREE HUNDRED THOUSAND DOLLARS,

But real bona fide sales have been made of Ideal Tires to a very large number of makers of the best cycles in this country, and the tires are being daily delivered to them and put upon wheels, and being ridden from Maine to California.

**PHELPS & DINGLE MFG. COMPANY,**  
PASSAIC, - NEW JERSEY.



# CUTTING PRICES

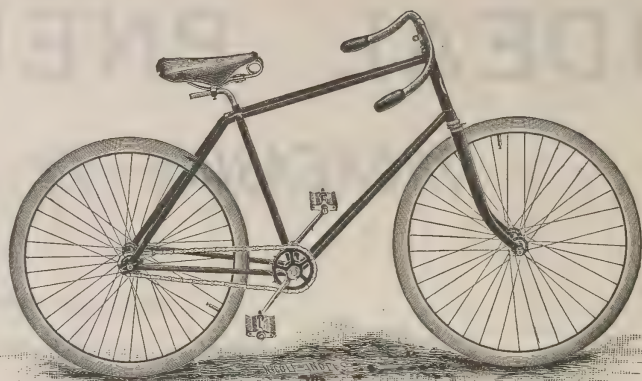
DOES NOT

Create a Demand,

NEITHER DOES IT TEND TO

*Improve the Quality.*

CATALOGUE OF "CENTRAL" AND "BEN-HUR" FREE.



CENTRAL.

Our prices and discounts are consistent with the quality of our Bicycles, and our

**Guarantee Absolute.**

The Latest and Best Goods are not found on a BARGAIN COUNTER.

Catalogue of "Central" and "Ben-Hur" Free.  
Prices Guaranteed.



BEN-HUR.

CENTRAL CYCLE MAN'F'G CO., INDIANAPOLIS, IND.

# IVEL CYCLES!

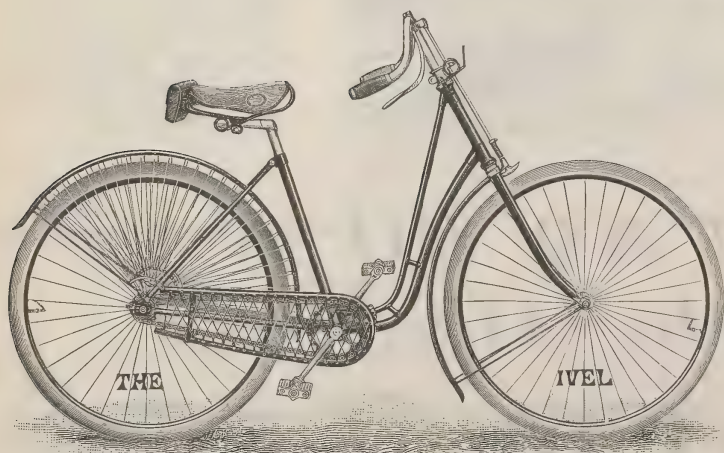
HIGHEST GRADE.

R. H. DANA CO., 15-25 Whitehall St., N. Y.

SOLE AGENTS FOR THE UNITED STATES.

The IVEL WHEELS are of the Highest-Grade English make, and superior to anything on the market.

We want *Good Agents* for this wheel, and will give liberal discounts and territory to reliable parties.



*Ivel Ladies' Wheel, Weight 35 lbs., Price \$160.00.*

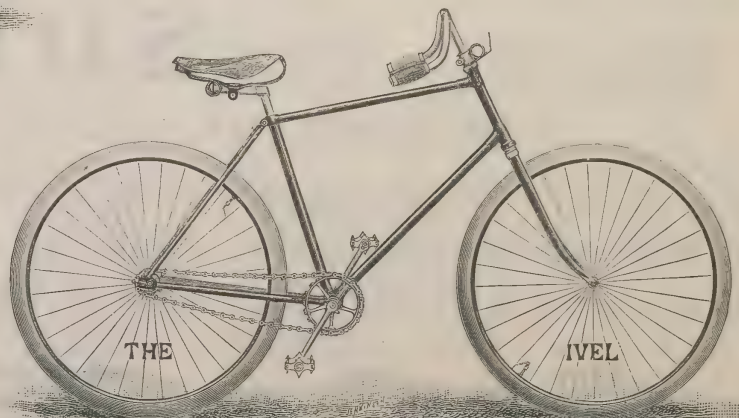
We carry a full stock of all parts and can promptly furnish a duplicate of any part of the Machine.

IVEL FULL ROADSTER, Weight 39 lbs., Price \$160.00.

IVEL RACER, Weight 23 lbs., Price \$160.00.

**R. H. DANA CO.,**

15-25 WHITEHALL ST., - NEW YORK.



*Ivel Scorchers, Weight 30 lbs., Price \$160.00,*

A Light Machine of exceptional merit; it has been thoroughly tested and proved to be remarkably fast, and although so light, perfectly rigid and reliable.



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IN

## HUMBERS AND ROVERS.

### 10 TO 40 PER CENT. DISCOUNT.

*Also Agent for the Celebrated Stearns Bicycles.*

HORACE BELL, Agent,  
285 WABASH AVENUE, - - - - - CHICAGO.

## THOS. WARWICK & SONS, LTD.

BIRMINGHAM, ENGLAND.

WARWICK, "The Rim Makers."

WARWICK, "The Fork Makers."

The Snell Cycle Fittings Company are Sole Agents for America, and hold large stock of Hollow Rims and Weldless Forks.

PRICES "WAY DOWN."

CORRESPONDENCE INVITED.

THE SNELL CYCLE FITTINGS COMPANY, - - - - - Toledo, Ohio.



# A Victor Year !

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If you look '93 Victors over carefully, bit by bit, you will agree with us that this is a Victor year.

## They are Built to Win.

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Bristling at every point with bright, new improvements. Too many good things to describe here.

Our 1893 Catalogue is the best we have ever seen Send for it.

Buy Victors Because They are  
**BEST.**

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**Overman Wheel Co.,**

Boston. Washington. Denver. San Francisco.





PUBLISHED WEEKLY AT

CHICAGO

BY

The Referee Publishing Company

PRINCIPAL OFFICE:

ROOMS 500-590, CAXTON BUILDING, 328-334 DEARBORN STREET, CHICAGO.

Telephone Number—4798.

Registered Cable Address—"REFEREE, CHICAGO."

TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

## POOR JOURNALISM.

Some people, possibly, are able to conduct newspapers profitably on the "stand and deliver" principle, but in the opinion of honorable newspaper men it is a degrading policy, only to be tolerated by persons who would not hesitate to resort to blackmail. Happily there are few journals connected with cycling which have ever been known to stoop to such methods. Possibly the editors and proprietors of *Sporting Life* do not realize that their course of late has led people to form opinions which are far from complimentary, and are thus unwittingly doing themselves an injustice. Some time since these gentlemen, unfortunately for all parties concerned, had a misunderstanding with a large western concern which resulted in the withdrawal of the latter's advertising. There are two sides to every story. Having heard only one, we have no opinion as to the merits of the case. Ever since the occurrence, however, the paper has persistently "roasted" the company, and one of its correspondents, who, if we are correctly informed, was formerly one of the company's agents, has contributed largely to the vituperation which has found its way into print. The matter has not been instructive; it has not been legitimate criticism; it has possessed no sign of impartiality. This, we maintain, is not creditable journalism, and, though we, who are somewhat familiar with the subject, do not believe for an instant that the withdrawal of advertising patronage is responsible, that, and that alone, will be the interpretation placed upon it by the masses.

By all means let cycling journalism maintain its cleanliness and impartiality. "Tell the truth and shame the devil." Put the advertiser in the place of his satanic majesty, and if he won't patronize you, on account of some small difference of opinion, don't let it warp your judgment. Shame him if you can.

## CYCLE THEFTS.

A mother's plea has often saved the neck of a dangerous criminal, when that individual doubtless should have been sent to the penitentiary. A similar case, happening in Chicago, comes to our notice. Last week a member of the Chicago Cycling Club, Theodore W. Smith, had a wheel stolen. The thief

took it to a Wabash avenue store and left it for sale. A salesman, knowing Smith to have lost a wheel, immediately notified him of the one offered for sale, and when the owner saw it the machine was identified. Salesman Rockwell knew the thief and his family and Smith was told the name. He probably would have prosecuted the thief but for the mother's plea. As it was he relented and the young man is now at large. Later it was learned that this same young man is supposed to have stolen two or three wheels last year, yet escaped punishment. A member of the Cook County Wheelmen lost his wheel last season, but recovered it and the thief was caught. Because his father was in the employ of a large and influential dry goods house, whose proprietor had influence, the young man was never indicted. And now it turns out that he, too, had stolen other wheels, yet goes unpunished. It was the duty of both Mr. Smith and Mr. Rockwell to prosecute the young man who stole the former's wheel, regardless of the entreaties of the mother. An example should have been made of the young law-breaker. This, it seems to us, should be a part of the work of the Illinois division or the Associated Cycling Clubs. Cycle thefts must be broken up, but if a mother's tears are to interfere each time a wheel will not be safe at any place. Cycle thieves will abound this year and we suggest that the officials of the division, various clubs, and the cycle board of trade meet to form some plan to guard against such unlawful practice.

## CANADIAN CUSTOMS.

It was reported, at a recent meeting of the Canadian Wheelmen Association, that arrangements had been completed with the customs authorities whereby a wheelmen, going into Canada from the United States, could secure the return of duty imposed on his machine. He pays the duty, takes a receipt which indicates his name, number and make of wheel, etc., and, on leaving the country, takes an acknowledgment from the officer at the point of departure. The receipt and acknowledgment he mails to the customs department at Ottawa, and in due course the amount paid is refunded. This thoughtful move on the part of the hospitable Canadians should find ready response on this side of the line. This summer, hundreds of Canadian wheelmen will visit the United States. It would be an immense boon to them were there in operation in this country, a rule similar to their own. The gentlemen at the head of the L. A. W. are the proper persons to move in the matter, and, as there is little time to spare, doubtless they will move speedily.

## FREAKY INVENTIONS.

If one-tenth part of the inventions which go through the patent office were applied to the actual construction of bicycles, the machine of to-day would indeed be fearfully and wonderfully made. One-third of the patents, perhaps, are described to wheelmen through the columns of the REFEREE. These are, as a rule, the more practical looking, though others are shown, from time to time, on account of their novelty, which would be absolutely useless for practical purposes. The remainder are inventions on which no practical man would waste a thought. They represent an outlay in time, labor, material and patent-office fees of enough money to make half the makers in America wealthy. It will be found, as a rule, that the producers of meritorious inventions are men who have had more or less experience in the actual construction of bicycles. If there were any

means of reaching the other class and showing them in advance the utter impracticability of most of their ideas, a vast amount of money and disappointment might be saved them. The trouble with them is that they are so afraid that some one else may appropriate their ideas that they dare not submit them to a person qualified to advise before commencing work on what usually proves an unqualified failure.

## CHICAGO'S TRACK PUZZLE.

Chicago's track puzzle seems likely to become a track muddle. We have been assured from time to time that everything would be ready in good season, but a month has elapsed since Mr. Raymond's visit, and we are still in ignorance as to the date of commencement, to say nothing of the completion of the track. This, in view of the importance of the events to be conducted, is very unsatisfactory. It seems extremely improbable that, rush the work as they may from this time forward, the committee will complete it in time for any training prior to the opening. While the searches for burnt clay and Joliet mixtures have been going on, a track constructed of wood could have been laid. The racers could have been at work upon it long before the composition track will have been commenced. No reply whatever is offered to the many arguments in favor of boards. It will be a pleasant matter indeed if Osmond, for example, arrives, and in due course returns to England without having met the American riders, and with the very plausible excuse that he was provided with no track on which to train.

"Taking one consideration with another," the state of things is not a happy one.

## CLASSIFYING RACERS.

Some months ago a suggestion was made to the chairman of the racing board, which contemplated a more accurate classification of racing men than is now possible. Class races have heretofore been conducted loosely. Not one handicapper in six keeps a complete record, even of the most prominent men. As a result we had, last season, an unseemly dispute caused entirely by the ignorance of the handicapper as to a competitor's performances. The handicapper was not entirely to blame; the system is faulty. The records should be kept in the office of the chairman. The papers should be followed up and race promoters required—as they are now, though the rule is not enforced—to immediately notify the chairman of the results of all races and the times. The chairman should forward to each handicapper a weekly bulletin of changes. Thus all would be properly informed. This system would necessitate the hiring of an assistant. One-half of the fees received by handicappers for classifying would prove an adequate sum for this purpose. The handicapper would find it worth while to sacrifice that amount, for he would be relieved of a vast amount of hunting over files, blanks and programmes.

## THE \$150 LIMIT.

It is a good thing, though the racers, trainers and inducers do not think so. Of course they don't. With them the value of the prize is second only to the matter of salary and expenses. But it is a step in the direction of the preservation of amateurism. It is a step in the direction of placing all race promoters on the same footing. Heretofore the meeting which could afford to offer only moderate prizes could not hope to secure crack riders. Those gentlemen all flocked,

like a lot of sand flies, around the brightest light. Relieved of this disadvantage, the smaller meeting will have a better chance. The racing men will find greater temptations to spread. Therefore the limit is a good thing.

## THERE WERE THREE MEN.

Let us suppose a case.

A country school teacher. Another school teacher. A meeting, in presence of the boys. Exchange of words. Bad language. Blows. Fight. Nobody licked but both retire badly demoralized. Still vowing vengeance.

Result: Boys do likewise. General demoralization.

Another case.

A journalist. Another journalist. Both "alleged" perhaps. Still another journalist. A difference of opinion all around. Bad temper. Nasty names. Odious comparisons. Disgraceful personalities. A downright rough and tumble. A hunting of dictionaries for abusive adjectives.

Result: Loss of dignity, influence, manhood, reputation.

Who does it fit?

## WHAT WILL WATTS SAY?

The captain of a southern club sends us a communication which leaves no possible doubt as to the intentions of himself and friends in case the colored brother remains, after the next league meeting, eligible to league membership. He claims to have eighty-three league members ready to go on strike and form a southern league, to which the Ethiopian shall be forever a stranger. Thus it appears that the wrath of the southerners is not appeased, and that at the next meeting of the assembly the battle will rage with greater fury than ever. And who shall say, in view of the substantial gains of the past year, that the southerners will not carry their point?

## NEW YORK'S SHOW.

It seems to be a settled thing that the Press Club of New York will hold an exhibit of cycles in connection with its fair, provided, always, the makers are willing. It is doubtful whether the expectations of the promoters will be realized. Makers have already decided that one show is sufficient, but that if two are held, one should be in the east, the other west. The Philadelphia show covered the former, the world's fair show will look after the latter. It is too late in the season for a show to be of any practical value, and it would therefore seem wise not to expect too much of the coming New York event. If New York wants a show, why not wait until the proper time comes.

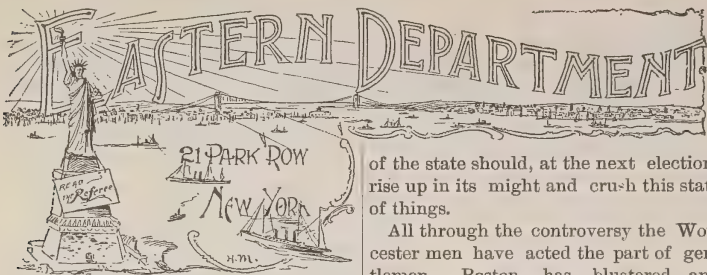
## From Our Dutch Poet.

The following bit of rhyme, written by Emile Pickhardt, of Irvington, Mass., hasn't much to do with cycling, except that it announces the arrival of spring, thus gladdening the heart of maker and rider, but it's good:

Now der leedle shoots vas shootin',  
Und der bees vas busy been,  
Und der hoot-owl vas a hootin',  
Und der greens vas gittin green.  
Now der happy toad vas hoppin',  
Und der peepers dey vas peep,  
Und der rain drops vas a droppin',  
So der veepin willows veep.

Now der turkey gobbler's gobblin',  
Und der cookoo he does coo,  
Und der bob-o-link vas bobblin',  
Und der blue bells gittin' blue;  
While dot mooley cow vas moolin',  
Der ink slinger he do sling,  
Und der April fool vas foolin',  
I dinks me dot vas shpring—  
Don't it?





Worcester Wins the Fight.

The recent comment in the REFEREE on the Boston-Worcester fight for the spring division meet has aroused much talk. Worcester sleeps with the REFEREE under its pillow, while Boston is disturbed as the light of facts breaks in on their attempt to "do" Worcester out of the spring meet. I wish to do the fair thing by the competitors for the cash prize plum that is liable to fall to the victors, and facts regarding the case are all I will present.

There is a growing belief in the Massachusetts division, outside the Boston district, that Boston wants to and has in the past "hogged" the politics and political plums of the division, and wishes to perpetuate the idea that Boston is the soul and center not only of Massachusetts, but of league affairs, and few if any crums fall to the outsiders. Let's examine the facts of the recent controversy.

Worcester won, in defiance of the alleged interview presented in the Boston papers Sunday, April 2, in which President Burdett was quoted as saying that if Boston was not given sanction to hold the spring meet Miller's head would roll into the official basket. Miller read this, immediately gave Worcester the sanction, and his head has not as yet tumbled. Miller as a member of the racing board has New England for his district, and is not amenable to President Burdett. His word is and should be final, and he is to be congratulated on his exhibition of backbone and nerve, the threats of Burdett and the Boston newspaper men notwithstanding. The Boston people sent Perkins and Robinson to Brooklyn on a secret errand to try and get the fair-and-square-to-the-yard H. E. Raymond to pull official wires on Miller. I'm told on good authority that Mr. Raymond told them he could not dictate to a member of his board, but could advise, and that only. President Burdett, so President Knight of the Bay State Bicycle Club stated last week, denied the threatening language attributed to him. He said that he was misquoted, and that if any head rolled off it would be one near Boston.

Now that Worcester has won, Boston is frantic and has appealed to the national executive committee to over-rule Miller's sanction and decision, which will open the flood-gates to no end of squabbles in the future if the executive committee listens to the malcontents.

The attitudes of the division officers towards Worcester is shown by these facts. The division officials last year voted \$450 to Springfield (a non-league club) towards the entertainment fund, but utterly refused Worcester, an old league club, one cent. They voted money to the annual jamboree at Martha's Vineyard, and \$600 to themselves for the meeting at Waltham May 30. What does this mean if it does not mean rank favoritism and antagonism to Worcester? If you will scan the list of delegates to the Philadelphia convention you will find twenty-one credited from Boston, and only ten from the rest of Massachusetts. The money and political influence of the Massachusetts division is centered in Boston, and the rest

of the state should, at the next election, rise up in its might and crush this state of things.

All through the controversy the Worcester men have acted the part of gentlemen. Boston has blustered and threatened, backed by the *Herald* and *Globe*. They complain of the Worcester hospitality when they refused to extend that hospitality to the visitors; but they took charge of the public ball at which fifty cents a head was charged, and ran in debt seven dollars, which the Bay State club paid.

The Worcester club further charges that Secretary Bassett has refused to renew its membership as a league club on the plea that the club had disbanded. President Knight and his fellow club

dramatic department to Dan Saunder's sporting office quarters, and if Charlie doe-n't dictate, he and Dan are pretty chummy, and good fellows at that. I'm in Boston, young man of the *Globe*, and have not been asleep, but collecting facts, and still believe "meddlesome newspaper men" should have no part or parcel in league politics or division rows. You should look higher and broader.

My only wish is to see the matter settled amicably. Worcester first applied for sanction, and should be allowed the fruits of its enterprise.

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#### Long Distance Abuses.

There should be but one opinion as to such competitions as those indulged in by Terront and Cor'e in Paris recently, and such as those in which Spooner and Waller participated last summer, and that is that such performances are highly injurious to the health of the persons who court notoriety, especially so regard-

was the result. A New York daily very properly had this to say:

With the approach of the cycling season of 1893, various clubs and cycling associations are planning to promote twelve and twenty-four-hour races. Last year F. Waller, of California, and F. E. Spooner, of Chicago, tried to establish twenty-four-hour records. Waller rode 363 miles, and Spooner 375 miles inside of the allotted time, and, elated over their rides, they have now determined to go abroad this season and compete in the twenty-four-hour Cuca cup race in July.

There is a vast difference of opinion among the American cycling clubs about the advisability of fostering contests of this character. At the completion of Spooner's ride he was described as being lifted from his wheel so exhausted that he was unable to stand, his face was pale, his lips blue, and his eyes glassy.

In England, where these long-distance rides are quite popular, similar scenes are recorded, which has served to incline the race-promoting clubs of the country to the belief that no races to exceed twelve hours should be promoted, as the condition of the record breakers at the end of their feats is sufficient assurance that such contests must be injurious.

On these long-distance races the competitor is rarely off his wheel for thirty minutes altogether and throughout the entire ride artificial means are resorted to to keep him awake and vigorous.

The question is often asked if abuse by such unfair testing of the human machinery leaves any permanent bad results. In my own case it has not, and I am, according to an insurance doctor, "sound as a dollar." But then constitutions are not all alike, and it will behoove any untried and untrained man at long-distance work to pause and examine himself before going into useless and abominable abuse. This same physician, however, would recommend only a fifteen-year policy, while I wanted a twenty-year one. He argued that while he was satisfied that his subject was sound at the present time he took into consideration, as a prudent officer and servant, that the human machinery had been subjected to immense strain, and while running smoothly now was liable at a critical moment to break down. Some part, such as the lungs or heart, might be slightly affected, but not enough to even the experienced eye of the human body engineer to discover at the present. His caution was very likely due to the frank and thorough statement as to his subject's past course of life.

The N. C. A., noting the morbid interest in the long-distance races, proposes to give twenty-four-hour and night and day races. But to amateurs and not professional sport-providers this little sermon is preached. Heed it, and frown down physical outrages on cycling.

\*\*

#### "Consistency, Thou Art," etc.

It was a case of "Whose ox is gored" with Henry Crowther. Last summer he nearly went into hysterics when the Boston people were to give a meeting on the same day the Associated Cycle Clubs of Philadelphia, 400 miles away, proposed having one. He wrote to Mr. Miller, of Meriden, asking him to refuse sanction to the Boston meet. Now Henry is in Boston, and he can see no reason why Boston, less than fifty miles away, should not give a race meet on the same day as Worcester. Oh, Henry, you are a jewel, but as to the consistency—that's another story.

\*\*

#### John S. Johnson's Future.

There is no doubt that John S. Johnson's skating victories the past winter have done much to impress the cycling and sporting public that he was equal to 1:56 3-5 for the flying mile. This is how the *Wheeler* looks at it:

John S. Johnson, the Yankee racing crack, is a flyer on skates as well as on wheels. A vast amount of irony was expended on Johnson's behalf when the figures he claimed to have made for the mile were announced over here, and doubts cast upon the performance from every side. Notwithstanding adverse criticism, how-



J. J. ROSS, THE "IMPERIAL" SOUTHERN TRAVELER.

members, including the energetic Scher-ver, deny this and say the Worcester club never disbanded! It voted to disband, and the next meeting voted to reconsider. Secretary Bassett, in reply to a query of the REFEREE, said: "They did disband. I got a notice to that effect. I am ready to do business with them when they are ready."

The *Globe* of Boston said recently:

"Wake up, Senator Morgan! Where have you been sleeping for the last two years? John C. Kerrison has not been president of the Press Cycling Club for three months. Mr. C. S. Howard, too, has not written a line of bicycle news for the Boston *Globe* for two years. Come on to Boston and make the acquaintance of the 'meddling newspaper men' who are writing bicycle news for the daily press.

No; quite true, young man of the *Globe*. John C. has not been president for some time, but John pulls a pretty oar in the club and practically made the club what it is. I did not say Charlie Howard did cycling for the *Globe*, but that he was of the staff. It is only four doors around the corner from the

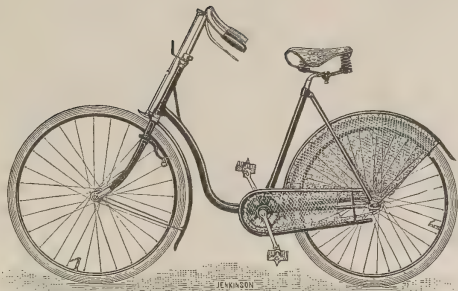
ing amateurs. It is a question if they do not injure rather than commend cycling. The lower class of sport-loving people like to see two men batter each other into an unrecognizable state. All who remember the old Madison Square Garden and Chicago Exposition walking contests cannot forget the morbid excitement and commiseration those poor devils who wandered half dead around the tan-bark and sawdust created. Here the tough class was prominent. I have had considerable experience with long-distance racing and have condemned any contest of over twelve hours' duration ever since I made a night and day pilgrimage around a western track, and was six months getting over it. Although blessed with a naturally vigorous constitution and being thoroughly trained, having only two weeks previous gone through a six-day race of eight hours a day, the strain of that night and day race left its imprint mentally as well as physically, and a state of utter collapse for days



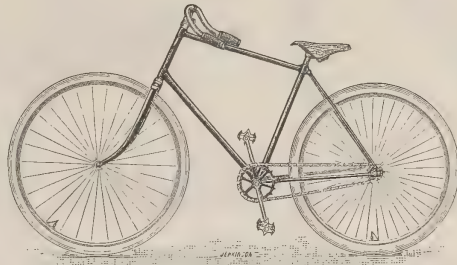
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COVENTRY, ENGLAND.

ever, Johnson's times seem to have weathered pretty well, and his recent skating feats against such a champion as Donoghue undoubtedly is, show that the sulky-paced record holder is one of the best all-round athletes in the world. If Johnson never did another good performance he has already earned laurels enough to gain him the esteem of every true sportsman, and whether his stated time for the mile be correct or not, we should very much like to see this champion of wheels and steels over in this country.

Johnson will, in the near future, do other performances that will both startle and surprise his critics. Johnson is a western rider and has not met with too much fair play at the hands of people who have never seen him perform.

\* \* \*

#### *Racing Men's Modesty.*

The lack of eloquence and extreme modesty of most noted racing men while speech making, reminds me of an incident at the Cathcart banquet, following the London international tournament at Alexandria Place. Willie Illston was the hero of that meeting, and at the banquet was seated beside the late W. C. McCandish, then one of the editors of *Wheeling*. When a toast to Illston was proposed, the clever little Birmingham boy arose solemnly and said these few words: "I am, of course, pleased with my wins, and did my best; so did my opponents, who rode splendidly. I wish we could all win." With that he sat down, while applause of a deafening nature greeted his short but charitable speech. The writer thought the words were put in the Illston mouth by McCandish, who was a great admirer of "Billy" Illston.

\* \* \*

#### *Lewis' Charitable Institution.*

Charles E. Persons sent a bill for \$5 to Dai Lewis, of the *American Wheelman*, for that quarter-column write-up of the Savannah trip. This goes to show that Persons' writing, like his saddles,

comes high. Lewis wrote back and asked him if he was joking, as he had not instructed him to send in anything, and that he was not in the habit of paying \$20 a column to artists of the pen. Persons answered that it would have been worth that much to the *Bearings*, and that if Lewis did not care to remit he could give it to some charitable institution. Lewis wrote back: "All right; I'll give it to the *American Wheelman*."

#### *Thinks the Law Unjust.*

Burley B. Ayers is indignant over the report that the Canadian authorities are requiring a cash deposit of fifty per cent on the value of a wheel before entering Canada. He says this is unjust to American tourists, and will have the effect of keeping them out of Canada. Mr. Ayers says the Canadian hotel keepers, together with the Canadian Wheelmen's Association, should enter a protest and fight the matter in every possible way. He says that there are but few wheelmen starting out on a tour who have \$75 in their pockets that they can afford to leave behind. He has always known this to be the letter of the law, but as it was never lived up to, it ought it never would be.

#### *Two News Items.*

The Rover Wheel Club, of Cleveland, O., is a new organization, with the following officers: President, Charles Payne; vice-president, George Taylor; secretary and treasurer, Norville Lewis; road captain, Varney Barnes.

The Milwaukee Wheelmen have on hand a project that should receive the hearty co operation of all the bicycle riders in that city—a mammoth run to the world's fair. Captain Roth is working it up, and it will, no doubt, prove a grand success. The run will be made about the middle of May.

#### MR. BASSETT IS BUSY.

#### *And Therefore Has No Time to Reply to Criticisms.*

BOSTON, April 10.—After reading the editorials regarding the position assumed by Secretary Abbot Bassett, published in the western cycling papers of last week, I strolled down to that most holy of holy sanctums at 12 Pearl street. Although early in the morning, Secretary Bassett and his host of pretty female clerks were busy as bees, for, be it known, this is the renewal season. In conspicuous places were hung placards bearing in bold, cold type these words: "This is my busy day," "Short calls, please." Then I knew for a certainty that I could get nothing out of the genial secretary. But nothing venture, nothing have, so walking into the inner chamber I confronted Mr. Bassett and asked:

"Have you seen the Chicago papers yet?"

"No, sir," was the reply.

"Then you have not read the REFEREE's editorial?"

"No, sir," again was answered.

"Shall I read it to you?"

"No, sir; I haven't got time to listen to anything."

"Shall I tell you what they say?" was asked.

Again came the doleful, "No, sir."

"Have you anything at all to say on the matter?"

"No, sir; renewals are coming in fast and furious," answered Secretary Bassett.

Several "no, sirs" were again fired at the correspondent's head.

At the Oliver street establishment Mr. Crowther was working night and main on his exchanges and the "passing hour." He was asked what he thought of the editorials in question. For a moment he was thunderstruck at the ques-

tion, and then he leaned back in his chair and made these remarks:

"My opinion is that it is darned rot. Mr. Bassett is editor of the *L. A. W. Bulletin* and as such has a perfect right to publish any editorial he may see fit. He has not said anything detrimental to the league's interests; what he said is in the interest of the league, and is in defense of some of its officers, who have been very severely criticised by some of those cycling papers. Mr. Bassett is the most popular man in the league to-day, and between Mr. Bassett and the malcontents he (Mr. Bassett) holds a mighty full hand. Men with grievances to air and axes to grind want to let Mr. Bassett severely alone."

Mr. Fourdrinier was not at home, so did not get an opportunity of saying anything.

#### *Wheeling in Holland.*

In La Hays, Holland, several ladies have established a cycling club under the suitable motto, "*Honi soit qui mal y pense*." The membership numbers about a dozen, and they go their own way, regardless of public opinion.

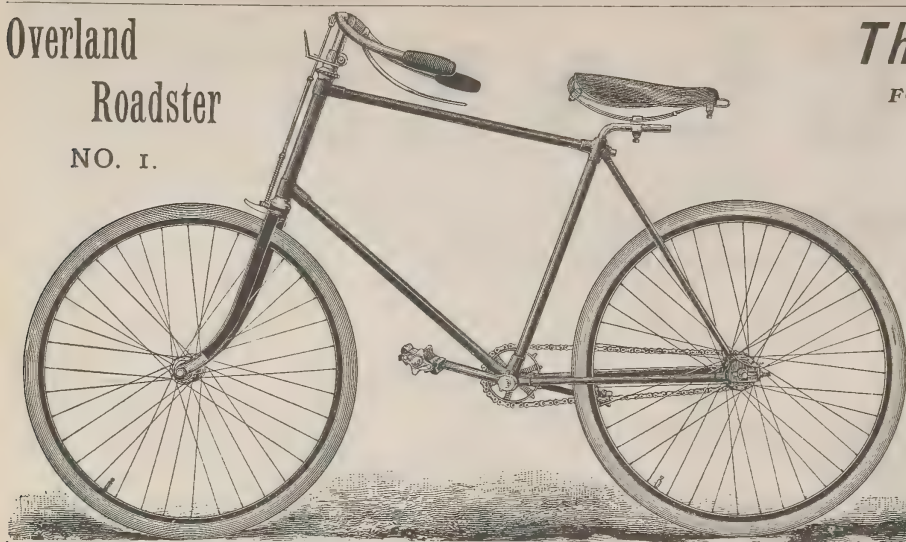
It is twenty-five years since H. Burgers, of Deucuter, manufactured the first wheel in Holland, consisting of wood and iron. He has several workmen now in his shop who have been all this time in connection with the firm.

The young trick rider, Deumer Cramer, who is only ten years of age, intends to go to Dresden and take part in the trick-riding championship of Europe. It is indeed a very astonishing endeavor for such a young boy, but it is a fact that he possesses merit seldom found in one so young.

The Stokes company has presented the Lincoln club with a Sterling to be raffled.



## Overland Roadster NO. 1.



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IS EVIDENCE OF THEIR MERIT.

THE OVERLAND LIGHT ROADSTER NO. 1, weight 35 lbs. stripped, met with favor among dealers and wheelmen from its first introduction. It is in great demand and is giving satisfaction, while the demand for the other four patterns is nearly as good.

Overlands range in price from \$90 to \$125 and are the greatest money-makers for dealers and agents on the market.

We guarantee the Overlands to be the best that our 13 years' experience in the business can produce. Desirable agents wanted for the above named cycles in all unoccupied territory, also for RUDGE and SYLPH CYCLES, all of which are our own manufacture and distinctly leaders, as well as having special features not found in other makes. We are largest western jobbers of Western Wheel Works' Cycles, on which we guarantee bottom prices and prompt shipments. Write for terms to dealers and agents. Catalogue Free.

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### AROUND THE WORLD.

*The Trip of Allen and Sachtleben as Described by Themselves to a St. Louis Reporter.*

The story of Messrs. Allen and Sachtleben, who are now, figuratively, on the home stretch of their around-the-world tour, is an interesting one. The feat is not altogether new, having been accomplished by Tom Stevens, alone, on an ordinary, but the adventures they passed through and the countries they visited will furnish subjects for anecdotes and newspaper articles for many months.

On June 23, says the *Post Dispatch*, they set sail for Liverpool, at which place they purchased English wheels. They went via Chester, Hardin, North Wales, Isle of Angely to Holyhead. At this point they crossed the Irish channel to Dublin. From Dublin they went through the northern part of Ireland by the way of the Giant's Causeway and countless interesting points, to Belfast; from thence over the Irish channel again to Ayr, the home of the immortal Burns, and from thence to Glasgow, from which they went by Loch Lomond, the Trossacks and other prominent places in history to Edinburgh. From the capital city they went through the south of Scotland to the lake region via Carlyle, and from there to York. The trip to London was made from this point via Sheffield, Stratford-on-Avon (the home of Shakespeare), Oxford and Windsor, a total distance of 1,500 miles having up to this time been made on their wheels.

It was at London that the idea of cycling around the world was conceived and determined upon. They left the smoke and din of London Sept. 15, 1890, and went to New Haven via Brighton and crossed the English channel to Dieppe in France, and from thence via

Rouen to Paris, where they were most royally dined and feted by the Club des Cyclistes de Paris, and when they left Paris, after a long stop, they were accompanied out eighty-five miles by a large number of the wheelmen of the French capital. At Chartres they were met by another strong club and handsomely entertained. From Chartres they went via Louis, Paieturs, Angonleme to Bordeaux and from this point they had intended to go through Spain, but the prevalence of cholera there prevented them. They went east via the lesser Alps and Marseilles and the river route along the coast of the Mediterranean and Toulon, Nice, Monte Carlo to Genoa, in Italy. Thence the brave and persevering American wheelmen pursued their course to Milan and eastward via Verona to Venice, from which place they came back to Bologna. All the Italian journey had been through a mountainous region and progress was slow, but to the students the route afforded much of great interest. From Bologna the route to Rome was by the way of Florence. At Rome, in which place they spent quite a while, they were most royally entertained by the Roman cyclists.

Through the fragrant orange groves they went on to Naples and by Foggia to Brindise, the southern extremity of the peninsula, where they took an India vessel to Corfu and thence across the Adriatic to Patros, in Greece. In Athens they spent nearly three months, and from Athens they proceeded to Constantinople. There they made all preparation for their trip through Asia Minor, which arrangements they perfected April 3, 1891. They went into Asia Minor via Ismea, Angora, Cæsarea, Sevis, Kara, Hissar and Erzeroum to Bayezidi, thence to the home of the bey of that province. Here the Americans were dined and banqueted and shown

every possible favor by his excellency, the bey providing them with letters of introduction to all the various under governors, chiefs, etc. On July 2 they had reached Mount Ararat, and were 5,000 feet above the level of the sea and slept in the camp of the Kurds, to whom the letters of the bey had made them known, as well as had similar and more extended letters and introductions from the grand visier himself.

On July 3 they slept 12,000 feet above the sea, and starting at 4 a. m. on July 4, they reached the summit at 2:20 p. m., and waving the American colors fired a salute. At this point, as at all of interest, they brought their faithful camera into use, and caught many of the beautiful and inspiring scenes. They were welcomed back to Bayezidi by the bey, who started them on their way to Persia, which they reached via Chi and Tabriz. At the Persian capital, Teheran, applications were made for passes through Asiatic Russia, the passes through China having been secured at London through Minister Lincoln.

Through all the Turkish and Persian trip they were the subject of much unfavorable comment from the superstitious natives, who often stoned them; but they had prepared for speed, and made the most of their preparations. From Teheran they went via Meshad to Askabad, the capital of Transcaspia and the home of the famous General Kourpotkine, who entertained them very nicely. From thence they went via Merv and Bokhara to Samakand, the center of ancient Asiatic civilization. From this point they went on to Toshkent, where the winter of 1891-'92 was spent. On May 7, 1892, the trip was resumed by the way of Chinkent and Vernoe to Kuldja, the first town on the Chinese border. Here the tourist spent seven weeks preparing themselves with

a rapidly acquired knowledge of the Chinese language.

In Turkey and Persia the natives had termed their wheels the devil's carts, and in China the natives showed no love for the "foreign horse." From Kuldja to Pekin they traveled 3,316 miles, in which they passed Urumtze, Gutchen, Barkul to Hamri, the beginning of the desert of Gobi, through which they crossed, to the great Chinese wall, to Soojew, and thence via Kanjew to Signafoo and Tayu Unpoo to Pekin, a total distance of 9,633 miles. They had ridden on their wheels since leaving Constantinople. They were met by all the foreign ministers in Pekin and royally entertained.

From Pekin they went to Tientsin, the home of the great prime minister, Li Hung Chang, whose especial guests they were. They visited all the coast points and went over into and through a part of Japan via Nagasaki, Kobe, Yokohama to Tokio, the capital. From thence they sailed to San Francisco via Vancouvers. From San Francisco the start was made back to New York via Los Angeles, Yuma, Tucson and Phoenix. Texas was reached at El Paso; from El Paso the route was along the Texas & Pacific Railway to Fort Worth, thence to Dallas and from thence to Sherman. From Sherman they wheeled their way into Kansas, stopping at Topeka and Fort Scott, and from thence they took the most direct route to Jefferson City. They then pursued the Missouri River route, arriving at Kirkwood last night.

### Looking for Trouble.

Barrett is mischievous. He wants to take Osmond, as soon as that worthy arrives, on a club run down to Hammond, Blue Island and Pullman. Golder's experience is not entirely forgotten.



## BURKE'S POT-POURRI.

TOPICS ANCIENT AND MODERN DISCUSSED BY A FREE-THINKER.

*Which Will Flourish?—A Possible Evolution of the Cash Prize Limit—Alleged American Long-Distance Riders.*

Everybody recognizes the value of advertising, and the man and firm which get the most of it consider themselves the most fortunate. It now looks as if the National Cyclists' Association events were going to get much more free advertising than those of the league. The association which gets the more advertising will be the more successful.

The international and world's fair races of the L. A. W. will, of course, receive much attention, because in themselves they are of great importance. But the other large meets stand a good chance of being lost in the shuffle of the great pack of racing affairs which is to be dealt out to the public by the two associations.

It is natural for the National Cyclists' Association to receive much attention at the hands of the press. At its head are men who for years have been prominent in sporting circles. The base ball men have always been liberal advertisers, and, aside from this, they have been at the head of a sport that of itself always interests readers. If, then, much of the old prestige is to be revived in the new professional league, as I believe it is, it is evident that the professional meets will be well advertised outside of what appears in the advertising columns.

One thing that has occasioned worry to L. A. W. managers is whether the N. C. A. will steer clear of those dates now marked down for amateur meets. It would be a serious matter if two meets were to be held on the same day in the same city, or in close proximity to each other. It seems to me that the N. C. A. managers have been too long catering to the public, and are too business-like to have any clash of dates. Such a thing might prove a bad financial policy for both sides.

Let the music begin. We are all anxious to have the band strike up. But it's ten to one that there'll not be half the discord that a lot of croakers are looking for.

Competition is business. Wrangling is what you make it.

\*\*

*What Will the Harvest Be?*

After commenting upon the fact that there is considerable dissatisfaction because the value of L. A. W. prizes is limited to \$150, a writer in the New York Sun says:

Some tournament managers believe that this rule will put a stop to the custom of offering pianos and like articles, as it is thought that they can place any value upon their prizes.

In other words, dear Sun man, you think that the value of prizes is no more limited now than it was before the \$150 rule was passed? What a compliment that is to the brains of the racing board!

There is not the slightest doubt that the limitation of prizes in any sport decreases the interest in that sport among a certain class of contestants, but there is good reason to believe that this is the class of people that it is well to discourage. If a man cannot afford to race for a \$150 prize he cannot afford to race as an amateur. To be sure, if he should race for a piano or a Queen Anne cottage he would not be any more a profes-

sional, as long as those prizes come within the amateur rule.

The L. A. W. thought that pianos and building lots and other little knick-knacks were altogether too valuable for the cycle racer, and reduced the maximum of prize values to \$150. This was good news to the rank and file of cyclists but was far from pleasing to the "stars." But according to the Sun these men have no further cause for complaint. All the race managers have to do is to buy a \$1,000 piano and put it down in the \$150 prize list and then give the tip to the racers. In this way they will come within the amateur law and at the same time attract the crack racing men.

So it seems that the prize question has not yet been practically solved. In the abstract it is all right and it suits the racing man very nicely. But how does the racing board feel?

\*\*

*Cuca Cup Entries That Have Not Entered.*

What a lot of gabblers there are in the cycle world! For weeks the cycle papers have been publishing paragraphs containing this startling information:

Charley Skortjer, the popular and well-known racing man of Rydersville, is now in training for the great Cuca Cup race, and will soon sail for England. Mr. Skortjer will undoubtedly make the Englishmen do some great riding to beat him, for he rides the Bing-Bang wheel and we all know that is a great long-distance machine.

You see they draw on their imaginations and taffy some maker at the same time. In this way at least fifty riders have been listed for the Cuca Cup race.

Of course, some of the men that were mentioned did not even know what the Cuca Cup was, but the use of their names helped to fill space, and to some cycle writers that is all important. No thought is given to the reader, who is supposed to wade through columns of dry rot with the enthusiasm of a boy when he first reads "Robinson Crusoe." But they don't wade!

I have been hunting for a man who really intends to enter for the Cuca cup, but thus far not a name has been materialized. Most of the riders that have been mentioned in this connection have never had the slightest intention of going to England, while the remainder, for various causes, have decided to remain in America. And from the list of meets included in the international circuit and the regular meets, it would seem that they would have plenty of chance to distinguish themselves at home.

Thus it is that a race in which America would have, so the praters said, at least fifty entries, will probably not have one man representing America. And Charley Skorchner, *et al*, exist only in the imaginations of those who have a greater regard for space-filling ability than for accuracy.

And again, what a lot of gabblers there are in the cycle world!

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*"What is Everybody's Business, Etc."*

In the last issue of *Sporting Life*, Rugby criticised a certain maker because he has not supported *Good Roads* in the way that he (Rugby) thinks he should.

One of the cardinal benefits of citizenship lies in the fact that any man may do what he pleases with that which belongs to him, so long as he does nothing detrimental to the interests of individual or state. Therefore, why should Rugby or any other writer dictate to a maker how he shall or shall not spend that which belongs to him?

*Good Roads* has done and is doing much good, and I am heart and soul with it in its work. It has been well

treated by the cycle trade, and Editor Potter can not say that his efforts have not been appreciated. Several firms have been specially generous in their support of *Good Roads*.

These are at perfect liberty to donate one-half their incomes if they so wish. That doesn't make it incumbent upon any other firm to pay one cent.

Rugby and a few other writers foolishly think that their mission on earth is to direct the business policy of firms in which they have only the interest of an outsider. They will, however, find that the average business man knows more about his business than they do. The firm in question (Rugby mentions no names and I shall not) probably thinks it can use its capital to better advantage than giving it to *Good Roads*, no matter how worthy a publication it may be.

I wonder if Rugby has ever been in business for himself. Probably not. This is just the sort of man who talks the most about other people's affairs.

"Every fool will be meddling."

\*\*

*Something About Prices.*

There has been a great deal of discussion in the cycle papers regarding the price of bicycles. Some have contended that the price now charged for a good wheel is preposterously high, and others (of course, the makers coincide with these people) that the prices are not higher than are consistent with good workmanship. There the case stands.

The maximum price for a first-class wheel with pneumatic tires is \$150; and in view of the fact that most of the prominent houses charge that price for the best product of their factories, it is difficult to see how another concern, especially if not widely known, could get more for a wheel. And yet, one concern is advertising its machine at \$180.

At the present time one can buy a wheel from \$85 up to \$180, to say nothing of good second-hand wheels at very low prices that are constantly being offered. This being the case, it would seem a hard task to dispose of a wheel at \$180. I suppose, however, that there is always a number of people who want certain goods because they are high-priced and beyond the means of the general public. No doubt the concern knows its own business perfectly well and relies upon the weakness of a certain portion of our population for its patronage.

So you see that no price is apparently too high for a wheel. There are prices to suit all men in all conditions of life, even to the man who can afford to pay only \$2.60 down and the balance when his widow collects his life insurance.

BURKE.

*Here and There.*

Chairman Mott of the transportation committee of the league is arranging a plan to assist in the recovery of stolen wheels. The object is to furnish baggage agents throughout the country with a descriptive list of stolen wheels, and baggage agents will be requested to examine every wheel put upon the cars. If a stolen wheel is thus recovered, the reward for its recovery will go to the baggage agent.

The Overman rubber-working girls are making splendid progress with their Victoria Club at Chicopee Falls. They now take d'elarte exercises—with blinds carefully drawn. C. C. Morgan, the handsome young superintendent of the Overman Wheel Company, aspires to become president of the Victorias, but some of the girls don't want a man around, while others are pushing Morgan's claims to the office.

## RACERS AND DEALERS.

*Zimmerman and Other Celebrities in the Cycle Trade in Jersey—Asbury Park's Races.*

ASBURY PARK, April 10.—The Asbury Park wheelmen are making preparations for the coming season's races, which from present indications promise to be more interesting than those last year. The first meet will take place on Decoration day, on the new track of the Asbury Park Athletic Association, bordering Deal Lake. There will be six events as follows: Mile safety novice; mile handicap; third-mile novice, A. P. W.; two-mile handicap; mile, open; one-mile championship. In the last event Harry B. Martin, the crack rider of the Asbury Park Wheelmen, who holds the championship medal which he won last year, will have a formidable opponent in the person of Fred Frick, a fast young rider from Red Bank. The races are likely to attract a big attendance.

G. Carleton Brown, one of the vice-presidents of the L. A. W., who takes an active interest in the Asbury Park Wheelmen, has offered one of the dates of the international meets in the east this year to the above named club. The date selected will probably be Sept. 18. At this time of the year Asbury Park contains a large population, principally city visitors.

ZIMMERMAN'S CYCLE STORE.

Arthur A. Zimmerman, whose home is at Manasquan, only six miles below here, has opened a bicycle repository here, and is handling the Victor, Crenda and Raleigh wheels. With Zimmerman is associated William Burtis, who manages the business while the champion is winning prizes and glory on the bicycle path. The firm has disposed of a number of machines. A sales depot has been opened in Trenton, where Wells, the fast Canadian rider who has been studying law in the office of Joseph McDermott, Zimmerman's brother-in-law is in charge.

Zimmerman's advent in the bicycle business in Asbury Park has proved a boon to cycling, and it is likely that the champion will do much to enhance this popular sport along this section of the New Jersey coast.

A bicycle track will soon be built at Red Bank, where there is a big club, plenty of push and capital.

*Doings in Buffalo.*

The Buffalo Cycle Works, in its new factory at Kensington station, is working night and day, to keep up with the heavy demand H. C. Martin & Co., who have contracted for the entire output of Buffalo cycles, are making on them. Hi Martin's representatives have every reason to feel proud of their success in securing big orders, and over 1,000 Buffalos have already been sold. Martin has leased a large store on Chippewa street for a place of storage, and will keep it during the season for a reserve supply house. Over \$16,000 worth of wheels are now there ready for shipment.

The wholesale and manufacturing trade is heavily rushed just now, but the majority of Buffalo's cycle manufacturers—and they number eleven—have their output so well under way that little delay, if any, will be experienced by their customers in having wheels in season. The Buffalo Wheel Company, maker of the Niagara line, reports a heavy increase over last season's trade, and although the company's factory was twice heavily damaged by fire last fall and winter, it stands ready to fill all orders. The Niagara line for '93 is exceptionally fine, and the concern's new and popular representative, Andrew Cahill, is flooding the home office with orders.



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·AND·  
**CASSADY**  
**COMPANY.**

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Agents.

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·AND·  
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Chicago.

# WARWICK CYCLES

*BUILT ON HONOR.*

Not  
an  
Ounce  
of  
Cast  
Metal  
in  
the  
Warwick.



Built  
on  
Honor?  
Yes!  
Warwick  
Cycles  
are  
Built  
on  
Honor.

The Warwick Model A. Weight, 29 lbs. List, \$150.

**Dealers** WHO ARE LOOKING FOR A RELIABLE AGENCY THAT WILL ADD TO THEIR REPUTATION—PAY THEM WELL;  
**Riders** WHO ARE LOOKING FOR A LIGHT AND RELIABLE MOUNT,

INVESTIGATE THE  
MERITS OF THE

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SEND FOR COMPLETE CATALOGUE.

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**CASSADY**  
**COMPANY.**

Chicago.



## SENATORS ARE WILLING

THEY HAVE SHOWN A DISPOSITION  
TO AID ROAD IMPROVEMENT.

*Massachusetts to Have a Permanent  
Highway Commission—Street Su-  
perintendents to Be Elected  
—Other Road Matters.*

In April last a resolution was passed by the United States senate directing the committee on agriculture and forestry to investigate the condition of the agricultural interests of the United States, and, if found depressed, to ascertain the causes and enquire into the proper remedy.

Not many years ago the western farmers were burning corn on the cob as a fuel, and that, too, at a time when the poor of our large cities were suffering for want of food. The apparently paradoxical condition of affairs was easily explained—the cost of transportation was so high that the farmer could not get enough for his produce to pay him for the trouble of hauling it to the nearest shipping point.

Macaulay tells us that in England 150 years ago it was no uncommon thing for the fruits of the earth to rot in one place when a score of miles away the people were suffering from a scarcity of the very food which was spoiling and almost within reach, but the roads were so wretched that transportation was out of the question.

At the twelfth annual session of the National Farmers' Congress, held at Lincoln, Neb., in November, 1892, it was ascertained, on what appeared to be good authority, that economical road improvement throughout the country would save \$270,000,000 per year in the transportation of farm products alone.

If, then, the condition of the roads has so marked an influence on our agricultural prosperity—if, in point of fact, as in the instances cited, the agricultural product can be made of no value by impassable roads, what subject can more properly demand the attention of the committee on agriculture and forestry?

Following out this general idea, Senator Hoar on April 4 brought the matter to the attention of the United States senate by asking for unanimous consent to present a paper in the nature of a petition, though addressed to him as a letter. The letter was one he had just received from Colonel Albert A. Pope of Boston, and in it were clearly presented some facts which showed the great loss to our international and interstate commerce arising from the deplorable condition of our highways. Colonel Pope urged the advisability of appointing a sub-committee, and suggested that said committee be instructed to make an extended tour throughout the country for the purpose of investigating and reporting upon the subject of wagon roads in relation to the agricultural interests of the country. The senate ordered the letter to be printed as a document and referred to the committee on agriculture and forestry.

This action of the United States senate shows a spirit of willingness to do anything within reason to further the work for highway improvement. If the sub-committee carries out a broad and scientific plan, the report on highways, coming from such a source, will be of great value, both in estimating the expense of improvements and the value of such improvements to the various regions of our country.

PERMANENT HIGHWAY COMMISSION.

There has been a bill submitted to the

Massachusetts state legislature for the appointing of a permanent highway commission for the commonwealth, said bill having been referred to the committee on roads and bridges. While there is some diversity of opinion as to whether it would be better to have a commission or a state engineer, yet it is to be hoped that the former will be adopted, as a committee, of three members for example, would give more impartial service than would be the case with an individual official, save only in exceptional cases. Then again, if the states try successfully the plan of a permanent commission, it is not improbable that a national commission might be the outgrowth.

### SUPERINTENDENT OF STREETS.

There is also a chance of the Massachusetts legislature passing a measure which would make the superintendent of streets an elective office and not one for appointment, as it is at present. If carried through, it is believed that such an action will prove a great mistake, as the man who holds such a position should be one noted for his ability to fulfil the duties of street supervisor rather than a politician who can swing the needed number of votes.

Whatever advance is made in the so-

especially the western part, is a difficult and expensive undertaking. Most of our roads have to be built through forests where the trees stand "as thick as



W. A. VAN EPPS.

the hair on the back of a dog" (I do not refer to the Mexican breed of canines). The difficulty in constructing a road through the woods is sometimes partly overcome by tunneling through the trees instead of cutting them down.

The petitions which were sent out by

### A LABOR OF LOVE.



TATTERSALL.—Wot yer doin' now, Wraggesy?

WRAGGES.—Gettin' names to a petition.

TATTERSALL.—What for?

WRAGGES.—For de legislatur' ter pass a bill fur road improvement.

—Puck.

lution of this great question it should be done free from politics or at least should never be made a party issue.

KUKLOS.

### TUNNELED THROUGH THE TREES.

*One of the Difficulties of Road Building  
in Washington—Good Work Going on,  
Nevertheless.*

OLYMPIA, Wasington, March 23.—As this division has been but recently organized, very little opportunity has been offered for the division to promote or agitate the movement for improvement and construction of roads.

The legislature, which has just adjourned, has passed several new laws which will materially assist each county and road district in constructing and maintaining roads. One new feature is the levy of a property tax, which is known as the "segregated road fund." Several other measures of more or less importance are included in the bill, which, it is claimed, is a great improvement over the old laws. I have not had an opportunity to study the new laws and cannot more fully discuss them.

The construction of roads in this state,

Colonel Albert A. Pope were circulated throughout the state, and the signatures of our most prominent and influential citizens, including that of Governor Ferry and all of the state officials, were obtained.

The leading newspapers throughout the state are devoting a great many articles to the subject, and the people in general are beginning to realize the important bearing which good roads will have towards the development and prosperity of the "evergreen state."

W. A. VAN EPPS,  
Chief Consul.

### Made But Little Impression.

WILMINGTON, Del., April 6.—Our state is small, and the number of wheelmen even smaller, so that we have been able to make but little impression in getting better roads. The streets of Wilmington are being very much improved, and in the state the cause has made some progress. It is attracting some attention and exciting discussion. Spasmodic attempts are made from time to time to better the present condition, and the legislature is now considering a bill to

compel tramps and jail birds to break stone, etc., for the roads.

To sum up, we are making some progress, and it is exceedingly likely that the forward movement will have more life infused in it every year.

S. W. MERRIHEW,  
Chief Consul.

### Commenced Fifteen Years Ago.

MUSCATINE, Ia., April 7.—There is little to communicate in regard to the roads movement in Iowa further than the fact that there is an Iowa Roads Improvement Association with a full and active list of officers and quite a large membership. It has been thought best by this association not to recognize the wheelmen as a body, although quite a number of wheelmen are members.

At present the committee, of which I am chairman, is bending its energies towards getting matter for the Iowa edition of *Good Roads*, which we expect to publish in the near future. It is our intention to do some work during the legislative campaign this fall, and in the next legislature, but plans for this work are not matured.

It may not be generally known that there was an association formed in Iowa looking toward the improvement of highways some fifteen years ago, but beyond a convention and the issuance of some printed matter nothing was done.

THOMAS F. COOKE.

### Roads on the Coast.

SAN FRANCISCO, March 4.—Referring to yours of the 16th, regarding road movement in this state, I have been awaiting the adjournment of our legislature, in order to know "where we are at." There was a law passed two years ago, of which I had a lot printed, intending to send them to each member of the boards of supervisors in all the counties of the state, and have also asked Potter the cost of the little pamphlet entitled "Improvement of Highways," with the intention of sending these out with the others to help those who desire to really improve the roads of their district. With the meeting of the present legislature we had to stop. One senate and two assembly bills were introduced, which if passed would have set matters back to their old status. We have been dancing attendance upon committees at their sweet will, and have interested many good friends in the matter of good roads during the time. Now we are waiting to get the full text of the senate bill, which was finally passed with amendments, the scope of which I do not yet know, but shall shortly, and will then write you again.

GEO. H. STRONG,  
Chief Consul.

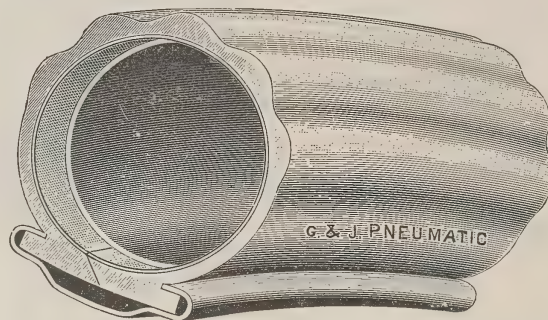
Thousands of dollars are now being expended for street improvements in this city, but to the regret of wheelmen the majority of that sum will go into Belgium instead of asphalt. However, Belgium blocks are preferable to the tire-shaking cobblestones.—Louisville Post.

### More Talk of Secession.

SAVANNAH, Ga., April 2.—A meeting of southern wheelmen will be held at Cumberland Island Beach, near Brunswick, on May 29, 30 and 31. The question of the withdrawal of southern wheelmen from the League of American Wheelmen and the formation of a southern association will then come up. The talk of withdrawal is owing to the league's action in admitting negroes to membership.

See our announcement on another page.





## *G. & J. Pneumatic Tires are Cheap*

Because they wear longer—cost less to keep in  
repair—cause less trouble—are better  
than any other, and

“Are not Experimental.”

## The Most Expensive Pneumatic Tire Made

When you want to buy it, is the “G. & J. Pneumatic.” It costs more than any other, only a little more in most cases, much more than “cheap priced” cheap tires—but always more. Experimental tire makers all gauge their prices to that of the “G. & J.” They *must* sell their tires a little cheaper to sell them at all.

We will sell “G. & J.” Pneumatics to any manufacturer. Should he refuse to furnish them on your order (few makers do), just ask him. “whether he isn’t obliged to pay just a poor few dollars more for them” than for the cheap “just as good” tires which he is trying to unload on you. “That’s the secret.”

### G. & J. PNEUMATICS

*cost more* than any other because they are *worth more*. That is why they command the price. The rubber used in them is the very best; no cheap, colored stock used. The *best* only is good enough in tires.

You pay “High-Grade” prices and are entitled to everything “High-Grade,” especially Pneumatics.

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CATALOGUE FREE AT ANY RAMBLER AGENCY.

MENTION THE REFEREE.



## TRADE IN YORK STATE.

## WHAT A REFEREE MAN SAW ON A RECENT ROUND OF BIG CITIES.

*Buffalo Teeming with Makers and Dealers  
New Houses in the Business—  
As a Rule All Hands Seem  
Prosperous.*

Albany looks about the same as it did ten years ago. The state capitol building, which has cost the taxpayers twelve millions already, is still in the same unfinished state, and the streets of cobbles are as uninviting as ever. This, however, is characteristic of the lower part of town streets. The upper part is now asphalted.

The clubs which have been fighting each other have combined and will occupy one large club house.

The principal agents are E. W. Vine, who handles Cleavelands, Credendas, Victors, Humbers, Tourists, Imperials, Rochesters, Sunols and McCunes; Edward Paddock, handling Kenwoods, Western Wheel Works, Road King, Phoenix, Nassau, King of Scorchers and general sporting goods; R. H. Roguc, Columbias, Hartfords and Hickorys.

The Bradley Chainless Safety Bicycle Company is nearly ready for business, and is well satisfied with the wheel. It will exhibit at the world's fair.

## SYRACUSE.

The Stearns people are very busy, and a stroll through the works with R. W. Wills, of the Kings County Wheelmen, who occupies a position with the company, was full of interest. A year ago the writer saw the Stearns the firm was then experimenting with. The development since is as surprising as it must be gratifying. Every wheel is tested over a corduroy road in a large hall where logs four inches in diameter are laid one yard apart the entire length. It is a rough but thorough test. F. A. Garrett and E. C. Stearns hope to fill all orders promptly from this on.

The Syracuse Cycle Company, which at present occupies part of the large Stearns factory, started in too late to do very much this year and will job wheels exclusively for the present and build a factory next fall. The officers are E. C. Stearns, president; J. C. Bowe, vice-president and secretary, and H. S. Mashin, treasurer. The latter gentleman says the Syracuse Cycle Company will turn out a large number of wheels next year.

Keuben Wood's Sons are strictly in it as a retail and jobbing house, and carry a tremendous stock of wheels. Charles Wood and G. W. Houk pointed with pride to a long line of wheels.

Spalding & Co. are doing well with Columbias; so are Benjamin & Andres, with Stearns and Singers. Olmstead is making good progress with Victors and Credendas, and the Cycle Trade Association of Syracuse is a success.

## JANESVILLE.

I. A. Weston, who is alone as a maker of safety wheels, was found at his residence suffering from a cold, and an added misfortune is the fact of his wife's mishap last fall. She is still confined to the house with a fractured limb. The Weston factory is, however, turning out a large number of wheels, and next year will be ready with a high-grade safety wheel. Weston has paid his entire attention to medium grades in the past.

## ROCHESTER.

Rich & Sager are busier than bees these days. The business of this firm has grown in a remarkable manner, and

the staple quality of their goods is becoming better known as time rolls by.

The Rochester Cycle Company has never experienced such a boom as this year, and their output will be largely increased. The Rochester is very distinct in some of its features—especially in bearings and frame. Everywhere the wheel is spoken of in the highest terms by people conversant with wheel building. Mr. Kenfield has just returned from an extended eastern and western trip, while another traveler is out in central New York.

Bettys & Smith are building a light-weight wheel to order, and doing a general repair business.

R. A. Punnett, the costume outfitter, is busy making bicycle suits, and is incidentally ready to back Trick Rider Kaufman against the world for any amount. Mr. Punnett had just entertained that fake Busst, who is palming himself off as Tom Busst, of Australia.

## BATAVIA.

The Batavia Pedal Company, successor to Hammond & Cooley, capitalized at \$5,000, is making a very neat pedal, and will in a short time occupy a larger factory. Mr. Hammond is a crack road rider and rides a light-weight wheel he built for himself. Mr. Hammond is waiting for a medal which is due him for riding in the Chicago to New York relay, and wants to know if it "died in the die." The officers of the Batavia Pedal Company are: C. H. Caldwell, president; Dr. J. W. Le Sur, vice-president, J. A. Le Sur, treasurer, L. W. Hammond, secretary, and Thomas H. Cooley, superintendent.

## BUFFALO.

Buffalo, according to the editor of the *American Wheelman*, is the centre of American cycling trade, and in truth the place bids fair to become a wonderful manufacturing centre when the cheap power of Niagara Falls can be utilized. The Buffalo Wheel Company suffered somewhat this winter through a fire, which threatened to burn the entire building it occupies. J. C. Dunham, the general manager, spoke of the rapid growth and excellent prospects of the company. The Niagara light roadster is meeting with good success this year; so is that pretty little ladies' wheel, the Maid of the Mist. Superintendent John Nevill, late of Featherstone's and of Coventry and Wolverhampton, knows his business as a wheel builder and handler of workmen, and is pushing things well at the works. The book-keeper says that Cahill is drawing his salary regularly and selling lots of wheels on the road.

The Niagara Machine Company is working an extra force, turning out pedals and balls. M. Parker was away, but W. H. Crosby, the treasurer, was ready to give information about the trade, etc.

Down the belt line from the Niagara Machine Company is the Buffalo Cycle Works, over whose destinies ex-league politician, referee, cycle dealer, and home trainer maker, W. S. Bull, presides. Who doesn't know "Billy" Bull? The works are roomy and the wheel he turns out—the Buffalo Light Roadster—is too well known to need special mention. H. C. Martin & Co. have made it, especially in the east, a standard article in wheels. Mr. Bull is a warm admirer of George R. Bidwell, and spoke feelingly of the hard times the old league officials had fighting for road rights and legislation for the pure. Bull says that it was Bidwell and not another who originated the famous Liberty bill for New York state.

The Buffalo Tricycle Works are situated in a lovely residence portion of

Buffalo. C. H. Furnell looks well; so does the happy F. O. Atherton, who stated that the output of 5,000 wheels will not be enough to go around.

George N. Pierce & Co., makers of the Queen City, are satisfied with the outlook, and report a healthy demand for their wheels, which forms a very small part of their business.

Penseyres & Haberer, on Clinton street, occupy the top floor of a building, and their space is too limited for the amount of business they are doing. They make the Globe, which is taking well locally, being a neat Humber frame, light-weight wheel. Their output will be small, about 200, but next year they expect to do better. A large repair force is kept busy.

Shamp is more than satisfied with the way his saddle is taking, and he is somewhat driven to supply orders, but with additional facilities he will in a few days be ready to meet all demands.

Pratt & Letchworth, out at Black Rock, are making a boys' cheap wheel for jobbing purposes, with 24, 26 and 28-inch wheels, called the Duco, and are now ready with samples. Their supply will be limited. This firm is the largest manufacturing concern in Buffalo. The bicycle business is an experiment, and with their facilities should succeed.

Among the dealers H. C. Martin & Co. easily lead, and it is wonderful to note how rapidly this firm has come to the front. Martin and his assistant, Thomas, are marvels of energy, with keen perceptions and obliging methods. C. W. Casper, who was employed in Indianapolis for some time, is now on the road for Martin & Co., and his employers speaks kindly of him.

The Gibson & Prentice Cycle Company is making the Bison, and is pushed to the utmost through its limited facilities for supply. Mr. Gibson is a live young man, thoroughly capable, and will some day be at the head of a large concern.

Dorntge & Penseyres are making a leader of the Niagara, and Charlie Dorntge's local popularity is doing the firm good.

The Bison Cycle Company is handling the Bison, New Howe, Temple Scorchers and Majestic, and reports good business. It exhibits a light-weight Bison.

The Liberty Cycle Company, with J. F. Broadbent and F. W. Hess in charge, is pushing Liberties.

Doll & Co., with J. F. Doll in charge, are handling Monarchs and a cheap line.

W. G. Schack has a good line, consisting of Quinton Scorchers, Dauntless, Overstone, James, Smalley, Imperial, New Mail, Excelsior and Hartford. M. Schack is employed in a bank, and the young man in charge doesn't seem to be possessed of a wonderful amount of vitality or intelligence about his business.

G. N. Bowen, one of the few pioneer Buffalo agents, is proprietor of a large repair shop on Main street, and looks about the same as he did ten years ago. He will cater exclusively to dealers' repairing and leave the retail business alone.

The Vincent Cycle Company, which has been passing through re-organization, announces that a change of management is possible. W. B. Young, ex-newspaper man and inducer, is connected with this concern. The capital of the new concern will, it is said, be \$25,000, and Messrs. Balcom and Smith will be at the head.

Salem G. Le Valley, sporting goods dealer, is selling Premiers, McCunes, Lovells and Humbers—surely a good four to draw to.

The Queen City Cycle Company, with

the pleasant J. H. Isham and co-partners in charge, is doing well with the Columbia, Hartford, Hickory and Dauntless wheels as popular makes. Mr. Isham, as the pioneer dealer of Buffalo, wears well, and has the confidence of Buffalo riders.

Walbridge & Co. are selling Columbias and jobbing other makes.

Billy Banker is with a new concern and is busy getting a new Main street store in order.

I. W. Ostrander, 879 Main street, handles the Clipper, Ariel, Rochester, Worthington and Gendron.

George F. Lutz & Son control the Rambler, Fowler, Derby, Coventry Crs., Central and Ben Hur.

The East Side Cycle Company, on Madison street, makes the Banner, a 26 and 32 pound wheel, and does repair work.

Sweet & Johannot, Main street, are Victor agents, and control the Raleigh in Buffalo.

## JAMESTOWN.

On the Erie & Western is situated Jamestown, through which runs a river whose banks are lined with factories—principally furniture. There, however, is the Fenton Metallic Manufacturing Company, whose business in the past has been confined to metallic office fixtures, etc. A bicycle department under the management of Albert Gilbert, the secretary and treasurer of the company, has been added. A. H. Hood, well known in the east, being superintendent. The concern is making a clever looking wheel on Humber lines, with the very best of parts. It will do credit to the company when the facts are known. The facilities for manufacturing and the splendidly equipped factory should enable the concern to turn out wheels of quality and in quantities. A fire last October interfered with progress, and this will make the output this year limited; but Secretary Gilbert assures the REFEREE that next season will find them fully prepared to do business on a large scale.

## Won a Wife in a Race.

The marriage on Monday last of Fred Brown, of the Cook County Wheelmen, to Miss Gertrude Norton, of Cleveland, was the result of the former winning a bicycle race two years ago. The *Chicago Herald* of Wednesday last told a very interesting story of the romantic courtship and secret marriage of the young people. Brown has alternated his place of abode between Chicago, Elkhart and Cleveland. Two years ago he was working for a bicycle concern in the last named place. There was a meet there and Brown was cock of the walk among the racing men. Miss Norton was an interested spectator and in a certain ten-mile race shehadjicked Freddy, as he is known among his club mates, as the winner. She admired his "manly form," white cap and a gold medal he wore. During the sprint she was almost carried away with excitement. Brown won by a length and Miss Gertrude's prediction was fulfilled. Then they met at a reception that night; then a case of much letter writing. Brown returned to Chicago and is now with the Graham Cycle Company. The marriage took place at the home of his sister, 830 West Adams street.

The witnesses to the Brown-Norton wedding were Frederick Brown's aunt, Belle Lathrop, Adams street, near Western avenue, and William Savage, a contractor who boarded with Miss Lothrop's mother. As a sequel to Miss Norton's marriage without her parents knowledge or consent, the witnesses themselves suddenly culminated their engagement by asking the minister to tie for them a nuptial knot and this time the young bride and groom became witnesses.



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

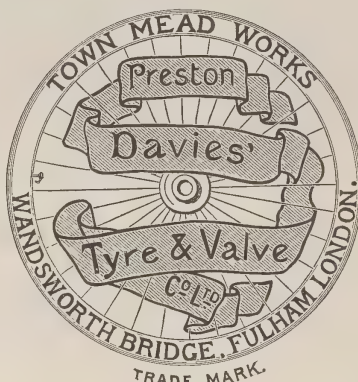
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

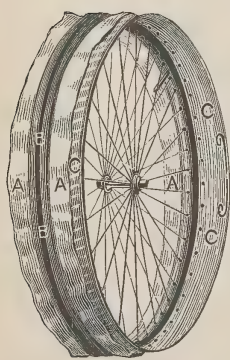
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



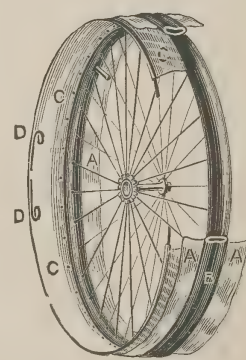
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unlap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tire and you are ready to start.



Showing the Tire open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.

LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.

COVENTRY DEPOT: 21 Warwick Lane, Coventry.

AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.

AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.





## SOME OF THE POSSIBILITIES OF FUTURE TRICK RIDING.



United States,

England,

France,

Germany,

Bicycle Riders all over the world are fast learning how good our Specialties are.

WE HAVE DISTANCED ALL COMPETITORS WITH

THE RED STAR SOLID ILLUMINANT,

(PATENT APPLIED FOR.)

For Bicycle Lamps.

A Solid Compound that Melts while the Lamp is burning and Hardens when the Light is extinguished.

Nothing to Compare with it has ever been made.

The advantages of this compound over the many burning oils in the market are so many that to mention them all would take too long, so we will only mention the most important:

It stays where it belongs—in the lamp.

Your lamp is always clean.

As it cannot leak or spill, it saves clothes and tire, as nothing softens rubber quicker than oil; the oil dripping from the lamp will do more to ruin a tire than anything else it comes in contact with.

The Light cannot Shake Out.

It has no odor; does not smoke and cannot explode.

It is the best thing made for bicycle lamps, and the cycle riders all over the country endorse it as the only thing to use if you wish to avoid the many petty annoyances a lamp has hitherto caused you.

PUT UP IN ENAMELED CANS.

PRICE, - - 50 Cents.

The Red Star Chain Lubricant.

This is not a grease but a compound made up in compact form of the best materials for the chain and sprocket wheel.

It is a perfect lubricator that will not GUM.

As it is not of a sticky nature like most of the goods on the market for the chain, it will not attract and retain the dirt and dust.

It is put up in stick form, very handy and convenient, and can be carried in the tool bag if desired.

PRICE, - - 25 Cents.

The Red Star Lubricating Oil.

A red thin oil made especially for ball bearings.

Any manufacturer of wheels will tell you that ball bearing machines need VERY LITTLE

OIL and that the BEST is the cheapest in the end.

The use of a heavy or animal oil on a machine retards the ease which the ball bearings is meant to give it by causing the little steel balls to stick together instead of revolving.

Most of the complaints, that after a little while a machine begins to run hard, are from this cause, and oil of an inferior quality is worse for a machine than no oil at all.

Two or three drops of our oil on the parts to be lubricated will run a cycle a hundred miles.

Put up in a convenient little can with oiler attachment.

PRICE, - - 25 Cents.

Our terms to the trade are very liberal. As we employ but few salesmen the dealers get the benefit of commissions we would have to pay, by dealing with us direct.

Send for discounts and get a stock of our goods before the season opens.

THE RED STAR MANUFACTURING CO.,

58 FRONT STREET,

P. O. BOX 1092.

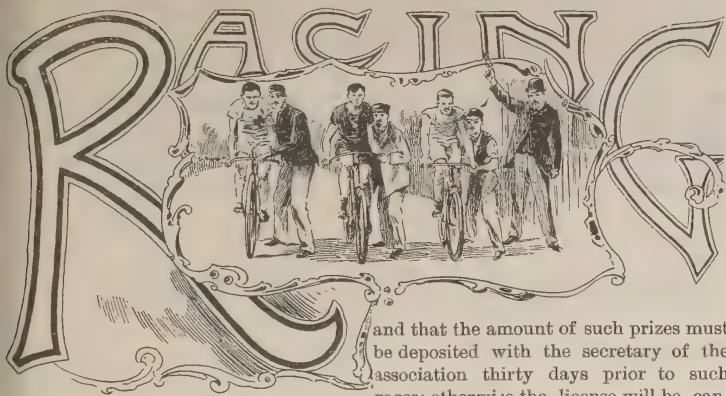
NEW YORK.

F. W. ROBINSON, 14 Holborn Viaduct, London, Sole Agent for England.

EUGENE HERMET, 147 Avenue Malakoff, Paris, Sole Agent for France,

FRANZ SANDER, Hamburg, Germany, Sole Agent for Germany, Belgium, Norway and Sweden.





## 1893 FIXTURES.

## MAY.

- 7—Pike county tour at Louisiana, Mo.  
8—Fifty-mile road race at Clarkville, Mo.  
9-10—Savannah Wheelmen's Track Association's races, Savannah, Ga.  
30—*Pullman Road Race, Chicago.*  
30—New Haven (Conn.) B. C.'s annual meet.  
30—Massachusetts division meet, Worcester  
30—Martin road race, Buffalo.  
30—Irvington-Milburn road race.  
30—Rome (N. Y.) Cyclers' meet.  
30—"Southern Wheelman's" 10-mile road race, Louisville, Ky.  
30—Winona (Minn.) C. C. race meet.  
30—Cleveland (O.) Wheel Club's second annual road race.  
30—Alameda B. C. meet, San Francisco.  
30—Hanauer's annual road race, at Cincinnati.  
30—Warner A. C. ten-mile road race, Wilmington, Del.

## JUNE.

- 3—Press C. C. meet, Buffalo.  
3—Buffalo. (New York circuit.)  
4—Inter state De Soto run.  
16-17—Syracuse. (New York circuit.)  
17—English championships on Herne Hill track.  
17—Alpha Wheel Club's 10-mile road race, South Norwalk, Conn.  
24—Prince Wells' second annual 10-mile road race, Louisville.  
27-28—Kentucky division meet, Harrodsburg.

## JULY.

- 2-3-4—Missouri division meet, Sedalia.  
2-4—Ohio division meet, Sandusky.  
3-4—Columbia C. C. meet, Hartford, Conn.  
4—Colorado division meet.  
4—Milwaukee-Waukesha road race.  
4—Tonawanda (Pa.) B. C. meet.  
4—Watertown (N. Y.) Cyclers' meet.  
4—Fourth annual Poorman road race, at Cincinnati.  
4—Second annual road race, Erie (Pa.) Wanderers B. C.  
4—California division meet.  
4—Missouri division meet, Sedalia.  
4-5—Seventh annual meet Kansas division at Fort Scott. Address Henry E. Harris.  
4-5—Rockford, (Ill.) C. C. meet.  
21-22—Cuca Cocoa cup race, Herne Hill, London.  
25-26—Indiana division meet, Fort Wayne.

## AUGUST. (WESTERN CIRCUIT.)

- 5-12—*Illinois Division, National L. A. W. and International meets, Chicago.*  
14-15—Milwaukee Wheelmen's meet.  
16-17—Wisconsin division meet, Ripon.  
19—Minneapolis C. C. meet.  
19—Inter club road race, Buffalo  
22—Evansville C. C. meet.  
24—Ziz-Zag C. C. meet, Indianapolis, Ind.  
26—Cincinnati C. C. meet.  
28-29—Columbus (O.) Century C. C. meet.  
30-31—Cleveland W. C. C. meet.

## SEPTEMBER.

- 9—Garden City Cyclers' meet, San Jose, Cal.  
13-14—Springfield (Mass.) B. C.'s annual race meet, Hampden Park track.  
26-27-28—Inter-state Fair Association meet, Trenton, N. J.

## OCTOBER.

- 2—Capital City Wheelmen meet, Sacramento, Cal.  
5—Annual St. Louis county fall tour.

\* \* \*

## THE CASH PRIZE LEAGUE.

P. F. Powers Made General Agent, and W. B. Troy is Manager.

The cash prize league officials continue to meet, but little progress has been made so far.

The governing board met at the Astor House, New York, last week, those present being President Byrne, Secretary Egan, P. T. Powers and F. S. Elliott of Washington. As a condition of issuing permits to run professional race meets on tracks not in the association, it was decided that prizes of the minimum value of \$50 per race must be offered,

and that the amount of such prizes must be deposited with the secretary of the association thirty days prior to such races; otherwise the license will be cancelled. This step was taken for the purpose of protecting the association, which guarantees all prizes. The minimum fee for licenses of that character will be \$25. Representatives of the association will have direct supervision of all races in which licensed riders compete.

P. T. Powers was appointed general agent of the association, and clothed with authority to communicate with outside cities. Willis B. Troy was made general manager, the duties of his office requiring his presence at all race meetings, over which he will exercise general supervision.

Boston's application for membership was favorably acted upon, and Cincinnati's request for a like privilege was taken under consideration.

Mr. Powers said that the New York Association has not yet decided on a ground. He was negotiating for Manhattan Field or the polo grounds, but has been so busy with the eastern league affairs as to be unable to bring matters to a crisis. He thinks the question will be settled now in a few days. The indications are that Manhattan Field will be chosen.

\* \* \*

## PHILADELPHIA RACE MATTERS.

Much Activity Shown—Several Proposed Meets.

PHILADELPHIA, April 8.—With the continued good weather and bright, sunny days comes the talk of race meets, and ere long Tioga track will be in great demand by the local aspirants for racing honors. Even now an occasional sweater-laden would-be star may be seen endeavoring to get rid of his superfluous adipose tissue, and another month will see the embryo Zimmerman and Windle faces assume that lantern-jawed aspect which indicates that they (the Z's and W's, not the faces) are "in shape."

The race meet committees of the various clubs are hard at work perfecting arrangements and securing dates, and if vernal activity is indicative of summer success, our clubs will be ahead of the game as a result.

The "Quakers" will be the first on deck this year, May 20 being the date announced for their meet—rather early but with good weather the well-known hustling abilities of their meet committees will land them on the right side of the ledger.

The South End Wheelmen have secured June 24 for their meet, which will be held at Tioga (at which track, of course all the large meets will be held).

"Pennsy" hopes to repeat her success of last year, and although no date has been secured her committee is hard at work.

Park Avenue and the indefatigable "Bunny" (than whom there is no more able manager in this city) have been at work for many a day. "Bunny" sees a long way ahead, and that the P. A. W.'s will be the star event of the season goes without saying.

The Associated Cycling Clubs is en-

deavoring to secure a date in the International Circuit, and if push and energy go for anything, this hustling organization will be near the top.

The Century's experience last year rather disheartened it and it is content to rest on its oars, for this season at least.

Some of the other clubs talk of having race meets, but as yet their plans have not assumed definite shape.

Taken all in all, Philadelphia's racing season promises to exceed in brilliancy and financial success that of last year, when hardly a week passed that there was not some race meet or road race to keep up interest in the sport.

## THE WILMINGTON-SOUTH END ROAD RACE.

At last, after much talk and more ink-slinging, the course for the proposed road race between the South End Wheelmen and the Wilmington Wheel Club has been decided on. The start will be from Wilmington, through Chester, finishing at Derby, a distance of twenty-five miles. The first two-thirds of the course ranges from "rotten" to fair; the last third is excellent. The event will come off early in May, and fast time is looked for, as the course is, generally speaking, level.

## NOTES.

Wash Seeds, the Wilmington road racer, will appear on the track again this season.

V. J. Kelly and John Draper are to go south to train as a tandem team. They will enter all the early meets.

W. D. Osgood, the famous ex-Cornell half-back (now a member of the University of Pennsylvania foot ball team) is an all-round athlete. He is not only one of the best amateur wrestlers of his weight, but last week won the two-mile bicycle handicap at the U. of Pa. spring sports from the 100-yard mark. He has been placed on scratch in the next race.

\* \* \*

## BUFFALO RACING MATTERS.

Two Tracks in View—Martin Will Run His Own Road Race.

BUFFALO, April 10.—The meeting of the Bicycle Track Association, called for last Friday evening at the Ramblers' club room, was fairly well attended, about fifty being present. Discussions as to the availability of purchasable sites were numerous and wordy, but the most feasible plan seemed to be the lease of one of the present outing grounds of the city, and as about \$3,000 worth of stock has been subscribed, there is something substantial to begin with. A committee of five, consisting of W. D. Banker, John Van Kelsor, F. E. Klipfel, R. F. Kelsey and F. C. Fox, was appointed to confer with the Young Men's Christian Association, with a view to putting a third-mile track at its outing park. This is the most eligible site in the city, being at the intersection of the Bidwell and Chapin Park way, and the present third-mile path could easily be transformed into a splendid cycle track, and spacious grand stands holding 4,000 people can be erected.

## A BOARD TRACK SCHEME.

Now that the track fever has its inning again, there is another scheme on foot to construct a quarter-mile board track at Olympic Park ball grounds. President James Franklin, of the Buffalo Base Ball Club, who is also interested in the National Cyclists' Association, says that if the cyclists will hold their meets there he will erect such a track. The Press C. C. also has a committee looking up grounds for a track and with the wide interest thus awakened there ought to be no doubt of a successful outcome of at least one of the projects.

## THE MARTIN ROAD RACE.

H. C. Martin has taken the manage-

ment of his second annual twenty-five-mile Decoration day road race out of the hands of the Associated Cycling Clubs, and will handle it himself, assisted by a committee of three, consisting of D. H. Lewis, editor of the *American Wheelman*; A. G. Batchelder, of the *Courier* and G. W. Schooley, of the *Evening News*. This step was necessary, as the Associated Cycling Clubs was not devoting the attention to it it should and which the near approach of the race demanded. Entry blanks were issued Saturday and are being sent broadcast. The entrance fee will be as last year, \$1. The prize list will be a big one and will be completed this week.

## THEY MAY NOT HOLD THE MEET.

Although sanction for a state circuit meet on June 3 has been secured, it is by no means certain that the Press C. C., which is the only L. A. W. club in the city, will hold it, as last year's experience with the division meet was anything but a glorious success. The club found itself about \$1,500 short of meeting expenses and is in no hurry to have the dose repeated. People will not attend races where no accommodations are given them, and the driving park is wholly unfitted for the holding of cycle meets. Though the club did everything in its power, the grasping autocrats of the Driving Park Association refuse to expend a cent to popularize their race track. If ever a city was cursed with an avaricious corporation, utterly oblivious of the people's wishes, Buffalo is the fated one, for a more stubborn, narrow-minded, less public-spirited body never owned a track than the one in question, and the sooner the cyclists cease dealing with it the better.

\* \* \*

## MISCELLANEOUS RACE TALK.

Little Paragraphs About Prominent Riders—Future Meets.

Johnson and Eck left Hot Springs for Savannah on Monday last.

The annual twelve-mile road race of the North Side C. C., of Milwaukee, will occur some time on July.

A copper-plated Rambler will be the first prize in Prince Wells' annual road race at Louisville, Ky.

The Michigan division, at its meeting Wednesday night, decided to give Detroit the annual meet.

Entry blanks are out for the *Southern Wheelman's* ten-mile road race, which occurs on Decoration day.

A report from Toledo says that the promoters of the track scheme have secured enough subscriptions to make the track a certainty.

Entries for the Pullman should be sent to F. E. Spooner, secretary of the Associated Cycling Clubs, care *Sporting Gazette*, 170 Madison street. The blanks will be out this week.

It is the intention of the Chicago Racing Wheelmen to limit the membership to fifty. As soon as the membership has reached thirty-five the initiation fee will be increased to either \$20 or \$25. The dues have already been raised to \$3.50 per month.

Chicago wheelmen are guessing as to the probable winners of the time prizes in the Pullman road race, and seem disposed to place the men in this order: Bliss, Githens, Davis, Barrett, Munger, Rhodes, Theodore Smith, Ehler and Van Sicklen are all good men and will give the three first named youths a very tight rub.

The Milwaukee Wheelmen have decided not to give an indoor tournament at the Exposition building June 3, as announced some time ago. The place has been leased from June 1 to Sept. 30



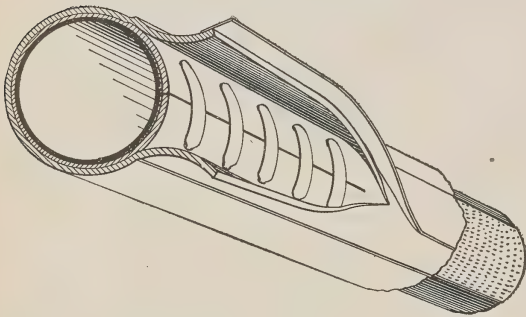
Now able to Execute Promptly Orders for  
**OUR WHIPPET**

(PATENT APPLIED FOR.)

*Made with an Endless or Continuous Air Chamber,*

That there may be avoided the coming season troubles which were so frequently experienced by cyclists last season who rode on *butted end* air chambers.

The Outer Cover



is made with four laced pockets, each ten inches in length, formed with flaps folding over the laces, to prevent rim-cement working through the lace holes, damaging the air chamber and protecting the laces from the rim-cement, contact with which always stiffens them and renders them unfit for use after repairing a puncture.

Our Road Whippet is as light as any tire of equal strength of the class which is cemented in the rim. We guarantee it will not burst on the road under the rider.

AGENTS.

ARNETT & RIVERS—San Francisco Agents.  
W. D. ALLEN & CO.—Chicago Agents.  
W. H. H. PECK CO.—Cleveland Agents.  
E. A. KINSEY & CO.—Cincinnati Agents.  
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MENTION THE REFEREE.

WHO IS IT ???

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WINS "THE FOWLER."

Who Holds the Lucky Catalogue?

The holder of the lucky Catalogue will please forward same to us by registered letter, with shipping directions, etc., etc., and receive "THE FOWLER" FREE.

**HILL CYCLE MFG. CO.**

142 144, 146, AND 148 W. WASHINGTON ST.,

CHICAGO, ILL.

MENTION THE REFEREE.



for a concert hall and the track has been removed. The financial loss of the last tournament makes the club rather slow to tackle it again.

The Central City Cycling Club, of Montgomery, Ala., has received a proposition from the West End & Riverside Electric line for a track at Riverside Park. It is proposed to build a quarter-mile track within the present mile track at the park. The stretch at the proposed track will parallel the other. This will make the present judges' stand fall between the two home stretches.

The Atalanta Wheelmen, of Newark, N. J., will hold a 100-mile road race on or about July 1. The A. W. is the largest cycling club in the state, and this together with the big list of prizes already secured is bound to make a success of the event. Start and finish in Newark, N. J.; ride to Princeton same route as followed by the M. A. of C. C. century run. Entry blanks will be out shortly, and may be obtained from Carl Von Lengerke, 8 Murray street, New York.

\* \* \*

#### Munger and Waller in Training.

INDIANAPOLIS, Ind., April 11.—The first club run of the Zig Zags took place Easter Sunday, the weather and roads being all that could be desired. Thirty-seven names, including those of Waller and Munger were on the register at the Grand hotel, Greenfield, for dinner. The following Sunday Noblesville was on the board, but the attendance was slight, owing to threatening weather.

Frank Waller and Birdie Munger went into active training under Harry Leeming's direction on the 1st of April. As soon as they are ready for track work, the one-mile track at the state fair grounds, which was greatly admired by some Chicagoans last fall, and on which O. J. Davis rode a standing quarter in competition in 32 1-2 sec., will be at their disposal from 11 a. m. to 1 p. m., and after 4 p. m., daily. It is reported on good authority that Van Sicklen, and perhaps one or two others, will also come here to train under Leeming.

Waller says he will first establish a 24-hour record without pacemakers; then will go for the record with the aid of pacers. Four hundred and thirty miles is the notch he is confident of reaching.

\* \* \*

#### Will Scatter on the Fourth.

It is more than likely that Chicago will be deserted by her racing men on the 4th of July. A number have already expressed their intention of going to the Ohio division meet at Sandusky; some will go to Rockford; others will participate in the Waukesha-Milwaukee road race, and the remainder will ride in the twenty-five-mile road race of the Illinois C. C., if it is held.

Sandusky means to have a grand meet and as the cyclists of that place are good entertainers and have a reputation to sustain, they have not been idle. Already the citizens of the city have subscribed \$4,000. Elegant souvenir programmes will be gotten out at a cost of \$500. A banquet will be tendered the visitors and everything done to make their welcome an ovation. Fred Patee, Deve Post, W. C. Anderson and R. C. Lennie, have agreed to be present as officials.

\* \* \*

#### New Racing Rules.

It is generally understood that the racing board will present to the cycling world its new racing rules this week, probably through the medium of the *Bulletin*. It is understood that the classification table will be done away with entirely, and a man's record for a given distance only will stand against

him. It is more than probable that hereafter race promoters will be compelled to forward to the chairman of the board the complete result of each race, in order that a record may be made which will aid the handicappers in classifying and placing the men in other events.

A strict rule will probably be adopted regarding entry fees, in order to do away with such troubles as arose during the last season. Competitors in handicap events will likely be compelled to start from the inside and not allowed to start from the top of the high banking some tracks have, and thus get a tremendous start. In fact this rule has been adopted.

\* \* \*

#### Will Go to St. Louis.

A number of Chicago Cycling Club racing men will likely go to St. Louis to participate in the Forest Park road race, June 20. Bliss and Githens have said they will go and it is more than likely that Barrett will want to make a try for the time medal, which he failed to secure last season. It is the intention to organize a large party to go down, take in the race on Saturday and enjoy a ride over Missouri hills on Sunday. The St. Louisians are royal entertainers and a good time will be had by the visitors. If those desiring to go will send their names to Charles P. Root, care REFEREE, a special rate will be secured for the round trip. This does not mean C. C. C. men only—the St. Louis people will be pleased to see all the other clubs represented as well.

\* \* \*

#### Nashville Race Items.

NASHVILLE, Tenn., April 7. — The wheelmen in Nashville are "courting" the sprinkling contractors of the city. They want a dry path on the side of the street.

W. F. Anderson, the supposed southern champion, will ride with an 80-inch elliptical gear this season. He is in slow training for the coming tournaments.

J. H. Gardner has moved to Syracuse, N. Y., which he will make his home.

W. F. Anderson, who claims he was the just winner of the Prince Wells road race last year, says he will beat every man in Louisville this year or never ride again.

\* \* \*

#### Eastern International Dates.

Chairman Raymond has announced the following dates for the balance of the international circuit:

- Sept. 2—Birmingham, Conn., Crescent Cycle Club.
- " 4-5—Hartford, Conn., Hartford Wheel Club.
- " 7—Lynn, Mass., Lynn Cycling Association.
- " 9—Boston, Associated Cycling Clubs.
- " 12-13—Springfield, Mass., Springfield B. C.
- " 16—New York, Metropolitan Association of Cycling Clubs.
- " 18—New Jersey (place not named).
- " 20-21—Baltimore, Maryland B. C.
- " 23—Philadelphia, Associated Cycling Clubs.
- " 30—Brooklyn, Kings County Wheelmen.

\* \* \*

#### Zimmerman is in Form.

At Savannah, on the 8th, Zimmerman won the mile open, the mile handicap, the quarter handicap, and was second in the half-mile handicap from scratch. He is also said to have beaten the half-mile competition record. Wheeler was second in several events.

The death of J. E. Powers, the Boston medal maker, was a great surprise to all who knew the energetic young man. A splendid business career had opened before Powers, who was very young when he started in for himself. He contracted a cold at Philadelphia which led to his death; but the post-mortem examination was attended with remarkable results. A live lizard five inches long was taken from his stomach.

#### RECENT ENGLISH INVENTIONS.

##### New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from March 1, 1893, give notice in the prescribed form of such opposition.]

##### THE TORRILHON AIR-TUBE.

No. 5,545. J. B. Torrillon's "Improvement in pneumatic tires." March 21, 1892.—This invention aims at preventing the escape of the air from a pneumatic tire in case the air chamber be accidentally punctured, and it consists in applying on the inner surface of the air chamber a series of flap valves composed of strips of rubber,



rubber coated fabric or other flexible material overlapping each other like the scales of a fish and cemented by one edge to the inner surface of the air chamber, so as to yield to any sharp object which may puncture the tire, and so as to be closed over the puncture by the internal air pressure when the object which caused the puncture is withdrawn, and thus prevents the deflation of the tire. The illustration is taken from the drawings filed with the provisional specifications, and shows the action of the valve or flap when the tire is punctured by a nail; a are the valve strips or flaps disposed within the air chamber (b) of the tire, the successive strips overlapping each other and being attached along one edge for about one-third of their breadth, by means of cement or otherwise. Other forms of flaps than that here illustrated are described, for example, they may be arranged longitudinally instead of transversely to the tire, and may be formed of doubled strips of flattened tubes. According to another arrangement, but two strips are used, arranged longitudinally and cemented by their opposite edges to the interior of the air tube, and their free edges overlap on the tread. Or a single strip cemented along both its edges may be used, the width of the strip being equal to or greater than the circumferential development of the air chamber.

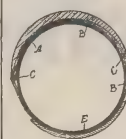
##### THE AIR WHEEL.

No. 7,663. J. C. Hall's "Pneumatic wheels for cycles, cabs and other vehicles." April 23, 1892.—A circular air-proof chamber (A) has the walls (E) constructed of layers of india rubber and non-expansive textile fabric, leather or other suitable material (such layers being either separate from each other or amalgamated together). The chamber is arranged around a centre part (B) of any suitable material, so that the said chamber when filled with compressed air or gas constitutes a ring or the like, which, after arranging a suitable axle (C) through the same, or flanges at each side thereof, constitutes a wheel for purpose of locomotion such as a cycle wheel. The axle (C) may be fitted with ball or other bearings, and has flanges (D) of which one or both may be fixed thereto or be screwed or otherwise secured thereon. F F are bolts which secure the flanges together and between which the centre part (B) may be held. The air chamber may be provided with transverse tubular holes beyond the edges of the flanges (D D). In this case metal rings are arranged at each side of the wheel, and are held together by bolts or stays, thus making the wheel any desired thickness at the point where the rings are placed. The air-chamber (A) may be secured to the centre part (B) or the flanges (D D) in any convenient manner; for example, the bolts (F F) may be dispensed with, the lower part of the centre part (B) increased and smaller and more rigid flanges used. Or the flanges may be arranged close together where they leave the axle, and then take an outward course so that the two combined form a hollow, trough-like cavity for the reception of the air chamber (A) which may be inserted within the cavity or between the flange, either by the removal of one of the latter or by arranging the walls of the air chamber (A) separately from each other and wiring on the outer wall like the outer cover of a pneumatic tire. In either case inflation causes the centre part to be stretched tightly, and so holds firmly in its place.

##### AUTOMATIC TIRES.

No. 22,966. S. Lee's "Improvements in or relating to pneumatic tires." Dec. 13, 1892.—These tires are composed of an air tube of pure rubber, with the addition of canvas if desired, and containing cover. The tread portion of the cover is preferably made of canvas or rubber and canvas, and provided with wires or other

non stretchable devices at the edges. The other portion of the cover may be of canvas with similar edges, and the two portions are preferably so arranged as to meet or overlap, though they need not do so if a non-stretchable air tube be used; and the air tube may be provided with ribs to fill up any space between the portions of the covers, to strengthen the air tube, to secure either



of the covers, or to make or assist in making a close joint between them. The tire is secured to the rim either by inflation alone or by other additional means, such as solutioning the second portion of the cover to the rim. The tread portion may have rubber added to the canvas, or a leather band as a protection against puncture and side slip. One part of the cover may be provided with hooks to engage with the other portion, and the cover may be made in one piece instead of two. Flaps or bands may be secured to the tire to prevent its leaving the rim in case of deflation. The figure illustrates a form of tire in which the cover is made in one piece. The cover is formed of canvas (B) with a strip of rubber on the tread and with wires (C) in the edges, the whole being secured to the rim (E). The cover is of such a width and the wires (C C) of such a length that it overlaps and forms a double thickness on the tread. According to another arrangement one edge of the cover has no wire and is placed in the rim and secured thereto; the cover is then wound round the air tube, the other edge with its wire being carried so far round as to be gripped between the air tube and the outer fold of the cover. In the case of contiguous pairs of wires the inner ones may be altered to a mere thickening of the edges of the cover.

#### READY FOR A STRIKE.

##### Eighty-three League Members Ready to Leave Unless Negroes are Excluded.

NASHVILLE, Tenn., April 5.—EDITOR REFEREE:—In your issue of March 31, I notice an article in regard to Mr. H. D. Spore and the southern league question. I am fully satisfied Mr. Spoke has the right object in view. Although I cannot say that there will be a southern league this year, there will most assuredly be an insertion of the word "white" in a league clause next year or there will be no L. A. W. in the south. So far as a temporary leader is concerned (I suppose you refer to Mr. Watts) he will have no effect whatever if he desires to remain with the L. A. W. if the word white is not inserted. I have in my possession a list of eighty-three members of my division who have agreed to leave their membership at my disposal, to either support the L. A. W. or any organization I may see fit.

I shall support the L. A. W., as I have heretofore, until that organization shall have one more chance to draw the color line; if it is not then drawn, I shall redouble my efforts to crush the L. A. W. and its interests in the south; or in other words, organize a southern league. I would kindly mention that I not only speak for myself but for a number of others.

I can safely say there will be either a white L. A. W. or a blank southern membership. Very truly yours,

W. I. ANDERSON,  
Captain, Capital City Cycle Club.

#### SMALL CHICAGO NOTES.

The house committee of the Chicagoos is at work on its raffle.

Percy M. Harris, a former Chicagoan is now a New York stock broker.

The Elgin-Aurora course is reported to be in the best possible condition.

The cleaning and decorating of the Chicago C. C.'s house is finished. It is needless to say that the place looks like new.

A number of the Columbia Wheelmen visited the fair grounds Sunday and the C. C. W. run was to Glen Ellyn. Eighteen of the Lincoln men went to Maywood, while a party of the Chicagoos went to Ohio and rode from Hamilton to Cincinnati.



# We Believe

that this is the largest order ever given  
for Bicycles for exclusive retail trade in  
one city.



FACTORY  
BLACKHAWK ST. AND CHERRY AVE.  
ADDRESS ALL MAIL TO  
C/O. 275 WABASH AVENUE.

"Perfection" Repair Kit.  
Cyclists' Uniforms, Etc.

Chas. H. Sieg Mfg. Co.

275 Wabash Avenue.

Headquarters for everything pertaining to Cycling.

WHOLESALE BICYCLES RETAIL

*Chicago Jan. 5 1893*

*Ames & Frost Company  
Gentlemen:- (Chicago)*

*We enclose our order # 748 for 1000  
-one thousand- "Imperial" wheels for 1893  
delivery, as per dates and specifications  
furnished herewith. Our record of 1892  
retail sales includes more than 600  
-Six hundred- "Imperials". We can surely  
use twice as many this year.*

*Every "Imperial" we sold gave perfect  
satisfaction and our friends are many.*

*In this order we make good our  
prediction of last month. Your  
Mr. Waepole will remember the remark.*

*We thank you for your many  
kindnesses in the past which we  
trust were merited - and have no  
doubt our business relations will be  
for the future as in the past - decidedly  
pleasant. Yours truly Chas. H. Sieg Mfg. Co.*

**"Imperial"**  
REGISTERED TRADE MARK

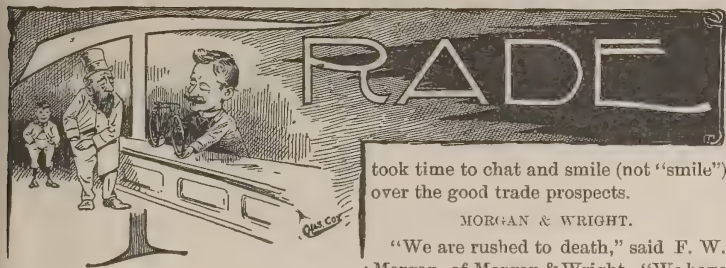
WHEELS ARE MOST ASSUREDLY POPULAR.

## Ames & Frost Company,

MENTION THE REFEREE.

302-304 Wabash Avenue, Chicago, Ill.





## CHICAGO FACTORIES HUMMI G.

Many Working Nights to Keep Up With the Demand.

Things bicyclic are aboomin' in Chicago, and indications are that 1893 will be the banner year with all; in fact the business up to date is greater with some firms than that of the whole of 1892. Prospects have all along been good and the recent fine weather has helped business along wonderfully. There is not a factory in Chicago which can possibly turn out more wheels than can be—or have been, in many cases—sold, if all reports be true. Many, on the other hand, will not be able to supply the demand.

A visit to the factories showed an unusual amount of activity. The bright, warm sunshine seems to have awakened the trade from a drowsiness that was of such a character at one time as to cause alarm, occasioned no doubt by the absence of purchasers. There are no claims this season of great outputs and sales; the statements of makers are conservative, and there is every reason for believing that they will be left with no stock to carry over.

## KENWOOD MANUFACTURING COMPANY.

At the Kenwood factory 125 men are employed and every one is on the jump. The first floor, devoted to the shipping department, was well piled up with crates of wheels, ready to go out, while other shipments were being prepared. The Kenwood company now occupies the entire buildings at 253 and 255 Canal street, and then it has none too much room. The company expects to make from 2,000 to 2,500 wheels this season, and the only fear is that it will not be able to turn out enough.

## DERBY CYCLE COMPANY.

Superintendent Pease has his hands full at the Derby factory, 162 Canal street, in order to keep agents supplied with wheels. He stated that the factory was late in beginning work this season because he had much new machinery to put in, but that now the ten dozen men were hustling out machines. The company is putting in a new engine, which will be in working order shortly. About 1,800 wheels will be turned out this year, but next season the plant will occupy the whole of the building it is now in or will have a new one of its own.

## HILL CYCLE MANUFACTURING COMPANY.

E. C. Bode piloted the REFEREE man through the factory where Fowlers are made, and showed him just how each part is made and of what material. The Hill people have been working night and day to get out wheels with which to fill orders. Early orders have been filled and now there are 500 Fowlers ready to go to expectant customers. Up to this time the company has been kept busy making special order wheels, and now the regular stock is going out. The Hill factory is complete. The parts exhibited—and they were taken from the benches or lathes where they were being worked—show the Fowler to be made of the best material and finished and assembled in a most careful manner. Although busy, Messrs. Fowler, Bode and Abbott

took time to chat and smile (not "smile") over the good trade prospects.

## MORGAN &amp; WRIGHT.

"We are rushed to death," said F. W. Morgan, of Morgan & Wright. "We have been trying to build up a stock of tires for use this summer, when it becomes so hot we shall have to close down occasionally, but, my gracious! They keep us cleaned out at all times." Mr. Morgan talked of the good trade prospects, some new patents he is expecting shortly, and particularly of his 1893 racing tire. He has, he said, found the right fabric, which is made from the finest and most carefully combed cotton to be found. "Ah, but that's the finest fabric you ever saw," he said. "We have a dozen big fellows riding the new tires on the road to test them, but they have been unable to harm them in the least."

## FULTON MACHINE WORKS.

This concern does not expect to turn out over a couple of hundred Thistles this season, for it was late in starting and in getting machinery in place. Nevertheless, a good force of men was at work, and the wheels, as fast as they can be assembled, are being sent to Mason & Mason, who take the entire output. At present the nickeling and enameling is being done outside, but next year the concern will have plants for this work and will also have much larger quarters. The Fulton company has just given up its general machine work, and will henceforth devote its entire time to making bicycles. Within the last month or so it has added much fine machinery and more will be placed for next season's work.

## RETAIL SALES VERY LARGE.

Chicago Stores Doing a Tremendous Business This Spring.

The Chicago retail houses—and the jobbers as well—are all breaking record these days. This spring's trade was never equalled and the season is early yet, too. How long it will last, no one will predict, but probably as long as the weather is fine. Manager Garden, of the Pope company, says that up to date this is his banner year, while Saturday last was the biggest day in the history of the Chicago branch. There seems to be a healthy demand for Columbias, particularly model 30 and the elliptical sprocket. The Pope company has also had many inquiries for cheaper grade and second-hand wheels.

## THE PHOENIX IS SELLING.

Under the management of E. H. Wilcox, the Stover company's store and goods are rapidly becoming known to cyclists, and as a result the Phoenix is going at a good rate. Mr. Wilcox states that the ladies' wheel and the Scorcher are in good demand, while there are numerous inquiries for racing wheels. The Stover line is mostly fitted with G. & J. tires, and Mr. Wilcox says they are giving splendid satisfaction. The wheels are, however, fitted any make of tire desired.

## HUMBERS AND ROVERS GOING.

Horace Bell, agent (for Montgomery, Ward & Co.), in other words "the Hummer store," says trade is brisk. It ought to be with him, for he is giving from 10 to 40 per cent discount on shop-worn and second-hand wheels, and many find rare bargains here. There is a good demand for the Stearns, which is handled

by Mr. Bell. The store is packed full of wheels, but Mr. Bell says he is making a hole in them.

## AT FEATHERSTONE'S.

"I tell you we are selling wheels nowadays," said Manager Caswell of the retail store of A. Featherstone & Co., "and the Road Queens go as fast as we can get them in. The Queen, with its 26-inch wheels, is a very desirable mount and is put up in the best manner. A good trade is also being done with the rest of the royal family, Road King, Prince, Princess, Duke, Duchess, etc., and Messrs. Caswell and Gould are kept busy."

## COVENTRY MACHINISTS' COMPANY.

Mr. Marrett has a good line to show to his customers when they come in. The Swift line has recently been strengthened by the addition of four wheels which were on exhibition at the National show—two front drivers, a tricycle and a pretty machine for the ladies. The ladies' machine is artistically enameled in green and attracts much attention. The Swift front driver has one good feature, an upright saddle post, with a brace rod connected with the head. These machines are extremely neat in appearance and it will be a wonder if both are not soon seen on the streets. Mr. Marrett is much pleased with trade up to date and looks for a splendid year's business.

## THE RUDGE AND KENWOOD.

At the store of the F. L. Douglas Cycle Company Manager Riggs has been kept busy the last week or so showing Kenwoods and Ridges, for which, he says, there has been a good demand. Mr. Riggs has just returned from an extensive trip in the interest of the Kenwood company, and says he "sold a wheel or two." For the balance of the season he will be at the Douglas store and looks for a lively trade in Kenwoods and the American-made Rudge.

## THE QUADRANT COMPANY.

The Quadrant company reports a good trade and says it is now prepared to deliver wheels as fast as ordered. The first large consignment arrived last week, and as fifty wheels are promised for each week, the company is safe in booking large orders.

## THE CENTURY'S NEW MANAGER.

R. M. Slusser is now manager of the Chicago store of the Century Cycle Manufacturing Company, of Indianapolis. J. M. Lyon, formerly manager, will devote his entire time to the management of the factory. Mr. Slusser returned last week from a successful business trip in the south and to his old home. There are rumors connected with that trip of a fair partner, who will soon come to Chicago to share Slusser's good fortune. For a young concern the Century company has done a good business and is making many friends.

## THE JAMES COMPANY.

Mr. Bridger thinks his new quarters—250 Wabash avenue—will be of great benefit to his concern so far as the retail trade is concerned. It has been a long spring with this young house, and as fast as wheels could be taken from the custom house they have been shipped to the anxious customers.

## SHORT ON PSYCHOS AND THE REX.

It is reported that the Taylor Cycle Company is sold away ahead on Psycho and Rex safeties. The Psycho ladies' wheel is a very popular one and sells rapidly. It is one of the finest ladies' wheels in Chicago.

## THE AEOLUS AGENCY.

The Aeolus Cycle Importing Company (K. F. Peterson and C. E. Salter) is doing a surprising business in its aerial quar-

ters on the seventh floor of the Garden City block. Aeolus safeties were very popular last season, and sell readily at the price at which they are offered. Fifteen machines were sold to one club lately, and several other large lots have been taken.

## A NEW CONCERN.

A new concern has been formed to handle the South Road and Buckingham & Adams wheels, and headquarters have been established in the Caxton building, where Mr. Smith is in charge. The James company handled these wheels last season, but this year will devote its entire time to the James. The new company has many orders on hand for the B. & A. South road, and should do well, inasmuch as it has the agency for the whole United States.

## STERLINGS AND UNIONS.

It requires a large force at the Stokes company's store to handle the business in Sterlings and Unions and sundries. Both wheels are enjoying a splendid trade and the factories are kept busy supplying the store. The clothing and sundry business of the Stokes company has grown to such an extent that it is of immense proportions.

## SECOND-HAND WHEELS.

There appears to be a general demand for good second-hand wheels, and some high prices have been realized. Ladies' wheels cannot be bought except at a high figure, and even then they are gobbled up quickly. The indications are that the number of lady riders will be greatly increased this year.

## CINCINNATI IS BACKWARD.

Dealers Tell Why No Factories Have Been Established There—Some Suggestions.

A number of Cincinnati bicycle dealers talked to a representative of the Cincinnati Commercial Gazette recently on the subject of cycle factories.

Andrew Hanauer was one of the speakers, and is quoted as follows:

"The manufacture of wheels is rapidly becoming a large industry in the United States, and it is somewhat remarkable that a bicycle factory has not been started in Cincinnati. There is no place in the United States where wheels could be made more cheaply or better, and there is no center from which they could be better distributed over the entire country."

"We have carried out experiments in construction with the idea of manufacture in view. Before the end of the season, I think, there is likely to be a factory started here. That the use of cycles will become more general, I have no doubt, and the only question in regard to organizing factories is involved in the tariff. Whether, if the tariff is taken off, we shall be able to compete with the English wheel is very much in doubt. There are some very large factories in the United States, chiefly east, and it is a very considerable industry in Chicago. But the English are the great wheel makers. At an exposition of wheels in London recently there were one thousand manufacturers represented."

"There is probably no city on the continent so well fixed in every way, as Cincinnati. She has everything almost that you can name in the way of raw material. It is not only that her central position on the continent makes her a central market for all raw material, but there are so many of the staple raw materials for which it is the best market on the continent. However, there is one thing needed in Cincinnati. The city has not provided the industries with room and facilities. No concern leaves here wh



It is Not the Loudest Voice  
That Always Proclaims the Truth.

---

It is the wee small voice of conscience  
That ever roars louder than a flood,  
And *will* be recognized because it speaks the *truth*.

First we would ask you to believe that we are honest, and  
then give heed to our *small voice*.

The Tourist is as good as any other bicycle, because it is  
made upon exactly the same principle and by the same hands  
that make the finest fire-arms—that is, it is just as carefully  
guaged in all its parts, and just as highly finished as \$175  
gun. Modesty forbids our claiming the Tourist to be the  
best. We leave that for our friends to say, but we believe it  
to be just as good as any other.



proprietors do not know that this is probably the best manufacturing and trade center on the continent. I am certain there is none better.

"Speculative capital has no doubt seen how the manufactures of the city have been increasing in number, but it hasn't erected factories because the old is built on, and there is no new ground furnished with such shipping facilities as would make factory building a safe investment. Mill Creek Bottom is the only territory I know of traversed by railway lines, and where switches and receiving sheds could be provided. But factories can't be built there until it is filled up."

Mr. Poorman spoke in a similar strain. "In a word," said he, "Cincinnati has provided neither terminal facilities to amount to anything nor room for them, nor for the factories, machine plants, shops and warehouses, of which they are essential accessories."

"Fill up the valley of Mill Creek and turn the canal into it, lay it with terminal tracks, and then stand by and witness the industrial transfiguration of it. It would soon be an industrial city of itself."

The *Gazette*, it appears, is engaged in an attempt to arouse the authorities to the necessity of the improvements spoken of.

#### GENERAL TRADE NOTES.

##### Interesting Paragraphs About the Trade in all Sections.

A. G. Spalding & Bros.' warehouse in Chicago, was destroyed by fire last week.

The Hunt Manufacturing Company is the successor to J. A. Hunt & Co., the Westboro, Mass., saddle makers.

Henry J. Schmitz, a well-known salesman of Milwaukee, has connected himself with the Roth-Kasten Cycle Company.

Lindsay Bros., of Milwaukee, have opened a house in Minneapolis, and will stock it with Toledo Bicycle Company's wheels.

The Premier Cycle Company, New York, is desirous of obtaining copies of "Wrinkles for Riders," published by that concern last season.

The works of the Bloomington Manufacturing Company, Bloomington, Ill., manufacturers of the Eli bicycle, were destroyed by fire last week.

The Sercombe-Bolte Manufacturing Company is building for A. C. Morrison a Telegram light roadster which is to have all the bright parts gold-plated.

J. B. Haviland, of Fisher, Grosvenor & Co., Marshalltown, Ia., agents for the Dauntless and Derby, is one of the liveliest salesmen in the bicycle trade in the northwest.

P. H. Sercombe, the genial manager of the Sercombe-Bolte Manufacturing Company, who, by the way, tips the scales at 190 pounds, is having built in the factory an 18 1-2-pound racer, for his own use.

E. D. Loane, Jr., of A. G. Spalding & Bros., has recently closed a deal with the Raymond Bicycle Company by which it acquires control of the English and American rights on Loane's invention for tire inflation.

P. Angois, of the Raleigh Cycle Company, who has been looked for so long, did not arrive on the Servia last week, as reported. Manager Macdonald now expects either Mr. Angois or Mr. Woodhead to arrive shortly.

A. J. Nicolet, who has been traveling for the Grand Rapids Cycle Company, will hereafter manage the business of W. C. Payne, of Evansville. Mr. Payne is much improved in health and expects to be about in a few days.

H. E. Laurie, erstwhile racing man, 195 pounds, called on us last week, fatter and happier than ever. He has

closed a successful trip for Mr. Warman and now joins the Schub Cycle House, whose new store is at Wabash avenue and Congress streets.

The Toledo Bicycle Company expects to provide itself with larger and more satisfactory quarters next year, the shops at present being a little scattered. Mr. Meilink was in Chicago last week, having returned from the west with a satisfactory report.

Lindsay Bros., of Milwaukee, will handle the following wheels in their Minneapolis branch: Dauntless, Lindsay Scorchers, Road King and Queen, Duke, Duchess, Prince, Princess, Royal Middy, Western Wheel Works' wheels and a full line of sundries.

The Union Transfer Company, of Council Bluffs, Ia., has gone into the bicycle trade, and C. F. Meilink, who was in Chicago last Friday, secured the new concern as agent for the Toledo Bicycle Company's wheels. Mr. Meilink is manager for the Toledo Bicycle Company.

The Elmore Manufacturing Company, Elmore, O., is meeting with considerable success in disposing of its wheels. Its output this year will not be a very large one, but for '94 every foot of room in the premises will be utilized and its output doubled. The wheels list at \$100. The Messrs. Becker are well-known residents of Elmore. J. W. Becker, the manager, was formerly manager of the Buffalo Cycle Works.

W. S. Thorne, Jr., treasurer of the Red Star Manufacturing Company, returned from Europe recently, and as a result of his trip the house is shipping goods, particularly the solid illuminant, by nearly every steamer. The company is represented in England, France and Germany by houses whose addresses will be found in the Red Star advertisement. The solid illuminant is clean, effective and always ready for use. It undoubtedly possesses many advantages.

#### CHICAGO TRADE IN BRIEF.

##### Movements of Traveling Men.—General Local Trade Talk.

L. M. DeVore, of Freeport, was in Chicago last week.

A. A. Taylor spent Sunday and Monday last in Buffalo on business.

C. F. Meilink, of the Toledo Bicycle Company, was in Chicago last week.

The Columbian Bicycle Livery expects to have wheels for hire April 15 and to begin active business May 1.

R. C. Lennie was in Chicago last week and has returned to Ohio, where he will be for about two weeks longer, when his work on the road for this season will end.

A. C. Banker left this week, Tuesday, for a trip in Michigan and Ohio. He reports an increasing demand for the Palmer tire, and says that the company is behind in orders.

J. P. Walters, of the Taylor Cycle Company, returned last week from a five months' trip in the south, during which time he had his headquarters in New Orleans. He reports an excellent business.

Mr. Gorham, of the Royal Cycle Works, while in Chicago last week, purchased a large lot of machinery for his factory, which is to be greatly enlarged to keep pace with the ever increasing business of the concern.

#### Quaker City Trade Items.

H. Uhler, of the "Quakers," the recently-appointed Philadelphia agent for the George R. Bidwell Company, has met with great success with the Tourist.

"Doc" Dalsen is reported to be doing the largest cycle business up-town. He handles the Derby, Excelsior and Monarch.

William Trafford, of Twelfth and Oxford streets, has secured the agency for Peck & Snyder's Nassau. It is one of the medium-priced machines.

John A. Wells, who handled the Rambler tire at the tire repairing "exhibition" and who finished first, seems to have the "bulge" on the other exhibitors who want it distinctly understood that it was not a "contest," but an "exhibition." Johnny says he agrees with them—it didn't approach the dignity of a contest.

Judging by the Atlantas to be seen on the road, Wanamaker's bicycle department must be doing a rushing business.

R. P. Gormully, of Chicago, was in town last week.

George Curtis, of the Bretz & Curtis Manufacturing Company, who has been seriously ill, is around again.

E. K. Tryon & Co., who handle the Lovell Diamond, Eclipse and Eagle wheels, are kept busy supplying buyers. They report that this season's business will break the record, so far as they are concerned.

For the stronghold of republicanism, the Cleveland is meeting with phenomenal success and the Central Cycle Company say that it is supplying all the hide-bound democratic cyclists in the city.

#### A New Squawker.

The Chicago Cycle Horn is the title given to a neat, well finished squawker just brought out by Hermann Metzger, 1222 Seminary Place. It is much smaller than anything of the kind heretofore placed on the market, yet has a very clear and distinct tone. The horn lists at \$1 and is sold only to the trade. It has a neat clamp and when fastened to the handle-bar seems to take up little room.



#### Bisonic Bicycle Brevities.

BUFFALO, April 11.—Trade has opened up in the Queen City with an unprecedented demand for wheels of all grades, and the retailers and jobbers are pushed to their utmost in trying to keep up with orders. While a heavy spring trade was looked for by the most sanguine, nothing like the demand that is now being made was anticipated, and Buffalo tradesmen have nothing to complain of except a tendency to slash prices, and each dealer accuses the other of being the guilty one.

The latest house to open a retail department in Buffalo is the George R. Bidwell Cycle Company, which has rented salesrooms on Washington street a few doors above Eagle, with Thomas Henderson in charge. Mr. Henderson had charge of the Bidwell tire repair branch here last summer, and is well acquainted and very popular, as well as an authority on pneumatic tires. The house will carry the Bidwell lines and push the tire to the front.

H. C. Martin & Co.'s Main street store was ornamented on Monday with a handsome new sign bearing the name of the house in prominent but artistic fashion. Trade is especially heavy in both the retail and jobbing department with this firm, and about \$35,000 of stock is kept constantly on hand to supply orders.

Sweet & Johannot report a big business in Victors, the Flyer being the favorite. Sales are also good with the Raleigh and Remington.

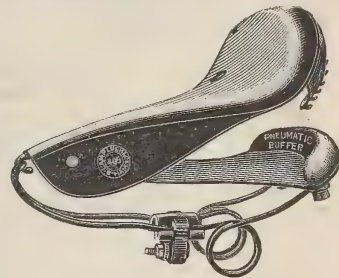
W. G. Schack has good demands for Imperials, Excelsiors and New Mails, and is making a number of Schack specials for local flyers.

There is considerable rivalry among

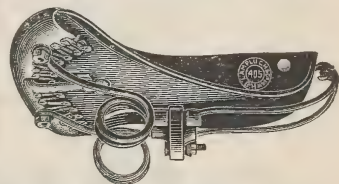
the dealers as to who will get the most business from the local racing men, and as Buffalo has some rapid men, local makers are vying with the agents of wheels made elsewhere for the honor of furnishing the mounts for this season. The Bison, Globe, Niagara and Buffalo, however, seem to have the call so far.

#### Lamplugh & Co.'s Saddles.

We are able, in this week's issue, to give illustrations of the above firm's leading '98 saddles. They claim two improvements: 1. The provision of rubber discs underneath each side of the seat, with the result that the points of bearing of the rider's body—the tuberosity of the ischia—is cushioned on a yielding surface, preventing numbness and cramp to the rider in long rides; 2. The improvement is a pneumatic buffer in the rear or cantle end of a saddle. The first illustration shows the top leather raised so that the pneumatic cantle can be seen. The



next cut shows the under side of the saddle with the cover laced underneath, and which can readily be unlaced if a repair is required. Another is the scorcher saddle with cone clip, the weight of



which is 1 pound, 12 ounces. The last cut is of the ladies' combination saddle, fitted with patent interchangeable springs, weight 1 pound, 14 ounces. Lamplugh & Co. have a world-wide reputation for saddle making, and at present are securing satisfactory results upon the introduction of their goods into this country. Thomas Sanders is the representative for the firm, his address being Imperial Hotel, New York.

#### Notes.

J. C. Paterson, of the Century Cycle Manufacturing Company, returned from a business trip last week.

Up to Feb. 22, of the present year, Second street hill in Colorado Springs, Col., had never been climbed by a bicycle. This hill is very steep and long, abounding in bad ruts near the top. On the evening of Feb. 22, however, B. W. Cole, of the Rovers, succeeded in climbing this mountainous highway on a Victor model B, round sprocket, geared to 54.







# WHITWORTH CYCLES

... U. S. A. 1893.

HIGHEST GRADE ONLY.

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THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

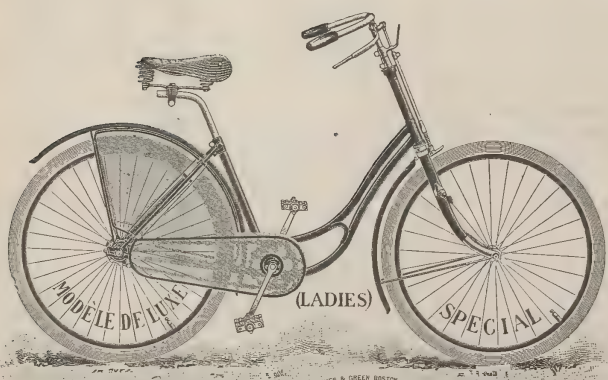
## THE WHITWORTH WORKS CYCLE CO.,

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MENTION THE REFEREE.

# SINGER CYCLES.

FULLY GUARANTEED.



**SPECIFICATION.**—26 in. wheels, speeded to 55 in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, improved dress guard to driving wheel and to chain, Singer detachable brake, Singer patent detachable foot-rests, adjustable to height, lamp-holder, best saddle, tool-bag, spanner, screw-driver and oil-can. Enamelled and with parts plated.

Price with 1 1-8 in. wired cushion tires - - - \$140

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Average weight as illustrated, less saddle and peddles, 33 lbs.

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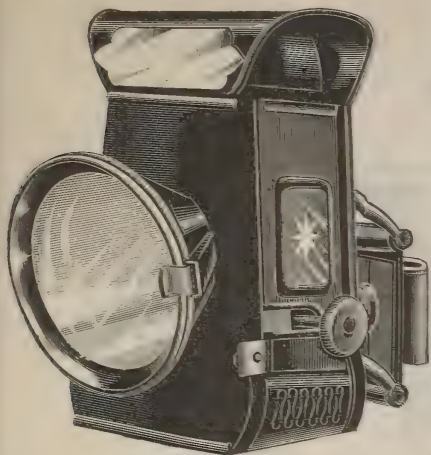
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AND 2 WARREN AVE.,  
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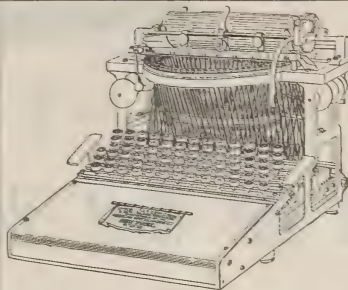
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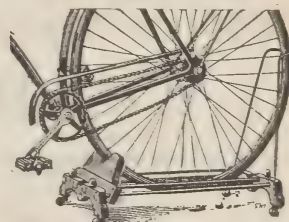
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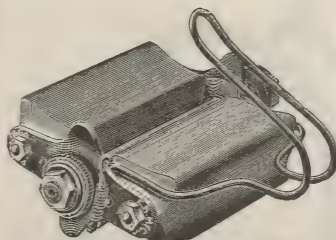
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All strictly first-class work at moderate prices

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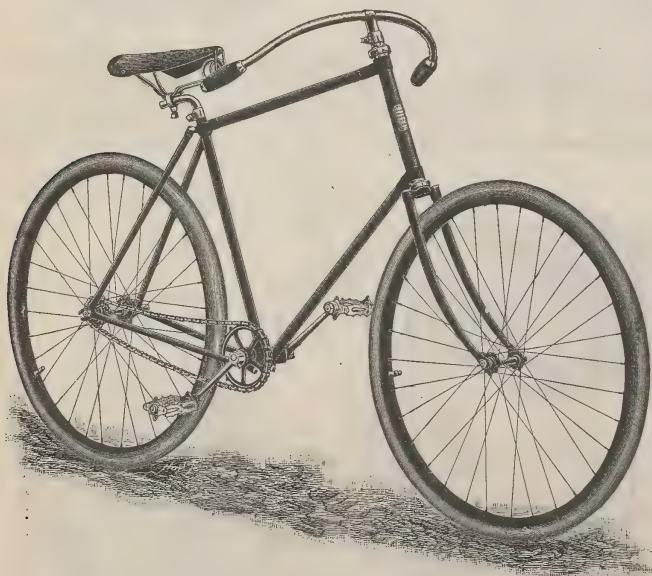
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Without Doubt the Most Popular Machine in America.

AGENTS WANTED WHERE NOT REPRESENTED.

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When on my Cleveland wheel I'm seated,  
And up the street I swiftly glide,  
They say discussion grows quite heated,  
To know what wheel that man doth ride.  
And when my wheel I let them try,  
They exclaim, with look intent:  
"This is the wheel we'll surely buy,  
If we don't lay up a cent."

Cleveland No. 4.

Cleveland Thread Pneumatic Tire.

FITTED WITH CLEVELAND RIM,

LIGHTEST MOST EASILY REPAIRED TIRE COASTS Farther Than Any Other.  
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Minor details carefully looked after.

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CLEVELAND NO. 5 is the finest LADIES' WHEEL on the market. Have you noticed the Frame?



## BOSTON VS. WORCESTER

THE WAR STIRRED UP BY MR. MILLER  
GOES MERRILY ON.*Alleged Threat by President Burdett—A  
Misstatement Corrected—Lynn Will  
Once More Welcome Rac-  
ing Men.*

BOSTON, Mass., April 10.—The sanction controversy between L. A. Miller of the national racing board and the Massachusetts division, L. A. W., continues to excite the attention, and perhaps disgust, of the membership of this division. Since writing my last, President Burdett was in the city, and is said to have made the statement that unless Mr. Miller reconsidered his action and awarded sanction to the Waltham meet he would lose his official head. This threat, however, seemed to have no effect whatever upon Mr. Miller, for this week he wrote Chairman Robinson of the division racing board that he would not reconsider his previous action. This again left the Waltham tournament without a sanction, and things commenced to assume a more bluish tint so far as the A. C. C. of Boston and vicinity was concerned. But in the heavens from the direction of Worcester there shone one of those lurid crimson sunsets which Francis Wilson tells about, as if the Worcester men had fired the funeral pyre of the Boston tournament.

## A COUNCIL OF WAR HELD.

Immediately upon the receipt of this same communication a council of war was called to consider the ways and means of checkmating Mr. Miller. The division racing board, with the assistance of Chief Consul Perkins and President Charles L. Burdett, met in secret conclave and were in session until almost the midnight hour. That a wordy war was opened goes without saying. As a result of this contest, if such it may be called, two long and voluminous protests against the action of Mr. Miller were drawn up and signed by all those present save Colonel Burdett. One of these was forwarded to Chairman Raymond to be presented for the consideration of the entire national racing board, and the other was sent to the executive committee of the league. Thus was the matter brought to the attention of the two most powerful and influential committees in the national body.

In addition to this, however, the division racing board applied to Mr. Miller for sanction to hold championship events at Waltham on Decoration day. This sanction was granted without the slightest hesitation. The question now is, does Mr. Miller in granting the second sanction invalidate the excuse presented by him for his previous action. He certainly does grant a sanction for a conflicting date with Worcester, and is at least inconsistent if nothing more. But, by the way, this is not the only case where Mr. Miller displays the inconsistency of his previous action. Both Waltham and Lynn have received sanction to hold race meets on June 17, and those places are much nearer each other than are Boston and Worcester.

## MILLER STILL ON DECK.

Mr. Miller, despite President Burdett's alleged threat, continues to enjoy his official career, but how much longer he will be privileged to draw the reins over such race-promoting centers as Hartford and Springfield, and other large cities of the New England states, remains to be seen. "Those whom the gods would de-

stroy they first make mad," and it is an open question as to whether Mr. Miller or the division racing board will be destroyed. They are both mad and the merry war between them will be continued until the bitter end.

While the sanction has been received to hold championship events it will not be used unless sanction for the open meet is granted, which the division racing board thinks unlikely.

## TWO BOSTONIAN QUILL-DRIVERS.

In reading the matter from the pen of my most venerable, sarcastical and ever brilliant colleague, "Senator" Morgan I came across his article referring to this self same matter. In it, I think, he does a great injustice to two of the warmest friends he has in this city. He refers to the pernicious example of newspaper men holding office, and rather scores John C. Kerrison, of the *Herald*, and C. S. Howard of the *Globe*. That he knows but very little of the matter is shown in his statement that John C. Kerrison is president of the Press Cycling Club, and that Charles S. Howard, cycling editor of the *Globe*, is a close friend of division politicians and wire pullers. Whatever Mr. Kerrison did to bring the meet to Boston he did when president of the Press Cycling Club, after being so instructed by a vote of his organization. But he has not been president of that organization for several months and his connection with the spring meet now comes through his being a delegate to the Associated Cycling Clubs.

Mr. Howard has not been cycling editor of the *Globe* for almost two years, and the cycling matter published in that paper comes not from his pen but from that of his successor, a man who has nothing to gain by writing one-sided stories. But to be just to both Boston papers it must be admitted that they have acted a great deal fairer to both sides in this matter than have the publications of Worcester. But, perhaps now Mr., or rather "Senator," Morgan is in town, fresh from a trip of investigation to Worcester, he is in a much better position to write intelligently upon the matter than he was two weeks ago.

## WORCESTER'S EVENTS AND PRIZES.

Worcester is making a great effort to place its coming spring meet second to none in the country. It promises to receive the visitors with open arms and to entertain them as it never entertained before, advertising to spend thousands of dollars for their pleasure alone. The prize list, as will be seen from the appended, is one which will attract the attention of racing men the country over, and one the like of which has not been presented at a spring meet for years past. The committees having the tournament in charge propose to make it a grand success. The following is the programme for the two days' racing meet here:

May 20—Novice race, mile, gold and silver medals; three-mile race, camera, scarf pin, racing saddle; half-mile open, diamond stud, clock, racing pedals; mile open, bicycle, diamond ring, easy chair; mile club championship, gold and silver medals; mile, open to Massachusetts and Connecticut riders only, gold stop watch, sideboard, field glass; mile handicap, open, bicycle, silver tea-service, etching; mile, Worcester county championship, gold medal, opera glasses, silver cup; mile tandem, open, two traveling bags filled, umbrella.

May 30—Mile race, 2:40 class, roll top desk, silver water pitcher, engraving; half-mile, open to boys under 15, gold and silver medals; half-mile handicap, gold watch, silver watch, piano lamp; one-mile, open to Massachusetts and Connecticut riders only, diamond stud, magazine rifle, silver shaving mug; two mile handicap, bicycle, diamond ring, oak table; half-mile tandem, two dress suit cases, two meerscham pipes; two-mile relay team race, a Taber organ, with a safety bicycle for the leader at the end of the first, second and third laps; mile open, bicycle, diamond stud, diamond sleeve buttons; consolation

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"PERFECT" POCKET OILER, and you will be convinced that it is without doubt an equal, neater, cleaner and handier than any other oiler in the world.



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THE REFEREE  
AND CYCLE-TRADE JOURNAL

THE REFEREE  
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**\$5,000 REWARD \$5,000**

To anyone producing **An Ounce** of cast metal as  
having been used in the construction of a

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All material used in our line of wheels is the best  
that can be obtained in any market.

**Four Styles! - - -**

Elegant designs, proper weights, and rigidity.  
Full line Cycle accessories.  
Send for 24 page Catalogue.

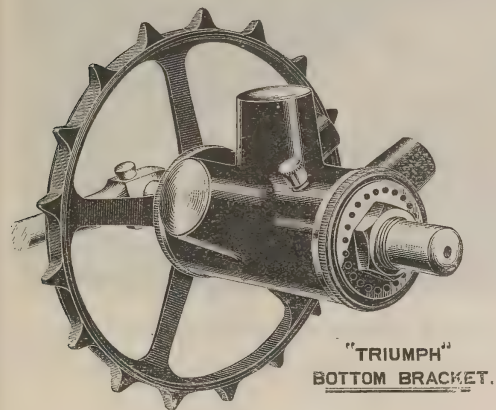


**THE MONARCH CYCLE CO.,**

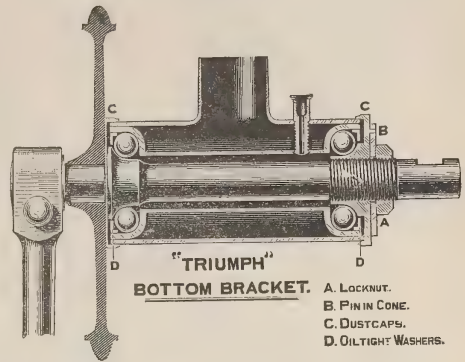
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to the Chicago and Lady  
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The above Cuts show illustrations of our latest

## TRIUMPH

*Comment is Needless.*

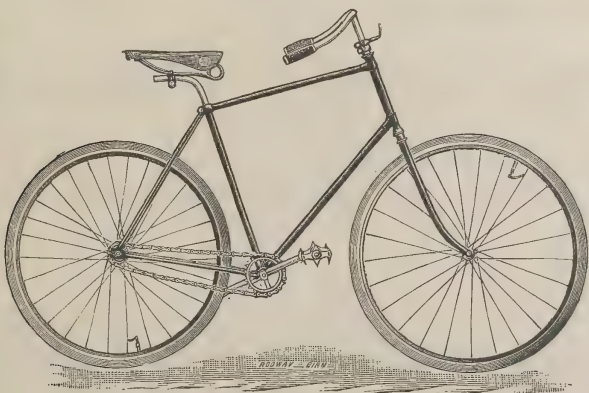
White Sewing Machine Co., 22 Union Square, New York.  
White Sewing Machine Co., 163 Tremont street, Boston.  
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**SPECIFICATIONS:** Wheels 28 in. Warwick hollow rims, Steel hubs, Tangent spokes, Guaranteed all Steel stampings, Ball bearings, adjustable seat post and handle bar.



ROAD RACER.

**WEIGHTS:** Track Racer 21 lbs., Road Racer 26 lbs., F Roadster 30 lbs.

**GOOD RIDERS** can secure *dealer's discount* where we are not represented  
Sole agents for U. S., America.

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race, revolver, fishing pole, bicycle lamp, pneumatic pump.

The cash value of the prizes is estimated at \$3,000.

LYNN TO SHINE AGAIN.

It would seem as though the days of Lynn and Glenmere Park were to be again revived. Charlie Adams, he who came from Springfield, has secured a three-years' lease of that famous track and will organize a stock company to hold and manage the same. The track will be placed in the best condition possible, and several tournaments will be held there during the season. The first meet of any importance to be held there will be held June 17, and this will be followed by meets about a month apart. It is the intention of the management to secure, if possible, a date in the international circuit following directly after the Boston tournament on Sept. 7.

*World's Fair Accommodations.*

Believing that many wheelmen will bring their wheels to the world's fair if proper accommodations are furnished them, the National Columbian United Wheelmen's Association has constructed one of the finest club houses in the United States, at a cost of \$35,000, for the exclusive use of wheelmen. The membership fee to this club is \$5.25, and entitles the holder to all the privileges of the club house proper, without further expense to him. Besides he is assured of a sleeping place at reasonable rates when he visits Chicago. Meals can be had at the club cafe, which is run on the European plan, under the management of two of Chicago's best known wheelmen. The wheel storage is an important feature of this enterprise, as it will enable cyclers to bring their wheels and give them an opportunity of seeing more of Chicago than they could without them. Any cyclers stopping at

down-town hotels or with friends in distant parts of the city will find this feature of the club house well worth the membership fee, as it enables him to come and go from the fair on his wheel, thus avoiding the great crowds. The club house will be the center of all cycling news during 1893, and the headquarters of various state divisions of the L. A. W. Those who have not joined this association should do so at once. Application blanks may be had of the secretary, L. D. Taylor, 959 West Madison street, Chicago, Ill.

*Notes.*

Rumor has it that the Sunol factory is to be removed from Chicago to Elyria, O.

The New York Journal has offered a bicycle to the most popular wheelman, to be decided by vote.

Mr. Willits, of the firm of Hay & Willits, Indianapolis, has been seriously ill, but expects to be about again shortly.

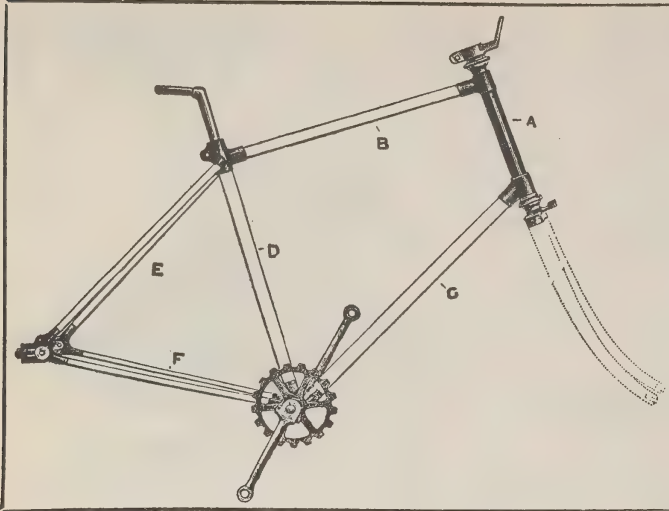
Colonel Pope has sent to the promoters of the Minneapolis track, without solicitation, a check for \$100 to help defray expenses.

Ed Pettus, who represented a Brooklyn club on the path seven or eight years ago, is still an enthusiast rider, and a member of the Kings County Wheelmen.

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

April 30 has been set as the day on which the Recorder's relay ride from Boston to Chicago will start. This will be followed on May 14 by the starting of Tom Roe's ride from New York to San Francisco, under the same auspices.

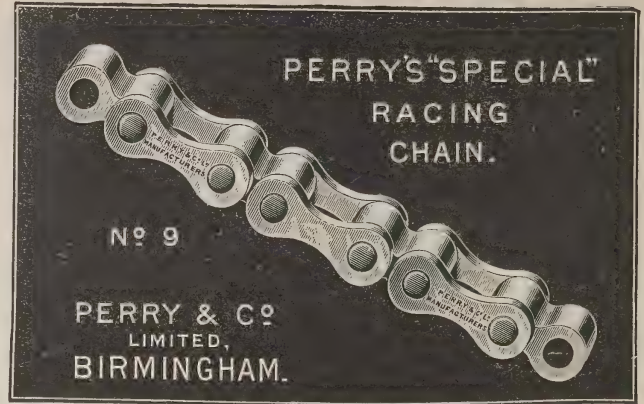




Best Finished and Lightest Frames  
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## PERRY'S FRAMES.

Mechanical Accuracy, Lightness, Reliability and Splendid Finish.



The finest finished Chain in the world and used by  
Humbers, Whitworths and Raleighs on all their machines



Sole manufacturers of Southard's Patent Cranks.



Perry's High-Class Hubs.

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ACTUAL WEIGHT FROM 19 TO 32 POUNDS.

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FROM OVER THE WATER.

TRADE BRIGHTENING UP SOMEWHAT  
OF LATE.

*J. K. Starley & Co.'s New "Popular  
Rover" in Great Demand—A False  
Report—How the Licensing  
Scheme Went Through.*

LONDON, March 31.—For just a month we have been enjoying the finest of fine weather, and this, together with the approach of the easter holidays, has allowed the agents to clear out some of the stocks they held from last year and made some of the manufacturers quite busy. One of the firms doing as well as any one is that of J. K. Starley & Co., limited, who are trying a somewhat novel experiment which seems likely to prove a success.

They are turning out a really good machine, well designed and neatly finished, which they are listing at the moderate price of £15 net. The price is, in fact, so low that they are only able to allow agents the comparatively small discount of 20 per cent. At first the agents who are accustomed to receive in some cases such large discounts as 50 per cent were inclined to grumble, but the public, finding out how good a machine the "Popular Rover" is at the price, has set up quite a large demand for it, and the consequence is that agents are finding in increased business some compensation for the lesser discount.

A FALSE REPORT.

It a recent letter I said something of the Centaur Cycle Company being affected by the failure of one of their American agents, but I am now told on the very best authority—that of Mr.

Mushing himself—that there is not the slightest ground for the rumor which had been circulating for some time past throughout the length and breadth of the trade.

A new limited company is being floated to acquire the rights of J. S. Smith's new detachable tire, of which I had occasion to speak highly some few weeks ago, and there is some talk of a company being formed to work the Rath tire, another good tire now on the market.

THE LICENSING SCHEME.

The licensing scheme, for amateurs racing under N. C. U. rules, has become law. It was a hard fight, but after a debate lasting over four hours the council of the National Cyclists' Union decided, by a vote of 69 to 23, to adopt the scheme. The attendance at the meeting at which the measure was discussed was larger and more representative than at any yet held in the whole history of the N. C. U. Men were present from all over the country, and the utmost attention was given to the speakers. Dr. Turner, on whom fell the brunt of the battle, in introducing the scheme spoke for three-quarters of an hour without apparently tiring either himself or his hearers, and this in spite of the fact that he had been working hard in his professional duties—so hard, in fact, that he had not been to bed the previous night, and that he only just managed to get to the meeting after fasting some seven hours. The debate was a very spirited one, and as a whole was conducted with temperateness and quietness. The firebrands on either side were Lacy Hillier and P. L. Renouf, both of whom waxed somewhat warm without any great effect; but one of the most interesting episodes was a neat duel between Robert Todd and T. W. Grace, chairman of the Manchesters, both lawyers to the very

finger-tips. Some amount of interest was aroused by Dr. Turner's quotation of the fact that certain manufacturers are in the habit of paying their "amateurs" at the rate of £3 for a first prize, £2 for a second, and £1 for a third, with something extra for records, a quotation which he supplemented later on by saying that recently the tariff had been lowered, and that the present rate was £2 for a first, £1 for a second, and 10s. for a third. After the motion embodying the principal had been carried out, the meeting settled down to discussing the details with singular unanimity, and when the proposition for adopting the complete scheme was put, only a single hand was held up against it. On and after May 1, therefore, all amateurs (with the exception of novices) desiring to race under N. C. U. rules, must obtain a license to do so. In the event of foreign riders their credentials will have to be signed by some important and well-known man who will hold himself responsible for them. The remaining business transacted at the meeting, although of considerable domestic interest, was of no importance from an international point of view. The whole of the chief officers of the Union were re-elected for the ensuing year, and all the old members of the general committee who were put up were re-appointed. The rejected candidates were H. H. Griffin, the late official handicapper and self-styled "statistician"; P. L. Renouf, an employe of Humber & Co., and F. Percy Low, the manager of *Wheeling*. The last named only failed by one vote, and I feel convinced that his non-election has lost the N. C. U. the aid of a thoroughly practical and clear-headed man.

Baltimore claims 12,500 riders, which, however, is probably an exaggeration,

SHORT KICKS.

*English vs. American Club Runs—An Insane Device.*

As a rule, club runs in this country do not amount to much nowadays. In the early part of the season a few enthusiasts gather at the club house, and, after sitting around for an hour or so, start out on a run (?) which may possibly amount to ten or twelve miles in extent. Usually it ends with a scorch, and the new member and invited guest are permitted to get home as best they can. How different abroad, if I am not mistaken. We hear of this or that club starting out in the morning and remaining out all day, taking the noonday meal at some well-known inn. We hear often that a large party of the such-and-such club was at some one of these inns; again, that a number of some particular club are out for a two or three days' tour through some riding district. In Chicago, Pullman or Evanston or some other place from ten to fifteen miles away is visited by five or six of the members of the Chicago, Lincoln or Illinois clubs. How different in the days of the ordinary, solid tires, and bad roads! Then nothing was thought of a run to Waukegan (forty miles away), or Fox Lake (fifty-six miles), or some place about equal distance from Chicago. In the days of better roads, pneumatic tires, twenty-four to thirty-four-pound wheels with high gears, the wheelmen cannot enthuse enough to even make a respectable quarter century. Surely club runs are on the downward grade.

\*\*\*

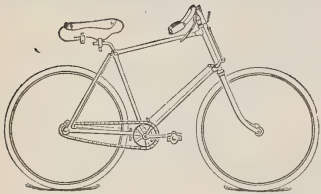
A man in England is advertising some sort of fan-dangled thing by which a rider may steer his machine by means of chains which are attached to the handlebars and a belt about his waist. In other words, he is enabled to ride hands off.



# Credendas for 1893\_\_\_\_\_

## \_\_\_\_\_Speak for Themselves.

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PACER.

We invite intelligent and expert comparison with all wheels, no matter what the price.

Our price is \$115, and we give you the best to be obtained.

 Send for Catalogue.

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*"O Wad some power the Giftie's gie us,  
To see Oursel as ithers see us,"*

Does not apply to the Stearns Cycles.

Every part of these

### **STANDARD BICYCLES**

is open for the Closest Inspection.

Steel Tube, Steel Bearings, Steel Drop Forgings, Steel Swaged Spokes,

Every piece tested for its particular work.



MODEL A.

The most Famous and Expensive Tires. High-Grade in every particular.  
Send for Catalogue.

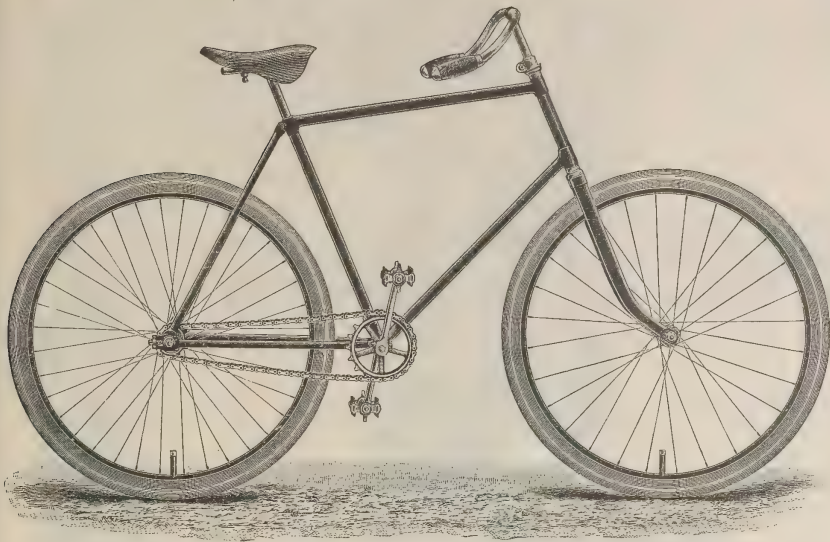
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## E. C. STEARNS & COMPANY,

SYRACUSE, N. Y.



# ABE LINCOLN



Was a great man in his day, but see what he missed in not riding a

## Model "B" Flier

Weight, all on, 32 lbs.

Stripped, - 30 1-2 lbs.

We want a few more Agents.

ILLINOIS CYCLE WORKS, 665-669 Carroll Ave., Chicago.

Now think of it, having chains running from either handle to your side and attached to a belt. What a nice mess one would make of himself if he used such a contraption. In the first place the use of any sort of belt should be discouraged. It is positively harmful; the body needs as much freedom as it can possibly have. The man who invented that scheme, I'll wager, was an accident insurance agent.

\*\*\*

Much has been written about the proposed New York-Chicago relay ride, but details are scarce. Who is to have charge of the Chicago end of the affair, is what more than one would like to know.

\*\*\*

The *Wheeler*, published in the borough of Bolton, in England, has recently been quoting our own General Miles' remarks on the practicability of the bicycle. Incidentally it gave a fraction of the great Indian fighter's speech delivered at the Auditorium on May 31, 1892. The paper wasn't quite a year behind, but "near it, very near it."

This brings to mind the fact that this same paper, the *Wheeler*, is given to inserting in its columns each week, a number of pick-up-and-fill-in cuts. I do not fear contradiction when I say that at least one or two cuts have appeared weekly for the past six weeks. They are evidently used for filling up at the bottom of the columns, and for setting off to better advantages the pages. But they're getting to be "chestnuts" now and I should think subscribers would want something new. I do not think any other cycling paper ever used a cut twice unless some particular occasion demanded it. At any rate, they don't do things that way over here. If *Wheeler* would send to some of the American papers it might borrow some old cuts, which would at least appear new in the borough of Bolton.

HOTSPUR.

### GOOD SHORT STORIES.

#### *Dangers of the Pullman Race as Described by a Competitor.*

About this time of the year it is the custom of the Chicago men to talk of the Pullman race of the previous season; the accident that befell this one, or the trouble that one had in getting from the starting place to Pullman. In this connection Cy Davis told a good story to a number of club mates during the week. Davis was a likely candidate for time honors and was with Winship, the first time winner, until Sixty-third street was reached. Alongside of South Park avenue at this point is a deep ditch, which is always well filled with foul and dirty water, the equal, in fact, of the water in the Chicago river. By some manner Davis was thrown into this ditch and when he dragged himself out he didn't know himself. He wore regulation bloomer trousers, stockings and a clean, white sweater—up to the time of going into the ditch. After he got out of the ditch, he said, he weighed a ton. When he reached Pullman the wet clothes went into a satchel and then home. Davis had no use for the clothes from that time until after the racing season. He looked for his sweater and found it, as he had left it, in the satchel; but upon taking it out he found that the article of apparel had shrunk to about these dimensions: Length, 11 1-2 inches; sleeves, 7 inches; chest, 23 inches. The trousers and stockings crumbled upon being touched, while the cholera germs, which had been confined in the grip so long were dead.

\*\*\*

#### *Converted the Egyptian.*

The Egyptians, Turks, Javanese, and a few other of the foreigners who are in Chicago in connection with the world's fair, have by this time almost ceased to

wonder at the bicycle. Sunday last hundreds of wheelmen were riding in and about Midway Plaisance, where most of these people are located, and they paid little attention to the wheels. A REFEREE man came across a bright looking young Egyptian who was trying to sell a dollar's worth of silver (or \$2 in his country, he said) for two United States dollars; but he didn't sell. The man from the Nile was asked if he would like to ride on one of the machines which stood near. The swarthy young man shrugged his shoulders and said a good English no. He said he had a donkey and intimated that it was good enough for him—better, in fact, than the bicycle.

"But this," said the REFEREE man, pointing to the machine, "is faster than your donkey and don't have to eat."

"How far we go—how many mile—in day?" asked the foreign gentleman.

"Oh, hundred, easy."

"Oh," and an ear-to-ear grin.

"Yes, and sometimes 400, from sunset to sunset," was ventured.

"Oh," prolonged.

"Me like donkey best," continued the African.

Then the REFEREE man put the bicycle (a twenty-four-pounder) over his shoulder and walked across a plank, which was placed over a little ditch, to show how the wheelman could cross a ditch on a board. He remarked, incidentally, that that couldn't be done with the donkey and the Egyptian admitted it. Then he was convinced of the practicability of the bicycle and said if he made much money this summer he would take a wheel home with him.

\*\*\*

#### *How Cahill Learned to Sell Wheels.*

Harvey Du Cros, Jr., of the American Dunlop Tire Company, was a close friend of A. J. Cahill when that gentle-

man was connected with the *Freeman's Journal* of Dublin, and tells a story which illustrates Cahill's first experience as a cycle salesman. Cahill's wheel had been in a smashup and was in many pieces. A repair man, however, managed to stick the parts together, and with the aid of several thick coats of enamel made quite a respectable looking wheel of it. Then Cahill wanted to sell the machine. An English gas engine manufacturer wanted Cahill to buy one of his engines, but the latter didn't enthuse worth a cent. Then Du Cros got in his work. He called the Englishman aside, gave him a hint in a whisper that Cahill had a beautiful, nearly new bicycle which he wanted to dispose of; that he (the Englishman) would get it for almost a song, and that Cahill would be so pleased that the gas engine would surely be ordered. The wheel was where everybody could see it, and pretty soon the engine man proposed buying it. Cahill wouldn't part with it; he wanted to keep it as a memento of the many happy hours he had enjoyed astride it (and here he winked the other eye). But the Englishman got the wheel, and Cahill didn't take the engine. It is even hinted that this little episode is responsible for Cahill's permanent visit to the land of the free.

#### *In the West.*

San Francisco will have a five-lap cement track. It will be thirty feet wide on the stretches and twenty-seven feet on the turns. The turns will be banked eight feet.

A number of leading wheelmen of Denver recently arranged a parade for the purpose of showing people of the city their voting strength. The scheme seems to have been a success, and will be followed up in other sections, no doubt.



# THE BUCKEYE CYCLE CO.

25 and 27 West Fifth Street, Opp. P. O.,

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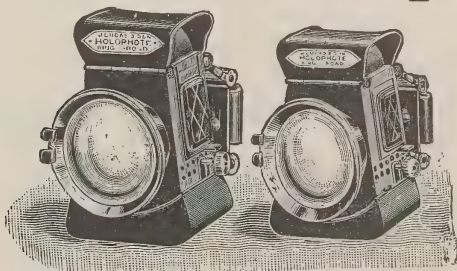
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And 20 Others.

We, The McIntosh-Huntington Co., Cleveland, O.,  
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"King of the Road," "Alumophote"  
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The line embraces all styles, sizes and prices.  
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The McIntosh-Huntington Co.,

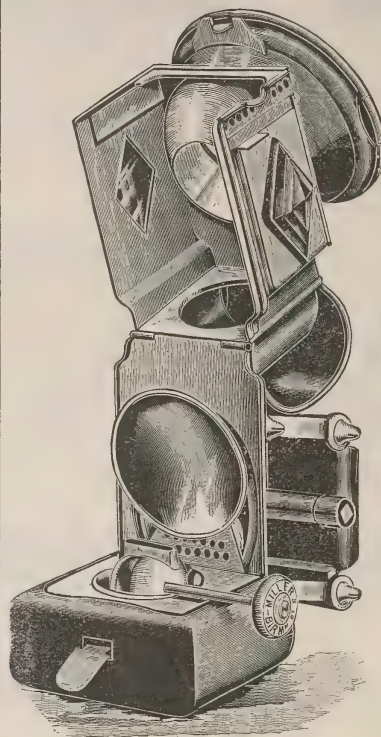
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CLEVELAND, O.

We control Sunol Bicycles, Crypto  
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# THE LITO.



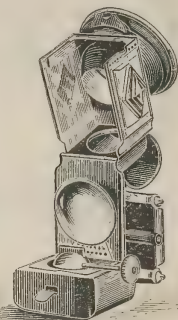
THE demand for light lamps will soon sub-  
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rious imitations of the "MINATURE" and  
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We advise riders to be careful and see that  
they get the genuine article, which bears the  
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lamp. It will cost you about 1s. extra, but  
have the satisfaction of knowing that you  
have the best that money can buy, and one  
which the makers guarantee perfect, and if  
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Catalogue free.



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we are supplying a much-needed article, and one that will be appreciated by all. Suited to all  
wheels, positions of sun, size of rider, etc. Easily adjusted, light, quickly put in case and en-  
tirely out of sight when not in use.

PRICE. NO. 0, LADIES' CANOPY, BEST CHANGEABLE SILK TOP ..... \$12.00  
NO. 1, do do SURRA do do ..... 10.00  
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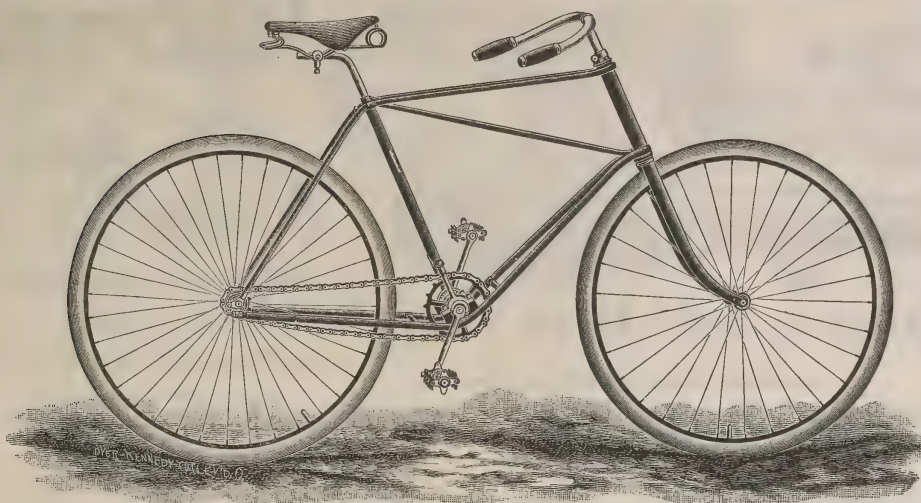
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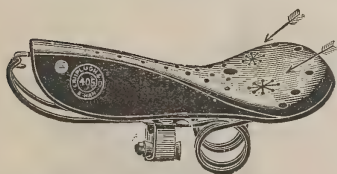
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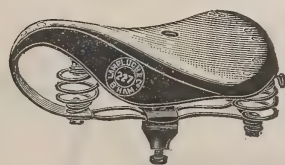
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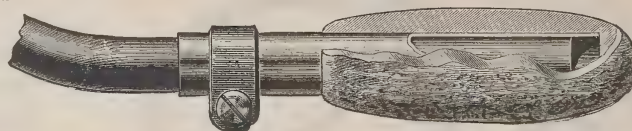
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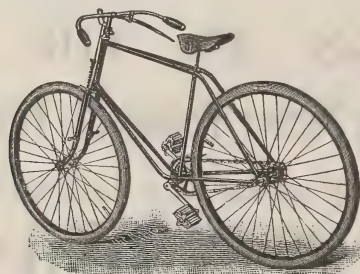
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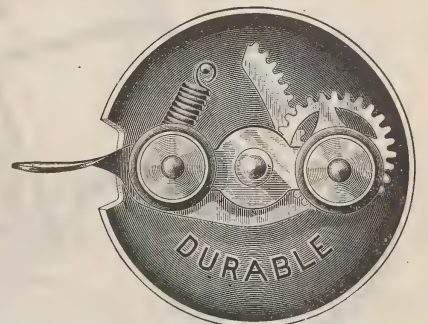
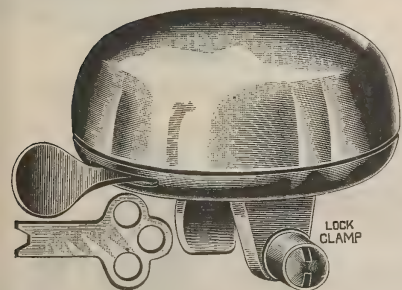


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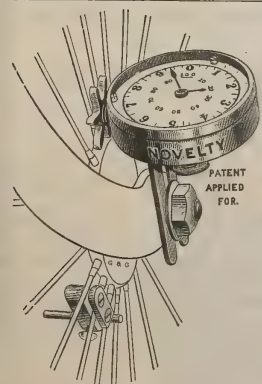
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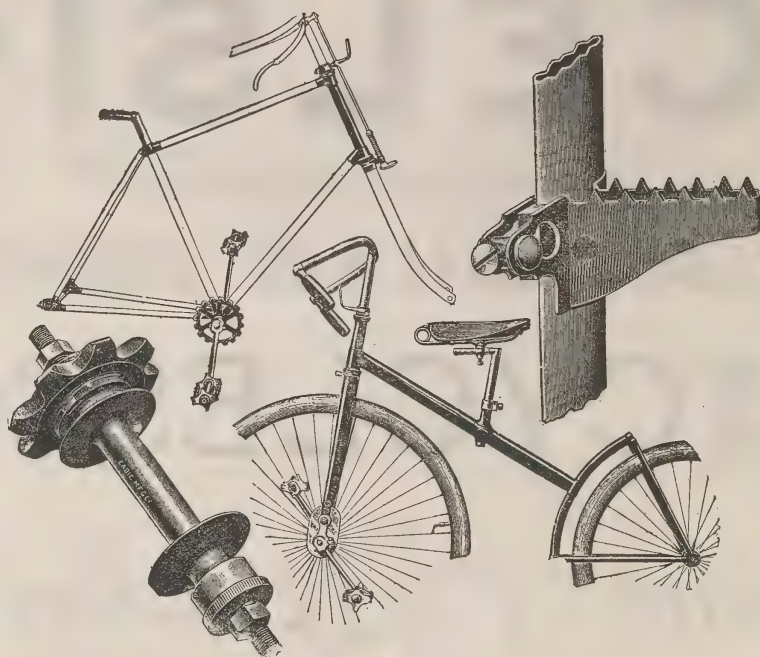
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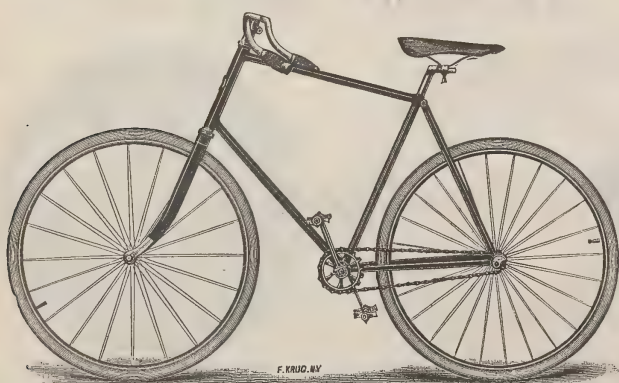
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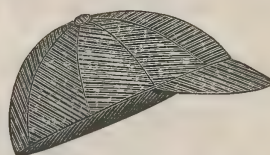


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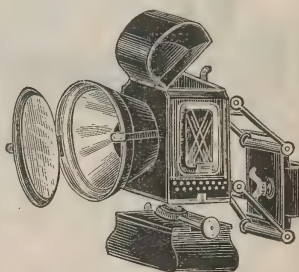


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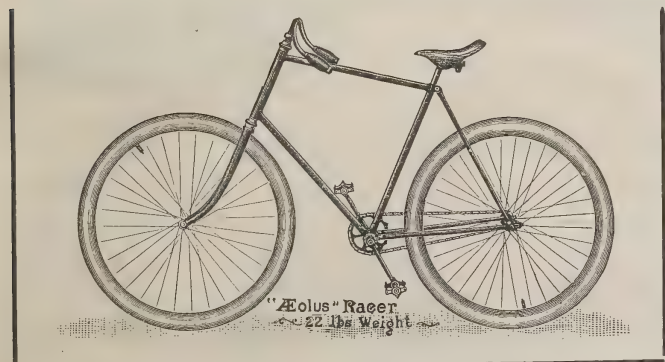
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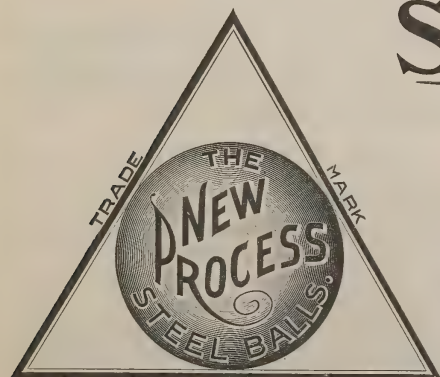
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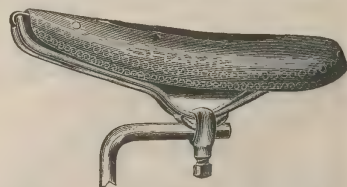
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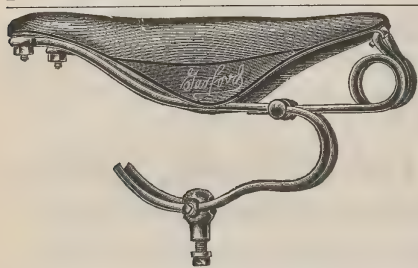
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Racine Hardware Mfg. Co., Racine, Wis.  
J. E. Poorman, Cincinnati, Ohio.  
W. G. Schack, Buffalo, N. Y. Chas. Ege, Detroit, Mich.  
Camden and Philadelphia Soap Co., Camden, N. J.  
E. Werner, Philadelphia, Pa. L. C. Jandorf & Co., New York.  
Geo. L. Cady & Sons, Lowell, Mass.  
F. D. Hoham, Ft. Wayne, Ind.  
Peabody-Whitney Company, Boston, Mass.

OUR RETAIL STORE, 271 Wabash Ave., CHICAGO, ILL.

Write for Catalogue. Good Agents Wanted in every town in U. S.

**Marble Cycle Mfg. Co.,**

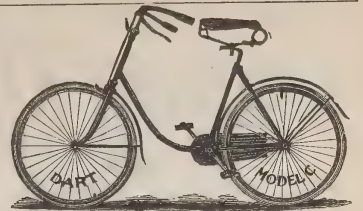
P. S.—We are Illinois Agents for the RALEIGH, Plymouth, Ind.



IN EVERY RACE

REFEREES' DECISIONS ARE FINAL.

→ DARTS → ARE WINNERS!



IN BEAUTY AND UTILITY OF DESIGN (AS WELL AS IN WEIGHT.)

We give DARTS to the ladies, same weight as gentlemen. Actual 25, 27, 29, 35, 40 and 45 lbs. No other firm does this. No other line of wheels has this feature. WE LEAD THE TRADE OF THE WORLD on this score. Have this season eclipsed all records in featherweights. Our special Ladies' Featherweight was brought down to 25 lbs. to celebrate our 25th year in the business, schooled in practical experience for **QUARTER OF A CENTURY** tells a tale and shows itself in DARTS. Send for lists. A few Good Representative Agents wanted in the West.

SMITH WHEEL MFG. CO., 921 H Street, N. W., WASHINGTON, D. C.

OFFICE AND FACTORY: 46 to 52 W. 67th street, NEW YORK.

"Finest Quality Produced in the World."

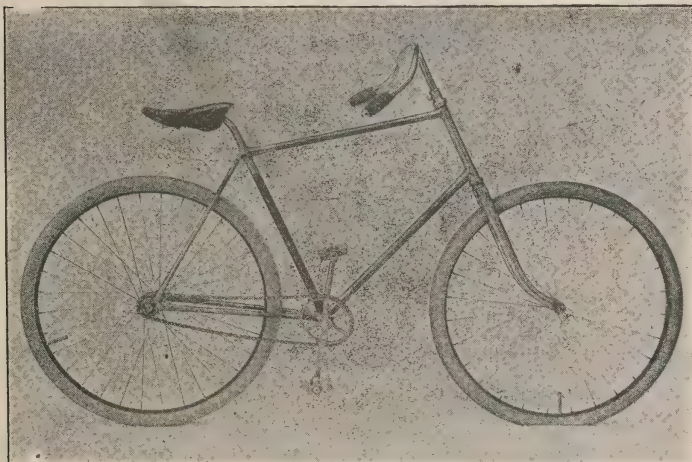
TRADE "CREDENDA." MARK.

The CREDENDA Seamless Steel Tube Company, Limited.

W. C. STIFF,  
MANAGING DIRECTOR.

BIRMINGHAM, ENGLAND.

TELEGRAMS:  
"Credenda," Birmingham.



World's Records One Mile and Under

WERE MADE ON

THE ELLIPTIC.

|                       |              |                         |              |
|-----------------------|--------------|-------------------------|--------------|
| 1 Mile, Flying Start, | - - 1.56 3-5 | 1 Mile, Standing Start, | - - 2.04 3-5 |
| 1-2 " " "             | - - .55 1-2  | 1-2 " " "               | - - .58 3-5  |
| 1-4 " " "             | - - .26 1-5  | 1-4 " " "               | - - .30      |

The Elliptic represents the highest inventive skill and mechanical ingenuity, combining speed with durability, while its uniform success on track and road has fully demonstrated its superiority.

AGENTS WANTED.

FREEPORT BICYCLE MANUFACTURING CO.,

FREEPORT, ILL.

THE TRIANGLE.

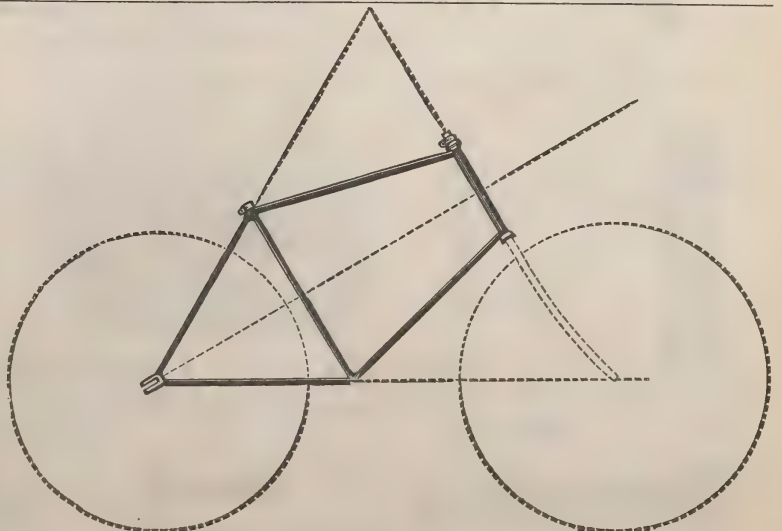
HIGH-GRADE LIGHT ROADSTER, 33 POUNDS. PRICE, \$150.00.

Only Frame Made that is Mechanically Correct, Securing Lightness Without Sacrifice of Strength.

Observe the BEAUTIFUL LINES. No other wheel so SYMMETRICAL, so GRACEFUL.

THE VERY BEST MATERIAL THROUGHOUT. They talk for themselves and sell strictly on their merits.

THE PEERLESS MFG. COMPANY,  
CLEVELAND, OHIO.





# The "Relay" Is Unequalled.

Road Racer,

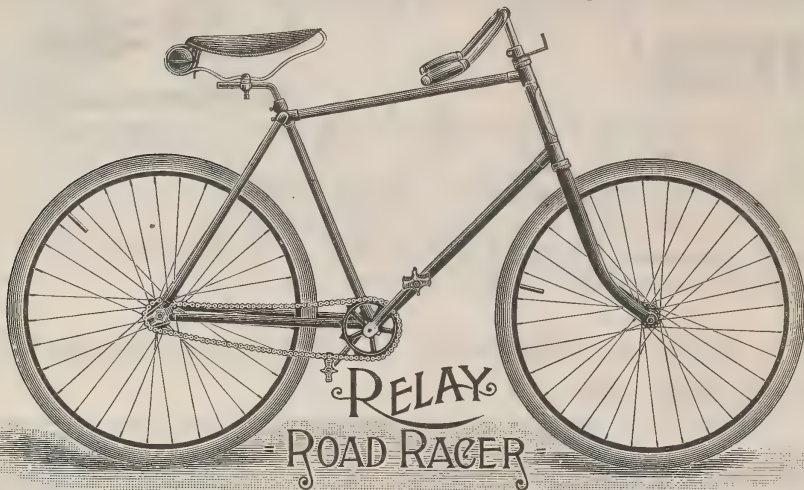
32 lbs.,

\$125.00.

Roadster,

40 lbs.,

\$110.00.



Agents wanted in unoccupied Territory

## STATE AGENTS.

J. T. BAILEY & CO., Phila., Pa.,  
SCHULENBURG CYCLE CO., Detroit, Mich.,  
H. B. WHILDEN, Charleston, S. C.,  
The H. H. KIFFE CO., 473 Broadway, N. Y. City,

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Michigan and Indiana.  
South Carolina.  
N. Y. City and Long Island

E. ALSDORF & CO., Newark, N. J.,  
SOLOMON A. ADAMS, Jacksonville, Fla.,  
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Rhode Island.  
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Relay Manuf'g Co., Reading, Pa.

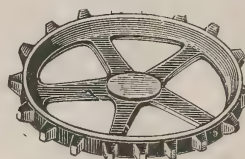
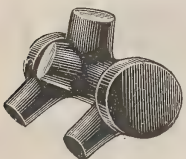


IT IS NOT  
EASY TO MAKE A CHOICE  
UNTIL YOU KNOW THE EXCELLENT  
QUALITIES OF

THE  
ECLIPSE

MADE BY ECLIPSE BICYCLE CO.

INDIANAPOLIS: IND  
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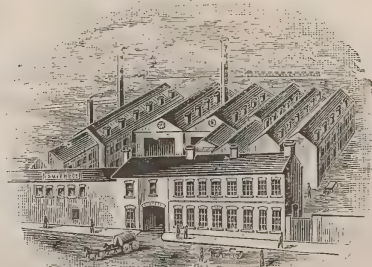


THOS. SMITH & CO.,

1 Wharf St., ASTON, Birmingham.



Best Material and



Workmanship Guaranteed.

STEEL STAMPINGS.

NEW PRICE LISTS NOW READY.

Telephone 2525.

Telegrams, "Hector."



Pomeroy Bros. M'f's.,

67 Orange St., New Haven, Conn.

Superior Hard Brass Bicycle Nipples for all wheels made, both foreign and domestic; Nipple Washers, Nuts, Oil Tubes, Taps and Dies, Studs and Special Screws. Estimates from sample or sketch.

"According to Hoyle"

Have your Bicycle Repaired and Thoroughly Overhauled by the Veteran Repairer.

Over twenty years factory and repair shop experience with makers of Rudge, Rover, Rival, Rapid, Rambler, Premier, Humber, Singer, Swift, &c., &c. Highest testimonials from American and English flyers of the path.

NICKEL-PLATING, PAINTING,

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Be sure you see HOYLE, 5-7 Madison-st. E.  
Bet. Michigan and Wabash-aves., Chicago.



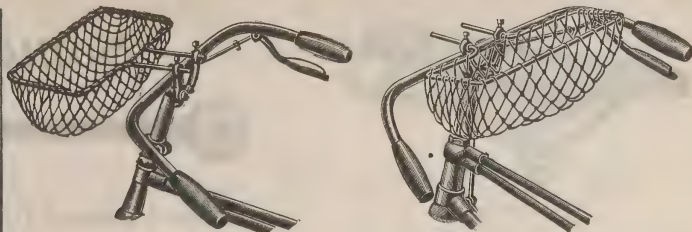


## The Kalamazoo Parcel Carrier

Will fit any kind of a bicycle. Carries either in front or behind the handle bar; folds up when not in use. Price, \$2.00.



Kalamazoo Child's Seat, Baby Carrier and Parcel Carrier Combination. Price, \$5.00.



## Numbers 4, 5 and 6 PARCEL CARRIERS.

Do not fold, but will carry either in front or behind the handle bar.

|                    |                         |               |
|--------------------|-------------------------|---------------|
| No. 4—6x13 inches, | 7-32 Steel Spring Wire, | Price, \$1.00 |
| No. 5—7 1-2x13 "   | 1-4 " " "               | \$1.25        |
| No. 6—7 1-2x15 "   | 5-16 " " "              | \$1.50        |

**KALAMAZOO :: CYCLE :: COMPANY,**  
KALAMAZOO, MICHIGAN.

## TRADE YOUR OLD WHEEL FOR A NEW

- Columbia Relay, 29 pounds, or a Thistle 28 or 32 pounds.
- Century, 35 pounds, or Stearns, 20 to 38 pounds.
- Rambler, 28 to 37 pounds.

By making a deal now you can get a bigger price on your old wheel and get your new one in good time.

AVOID DELAY. SEND FOR CATALOGUE AND SECOND-HAND LIST.

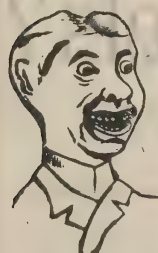
### Great Bargains in Second-hand Wheels.

We want bicycle riders for our agents for the Thistle. Apply at once. Correspondence solicited.

## MASON & MASON,

599 West Madison St.,

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## H. MATTHEW'S TYRE CEMENT.

Output one ton per day.

Largest sale in the world.

Best quality, lowest price.

WHOLESALE BUYERS WANTED TO REPRESENT.

SNOW HILL, BIRMINGHAM, ENG.

## COLLINS & NUTTALL,

322 and 324 Seventh Av., cor 28th St., NEW YORK,

Have the LARGEST BICYCLE REPAIR SHOP in the city. Steam Power, Nickel Plating, Enameling, etc. Solid and Cushion tire wheels altered to Pneumatics. Special parts made for any MAKE OF BICYCLES. Estimates Given. Correspondence Solicited.

### Special Attention Paid to Nickel-Plating and Enameling for the Trade. . . . .

Sole agents in New York City, Brooklyn and Long Island for the celebrated

### CLEVELAND BICYCLE.

DUST-PROOF BEARINGS.

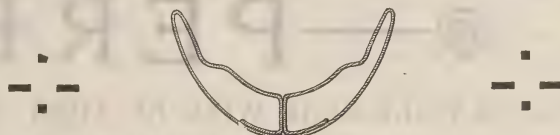
BEST TIRE ON EARTH.

WEIGHT, 30 LBS.

AGENTS WANTED.

## BARTON & LOUDON,

HAVING appointed Messrs. Sam'l Buckley & Co. their agents for the United States, wish buyers to address all enquiries to their representative as under, who will be pleased



to quote for RIMS, MUD-GUARDS, and other goods of their manufacture.

## MR. WILFRED BUCKLEY.

CARE THE GORHAM MANUFACTURING CO.,

Broadway, - New York.

## B. & G. SHORTHOUSE,

MANUFACTURERS OF THE

### ...“PARAGON”...

COLD DRAWN

## Seamless Steel Tubes

For Cycles, Boilers and Engineering purposes generally. . . . .

### CYCLING TUBING A SPECIALTY.

Also Manufacturers of Rolled Brass, Brass and Copper Sheets, Wire and Tubes, Cartridge and other Metals. Brass Solder for Cycle work.

CABLE ADDRESS:

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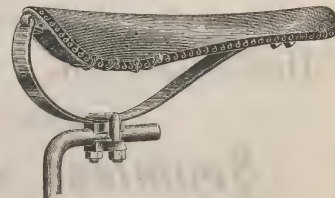
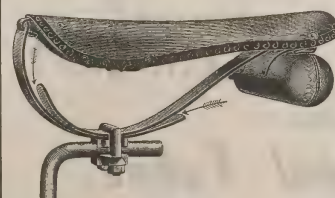
Spring Hill Mills.

Established 1851.



### Two Important Points Covered---Saddle, Oiler.

The SALADEE Saddle is the most perfect connecting link between rider and machine ever devised. PRICE, \$5.00. Send for Circular.



The Metal Turning cycle Oiler is Guaranteed Tool Bag or soil who use pocket oilers.

Does not leak Magic Oiler. Clean for Pocket use.

Company's Magic Bl- teed not to leak and pocket. A boon to all Price, by mail, 25c.

Electrotypes for Manufacturers and Dealers who wish to Catalogue.

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Manufacturer of SALADEE Saddles, and Sole Selling Agents of MAGIC OILER.

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"E" STYLE.

## Some of Our Specialties.



Hard Round Cranks do not require Case Hardening.

U. S. Agents for Indianapolis Chain & Stamp Co.; Union Drop Forge Co.; C. J. Smith & Sons Co.

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PARKHURST & WILKINSON,

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WELL, WE PITY YOU. YOU SAY YOU CANNOT GO THEIR PACE, AND WE CAN EASILY UNDER-  
STAND YOU, FOR THE SIMPLE REASON THAT YOU DO NOT RIDE A FAST MACHINE. NOW RIDE A

## —PEREGRINE—

AND YOUR ONLY FEAR WILL BE THAT THE MACHINE MAY RUN CLEAN AWAY WITH YOU.

THE MAKERS OF THIS GRAND MOUNT ARE

**THE LEICESTER CYCLE CO.,** FRIDAY STREET, ... LEICESTER, ENG

U. S. A. Agents, VON LENDERKE & DETMOLD, New York, U. S. A.

## Have You Seen the '93 Ariels?

Our cuts will appear next week.

Now is the time to write for agency.

Catalogues ready for delivery January 1st, 1893.

**ARIEL CYCLE MANUFACTURING CO., GOSHEN, IND.**

CHICAGO STORE, 277 WABASH AVENUE.

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Excelsior Works

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MANUFACTURERS OF

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## Patent THICKENED BOTTOM HOLLOW RIMS

For Cycles and other road vehicles

Sole American Agents: The SNELL CYCLE FITTINGS CO., TOLEDO, OHIO.

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Forwarding, Commission and Insurance Agents, 162 Aldersgate Street, LONDON, E. C. (England).

—AND AT—

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The Largest Forwarders of Bicycles and Accessories in the World.

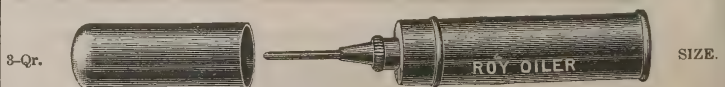
Low Through Rates from any part of Europe. Correspondence invited.

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## Roy Bicycle Oiler.

Handsomely nickel plated. For Bicycles, Typewriters, Sewing Machines, etc. It will not leak, therefore no tool bag soaked with oil, no soiled clothes or hands, always ready for use. The neatest,



cleanest oiler ever placed on the market. The pressure on the steel pin releases whatever quantity of oil is required. This pin is intended to remove the dirt from all holes that require oiling, an important feature. Write for trade prices. Price, 25 Cents, Postage Paid.

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# PECK & SNYDER'S NEW "NASSAU."



5,000 ACTIVE AGENTS WANTED.  
Special Inducements and Territory Assigned to Those Who Write Quick.

High Grade, \$120. Pneumatic Tire

**PECK & SNYDER,** 126 AND 130 NASSAU ST., **NEW YORK.**  
1790 BROADWAY, . . .

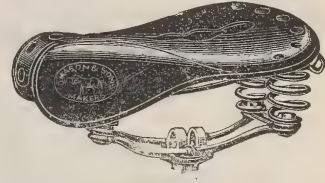


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AGENTS FOR UNITED STATES,  
JAMES CYCLE IMPORTING CO.,  
334 Dearborn St., Chicago.



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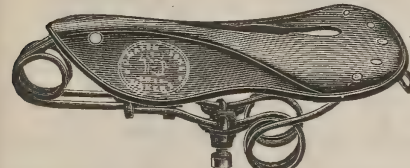


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JAMES CYCLE IMPORTING CO.,  
334 Dearborn St., Chicago.

## MASON'S SADDLES.

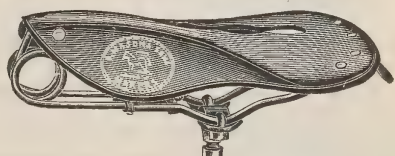
D. MASON & SONS, Birmingham, Eng.



NO. 476.



NO. 447.



NO. 474.

## OUR LINE of Boys' Wheels

Is the Line For You: 28x28, Diamond Frame, Ball Bearings all over, **\$70.00**  
26x28, Diamond Frame, Ball Bearings all over, **\$52.50**

**LANTERNS:** SOLE EASTERN AGENTS FOR LUCAS & SONS' HOLOPHOTES, ETC.  
" U. S. " POWELL & HAMMER.

We want Good Agents for 1893. HUMBER CYCLES, GALES CYCLES, Etc.  
**SCHOVERLING, DALY & GALES,** 302 Broadway, and 84 Duane St.,  
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Catalogue now ready.

## THE WILCOX & HOWE CO., BIRMINGHAM, CONN., MANUFACTURERS OF © DROP © FORGINGS. ©

Solicit orders for all or any of the Forgings required in the manufacture of Bicycles. ESTIMATES PROMPTLY FURNISHED on receipt of samples, or drawings to scale.

Please Note the Following Testimonial:

THE WILCOX & HOWE CO., BIRMINGHAM, CONN.  
GENTLEMEN:—The balance of the forgings have been received, and we wish to say that we are exceedingly well pleased with the work you have done for us; both for the prompt manner in which has been executed, and the excellent quality of the forgings themselves. You may be sure that you come in for a large proportion of our future work.  
Yours truly, TORRINGTON, CONN., Dec. 23, '91.  
THE EAGLE BICYCLE MFG. CO. L. B. GAYLOR, Supt.

## Largest Sundry House in the United States.



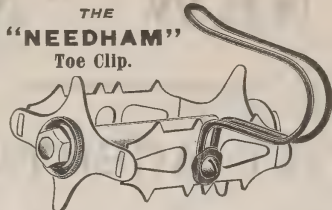
RIMS, CORKS, CARRIERS, HORNS, LAMPS, ETC.

SEND STAMP FOR A COPY OF "ENCYCLOPEDIA OF CYCLERS' WANTS."

**HOWARD A. SMITH & CO.** - - **NEWARK, N. J**



**Yes!** Clasp it around the wheel  
and frame, and it will stay  
there. You will find your machine  
just where you left it, for the LEMONT  
Lock will paralyze the cycle thief.  
Dealers, we make a good discount  
on a good article. Would be pleased  
to hear from you.  
Weight of lock, 2 oz.  
Sent by mail, \$1.00.



**The Scorchers' Toe Clip**  
Lightest and strongest; fits any rat-  
trap pedal. By mail, 50 cents.

**Lemont &  
Whittemore  
Cycle Co.,**  
545 Main St., - WORCESTER, MASS.

## The Ki-Yi, or Dog Exterminator.



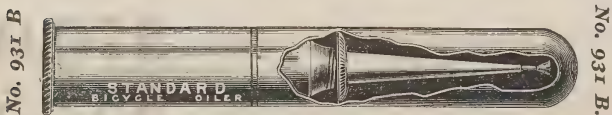
A few drops of diluted Aqua Am-  
monia from the nozzle of our Ki-  
Yi will teach the bicycle chasing  
dog a lesson he will not likely soon  
forget. It works like magic. As  
a rider puts it, "You could hear  
him howl ten squares." What  
tourist has not wished for one of  
these? The most successful thing  
of the kind ever invented. Ask  
your dealers for them, or sent by  
mail, packed in a neat box, with  
full instructions.

PRICE EACH, 50 CENTS.

Send for CATALOGUE of NEW GOODS,  
Manufactured by  
**A. U. BETTS & CO.,**  
TOLEDO, OHIO.

## STANDARD BICYCLE OILER.

GUARANTEED NOT TO LEAK.

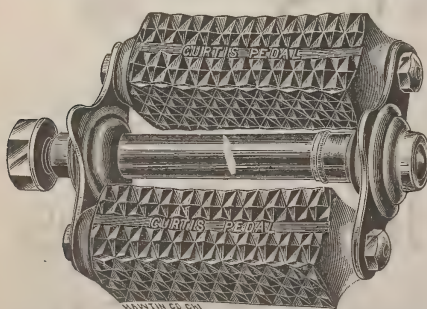


This oiler is far superior to any now in use among bicyclists. The act  
of pressing protruding wire plunger against object to be oiled, releases  
one drop of oil at a time. Handsomely nickel-plated and is guaranteed  
to be free from waste, coagulation and leakage.  
Sample sent on receipt of 25 cents.

FOR SALE BY ALL DEALERS.

**The Bridgeport Gun Implement Co.,**  
P. O. Box 1760, - - - - - NEW YORK.

## Have You Seen the Curtis Combination Pedal?



*Either Rubber or Rat  
Trap.*

*The Best Pedal in the  
Market. Absolutely  
Dust Proof.*

**-PRICE, \$7.00-**

We call the attention of bicycle  
riders and dealers to the fact that we  
can furnish them with a rat trap  
pedal that can be put into the same  
pedals as the rubbers are used in.  
Price, \$2 per set of four, postpaid

**REED & CURTIS MACHINE SCREW CO.,**  
WORCESTER MASS

## The "Chicago."



This FLOOR PUMP, designed and built by us, is both powerful  
and durable, and will inflate a tire in a few strokes. The toe rest is  
movable, allowing the operator to adjust pump to any angle in using,  
and can be folded to side of pump when not in use. We furnish  
hose and union connection with each pump.

The very low price of our pump places it within the reach of  
every user of Pneumatic Tires.

**PRICE \$2.00.**

Liberal discount to the trade.

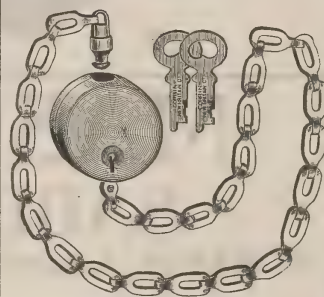
Ask your dealer for the pump, and if he cannot supply you we  
will on receipt of \$2.00, send you one prepaid.

COLUMBIA MACHINE WORKS,

11-17 S. Jefferson St., - Chicago.

Mention R eferee.

## Corbin Bicycle Lock.



(Cut one-half size of Lock.)  
NO. 0918 - - - BRASS.  
NO. 0918 1-2 - NICKEL-PLATED.

**CORBIN CABINET LOCK CO.,**

New York, 24 and 26 Murray street.

Chicago, 68 Washington street.

Philadelphia, 925 Market street.

San Francisco, Mills Building.

New Britain, Conn.

## LOUIS JORDAN,

-Manufacturer of the-

## JORDAN SPECIAL BICYCLE

Roadster and Light Roadster,

WEIGHTS 33 and 25 POUNDS.

-AGENTS FOR-

## Telegram Cycles and Sanger Racer

FINEST REPAIR SHOP IN CHICAGO.

ALSO CHEAP WHEELS.

**LOUIS JORDAN, 71-73 Randolph St.,**  
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## Invisible Enamel

For Protecting Nickel From Rusting  
or Tarnishing.

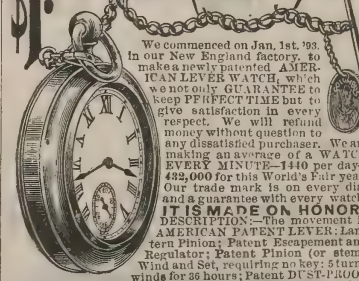


Black Diamond Enamel. '93 Novelties.

For Electrotypes and Information, address

**Fred'k C. Gilbert & Co.,** ELIZABETH, N. J.

## \$1.50 AMERICAN WATCH



We commenced on Jan. 1st, '93,  
in our New England factory, to  
make a newly-patented AMER-  
ICAN LEVER WATCH, which  
we not only GUARANTEE to  
keep PERFECT TIME but to  
give satisfaction in every  
respect. We will refund  
money without question to  
any dissatisfied purchaser. We are  
making an average of a WATCH  
EVERY MINUTE-1440 per day-  
\$22,000 for this World's Fair year.  
Our trade mark is on every dial  
and a guarantee with every watch.  
**IT IS MADE ON HONOR.**  
DESCRIPTION: The movement is  
AMERICAN PATENT LEVER: Lan-  
tern Pinion; Patent Escapement and  
Regulator; Patent Pinion (or stem)  
Wind and Set, requiring no key; strong  
winds for 35 hours; Patent D.T. P. 1000  
case, heavily Plated with GOLD Substitu-  
tute, guaranteed to  
wear a year; Weight of watch 4 1/2 oz. Cut exactly represents  
it. Every watch tested and regulated before leaving our hands  
and will NOT VARY A MINUTE IN 30 DAYS. Price postpaid,  
\$1.50 each; 3 for \$4.00; 12 for \$15.00 by express. Mention  
paper and we will include a handsome GOLD PLATED  
CURE CHAIN with Colored Medal Charm. AGENTS  
and STORE-KEEPERS sent at once for sample and  
terms. Catalogue of 1,000 necessary articles free. We refer to  
to any prominent Publisher or New York firm. Do not order  
C. O. D. a useless expense as we warrant every watch.  
ROBT. H. INVERSOLE & BRO., 65 Cortlandt St., N. Y. CITY.



THE

# American - Telephone - Bicycles.

Big Discount to Agents.

Send for Catalogue.

F. H. HENNING CYCLE CO.,

PEORIA, ILL.,

## J. J. WARREN COMPANY,

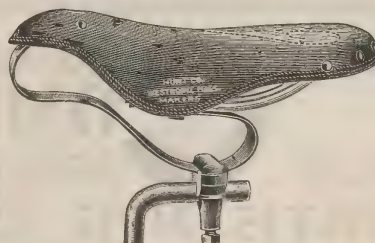
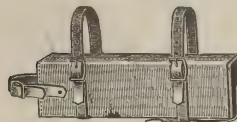
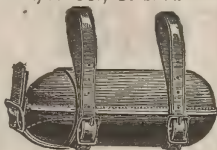
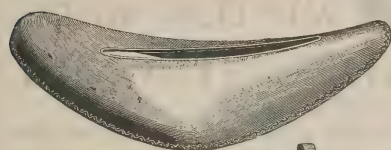
—MANUFACTURERS OF—

WORCESTER, MASS., U. S. A.

BICYCLE SADDLE LEATHERS

AND TOOL BAGS.

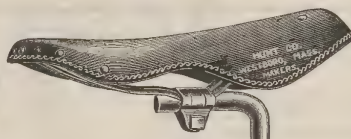
Send for Illustrated  
Catalogue  
and  
Price List.



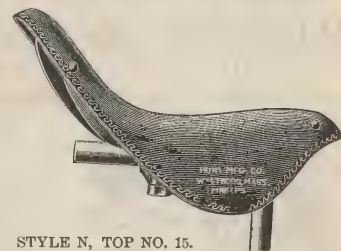
STYLE FFF, TOP NO. 9.



STYLE M, TOP NO. 6.



STYLE M, TOP NO. 4.



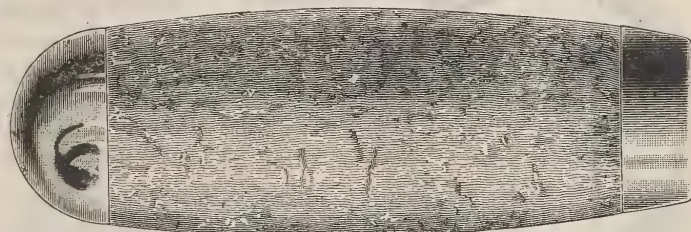
STYLE N, TOP NO. 15.

Our line of goods will be used on all first-class cycles of the season of 1893. We have 32 styles of Saddles; 15 style of Tool Bags; also Pedals, Toe Clips, etc. Write for prices as we can give bottom every time. Ask for these goods when purchasing your wheels. Licensed to manufacture under Garford patents.



HUNT MFG. CO. - - WESTBORO, MASS.

## CORK HANDLES



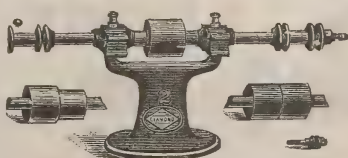
Of the Finest Spanish Corkwood. With Special Mounts.

American Agents Wanted in the Eastern and Western States.

JOHN ASHWORTH,

CRESCENT WORKS, DUKINFIELD, ENGLAND.

Polishing Lathes.



OUR polishing heads can be fitted with spindles, with single, tight and loose or cone pulleys, and to run two or four wheels.

Special Grinding and Polishing Machinery FOR BICYCLE WORK.

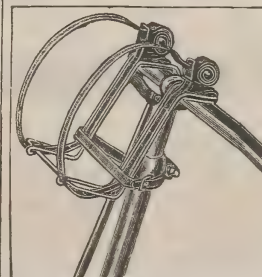
Write for Catalogue.

DIAMOND MACHINE CO.,

CHICAGO, ILL.

PROVIDENCE, R. I.

LAMSON'S—  
LUGGAGE CARRIERS



Are the  
Best in  
the mar-  
ket.  
Sold by all  
Dealers.

Price,  
No. 1,  
\$1.00;  
No. 4,  
\$1.25.  
No. 4 double (for 2  
separate  
packages)

\$1.50. No. 5, leather covered, especially for tourists, \$3.50. Send for Carrier Circulars to

C. H. LAMSON,

203 Middle St., Portland, Me

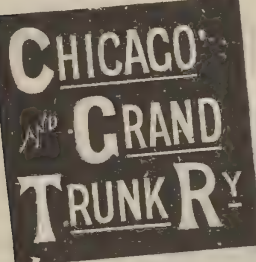
## PALACE SLEEPING

AND

## DINING CAR LINE

TO

EASTERN AND CANADIAN POINTS



In Connection with the GREAT WESTERN DIVISION of the GRAND TRUNK RAILWAY, it is the FAVORITE ROUTE to

Niagara Falls, Thousand Islands,

and Rapids of the St. Lawrence, and to the Seaside and Mountain Resorts in the East.

**SUMMER TOURISTS** Should send their address to E. H. HUGHES, General Western Passenger Agent, Chicago & Grand Trunk Railway, 103 South Clark Street, Chicago, Ill., and ask for particulars regarding Summer Tours, Chicago to Niagara Falls, the Thousand Islands, the Adirondacks, the White Mountains, and the summer resorts of the coast of Maine, which will be sent to all applicants free of charge. SALE OF SUMMER TOURIST TICKETS COMMENCES JUNE 1.

## Magnificent New Pullman Sleepers

DAILY  
BETWEEN

{ Chicago and Detroit,  
Chicago and Saginaw Valley,  
Chicago and All Canadian Points,  
Chicago and Boston.

**CANADIAN BAGGAGE.** Passengers for Canada can now have their Baggage examined and passed customs and checked to destination at our depot in Chicago, thereby avoiding annoyance and delay at the Canadian frontier.

For Tickets at Lowest Rates, apply at ticket offices in the west, or to

E. H. HUGHES,

General Western Passenger Agent,

103 SOUTH CLARK ST., CHICAGO.

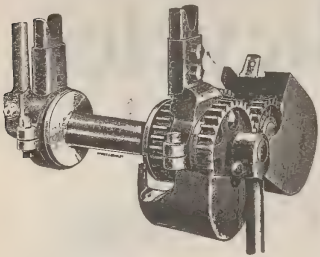
W. J. SPICER, General Manager,  
GEO. B. REEVE, Traffic Manager,  
W. E. DAVIS, Gen. Pass. & Tkt. Agt.  
CHICAGO & GRAND TRUNK RY.

L. J. SEARGEANT, Gen. Manager,  
WM. EDGAR, Gen. Pass. Agent,  
GRAND TRUNK RAILWAY.



ESTABLISHED 20 YEARS.

Telegram: GOODBY, WOLVERHAMPTON.



## Largest Cycle Makers in Wolverhampton.

MAKERS OF ALL KINDS OF PARTS AND FITTINGS.

Send for our New List for 1893---FREE!

This Block represents our **Patent Gearing** for gearing up Safeties and Ordinaries. We Supply the Trade at Sensible Prices. Cheapest (combined with the very best quality and workmanship) makers in the world.

Don't Forget an Old and Well-Tried Firm.

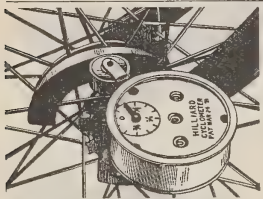
**S. GOODBY & SON, Reliance Cycle Works,** PETIT STREET, Wolverhampton, Eng

**S**UPERIORITY  
**SOLID**  
SHIPMENTS

**C**OUPLED WITH  
**COMFORT**  
AREFULLY AND

**S**ATISFACTION  
**SADDLES**  
WIFTLY MADE.

**BRETZ & CURTIS MFG. CO., - PHILADELPHIA, PA.**  
Not the Largest but the Best Makers of Bicycle Saddles.



### The Hilliard Cyclometer For 1893.

Lightest, Neatest, Cheapest,  
Can be seen from the saddle,  
Positively no rattle.  
The only accurate Cyclometer.  
Send for circular and be convince!

ELECTROTYPES ON APPLICATION.

AGENTS WANTED. PRICE, \$8.50.

Hilliard Cyclometer Co., 1220 Filbert St., Philadelphia, Pa.

BICYCLE CLUBS--

### BARBER,

The celebrated Trick Bicyclist, can be engaged to produce his Wonderful Wheel Act by addressing

9 Merriman St., ROCHESTER, N. Y.

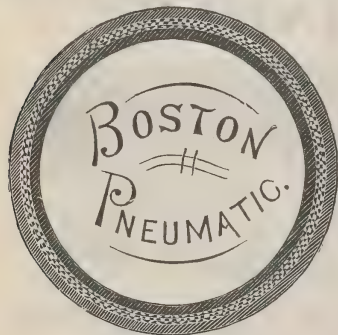
Pneumatics Applied For \$20.00.

TAKE out your wheels, crate securely and ship to us by express prepaid. We will apply Standard Make Pneumatic Tires, either single or double tube, in A 1 steel rims for \$30 per pair; frame spreading and general repairing done at proportionate prices; these are Snow-On-The-Ground prices, but our name is guarantee of work and material offered. W. W. STALL, 509 Tremont street Boston. 14-17

Pneumatic Tires.

Cushion Tires.

Cork Handles.



|                              |                                        |                   |
|------------------------------|----------------------------------------|-------------------|
| Rims.<br>Hollow or<br>Solid. | BICYCLE<br>HORNS.<br>BALLS.<br>ENAMEL. | Pumps             |
| Tire<br>Cement               | CORK AND<br>RUBBER<br>HANDLES.         | Elastic<br>Cement |

Ball Pedals, Spokes, Adhesive Tape, Oils.

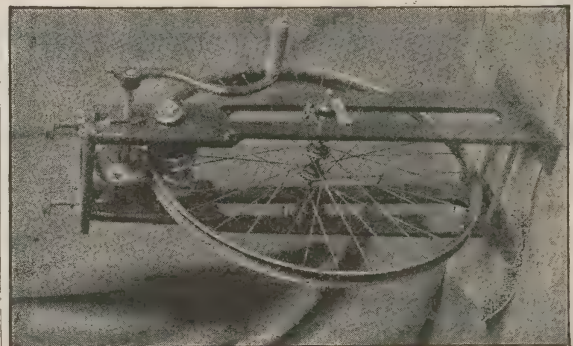
Patch Cloth, Pedal Rubbers, &c., &c.

Mould work solicited. Send for catalogue and discounts.

## ELASTIC TIP CO.,

370 ATLANTIC AVE., 154 LAKE ST., 14 FREMONT ST.,  
BOSTON, MASS. CHICAGO, ILL. SAN FRANCISCO, CAL.

## Hoyt's Rim Roller and Spreader



For spreading solid and hollow rims for cushion and pneumatic tires without removing spokes, nipples or sleeve nuts, and will straighten bent or crooked rims. Will roll rims from the raw metal. Every machine guaranteed.

E. Alsdorf & Co., the Newark, N. J., bicycle agents, say that their men do in 20 minutes with this machine what used to take a day. PRICE, \$50.00.

**A. B. HOYT & CO.,** SOLE UNITED STATES AND CANADA AGENTS, 21 Park Row, NEW YORK.

## THE LATEST.



### A PNEUMATIC PUMP

with one connection to fit any valve. No further need of a separate connection for every tire.

Double-Ball Valve, 12x1 1-2 inch barrel, handsomely nicked; at retail, \$3.00; by post, prepaid, \$3.25. Liberal terms to dealers.

Jobbers in Western Wheel Works, Ariels, Stovers, Majestics and Wintons in Northwestern territory tributary to Minneapolis. Agents wanted in all important towns.

## HEATH CYCLE CO.,

703-705 NICOLLET AVE., MINNEAPOLIS.

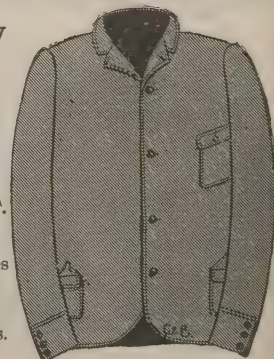
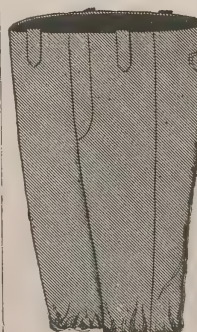
We are now ready to supply the Handsomest

### Bloomer Suit

ON THE MARKET.

Write us for Samples, Prices and Discounts.

A Dozen Different Styles.



**CLEMENTI & BARR,** 271 WABASH AVE., CHICAGO.

We refer to the following well known houses who are using our goods: Ames & Frost, C. H. Sieg Mfg. Co., Horton, Gilmore & McWilliams, Mason & Mason, Jno. Wilkinson Co., Taylor Cycle Co., Gormully & Jeffery Mfg. Co.



# Pneumatic Tire Air Pumps.



## COPPER AND STEEL AIR RECEIVERS.

PRESSURE VALVES & AIR GAUGES.

We make the **BEST Pump in the market.** A full line always on hand.

Write for prices before purchasing elsewhere.

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226 EAST WASHINGTON STREET, CHICAGO.

## PITTSBURG SAFETY BICYCLE STAND.

*Simplest, Cheapest, Newest, Best, for  
Holding Bicycle in Salesroom, Club  
Room or Dwelling House.*



SINCE Safety Bicycles were invented (and more so since they have become almost universally used), there has been a constant inquiry and demand by dealers for a Safety Stand that will hold a bicycle erect without being easily upset, which has been the tendency of all bicycle stands previously put on the market. This has all been overcome in the PITTSBURG SAFETY STAND. It is simple, light, ornamental, and easily adjusted to any size wheel; does not have to be screwed to the floor; do not have to remove it from the wheel when lifting around salesroom or dwelling. It is unexcelled for club house purposes, as each man can have his own name on stand, put in wheel-house, run his wheel in, adjust it in an instant, and go away satisfied his wheel will not be damaged by being knocked over. For sale by all leading bicycle dealers. Price, \$1.00 each. Liberal discount to the trade.

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SOLE  
AGENT  
U. S. A.

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Procured in the United States and Foreign Countries. Trade-marks, designs, label, and copyrights. Send description with model, photograph or sketch, and I will let you know whether you can obtain a patent. All information free.

W. E. AUGHINBAUGH,  
McGill Bldg. 908, 24 "G" Street Washington, D. C.

Cyclists, Oarsmen,  
Ballplayers and  
Athletes generally use

Anti-Stiff,

To Strengthen the  
Muscles.

It has a particularly  
warming, comforting  
and stimulating effect  
on all WEAK or STIFF  
Muscles; quick in action,  
clean and pleasant  
in use.

For sale by Drug-  
gists and Dealers  
in Sporting Goods.

E. Fougere & Co.,  
Sole Agents.

26-30 N. William st.  
New York.



The Referee \$2.00.

## VICK'S FLORAL GUIDE

For 1893, just issued, contains Colored Plates of Alpine Aster, Begonia, Dahlias, Cannas, Clematis, Dutchman's Pipe, Pansies, Corn and Potatoes. Descriptions and prices of the very best Flowers and Vegetables, and many Novelties. Try Charming Pea and Golden Nugget Corn, they pleased everybody last year. Hundreds of beautiful and appropriate quotations from the best authors makes it The Poets' Number. Every lover of a good garden should send for Guide, which can be deducted from first order—costs nothing.



JAMES VICK'S SONS, Rochester, N. Y.

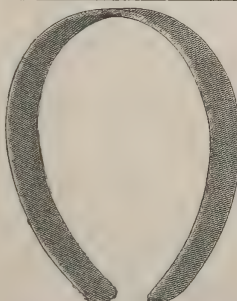
## THE STANDARD CAP COMPANY

156 Green, cor.  
Houston Street,  
New York.

Originators of the  
Long Visor Eton Cap.  
Eton and Bicycle Caps  
Of all grades.

Boys' Sweaters, \$16.50 Per Dozen.  
Men's Sweaters, \$21.00 Per Dozen.  
White, Blue and Black.

TRADE ONLY SUPPLIED.



Sold through the trade only. This cut illustrates the "Konnektik" trouser gusset, made in two styles, enameled and covered with cloth. Dealers will find it to their interest to receive quotations before ordering elsewhere. Send for trade prices on these goods also on the upright oil can and holder combined. All sundries and hardware specialties made under contract.

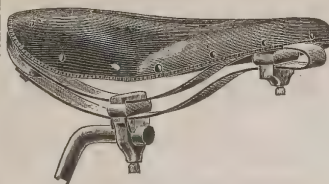
BUTLER & WARD,

Manufacturers of

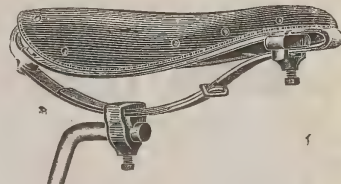
BICYCLE SADDLE SEATS.

All Sizes and Shapes. Send samples for estimates.

226-228 Halsey St., Newark, N. J. 224



SAGER'S SCORCHER.



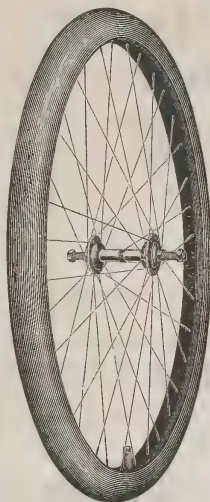
SAGER'S SPRING SADDLE.

No Castings, No Coil Springs, No Hammock, No Humbug, but  
A STRONG, COMFORTABLE SADDLE THAT STANDS UP.

Strictly high grade, and the very best up to date. Drop forgings, steel tubing, sheet steel cantels, and the very best of everything enter into the manufacture of these saddles. Rouse, Hazard & Co., of Peoria, Ill., and A. O. Very Cycle Co., of Boston, Mass., are our appointed agents, and can quote you bottom prices; or write direct to the Rich & Sager Co., Rochester, N. Y.

Our Beauty Child's Seat is the only safe and practical thing of the kind. It is attached to the strongest part of the wheel, the saddle post. Beware of anything that puts undue strain upon the weakest part of the machine, the steering head or handle bars; besides your wheel will not handle right. The Beauty is all right. Ask the thousands who are using them. We also make the Handy Parcel Carrier.

RICH & SAGER COMPANY, - ROCHESTER, N. Y.



## SAFETY BICYCLES

AND

## Pneumatic Sulky Wheels.

We make nothing but Wheels,  
and can make you just what you  
want cheaper than you can do it  
yourself.

I. A. WESTON & CO.,

JAMESVILLE (Near Syracuse), N. Y.

# ' ROCHESTER '



You Know a Good Thing When You See It.

—EXAMINE—

## Rochester Bicycles!

Secure the Agency and you will build up a reputation  
as pushers of Reliable High-Grade Wheels.

1893 Catalogue. Ask for it.

ROCHESTER CYCLE MANUFACTURING CO

ROCHESTER, N. Y.



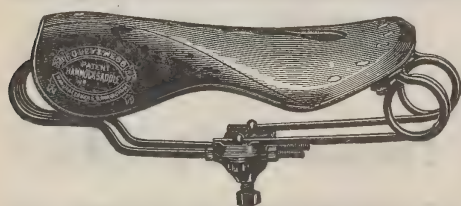
## HEARTLEY :- Machine, Variety Iron and Tool Works. :-

903-905 WATER ST., TOLEDO, OHIO. Established 1876. Manufacturer of SPECIAL PATENT ED TOOLS for the manufacture of WIRE and METAL WHEELS, POWER and HAND PUNCHING and SHEARING MACHINERY. PUNCHES and DIES and DROP FORGING DIES, etc. The NEW IDEAL SELF-OILING ADJUSTABLE PUNCH CHUCK. Designer and Builder of Machines and Tool for Patented Specialties. FAMOUS ROLLER POWER WELDING and FORMING MACHINE, for WELDING TIRES on all Irregular Shaped Work; forms MUD GUARDS and drawing BRACE ENDS, etc. TIRE ROLLERS and TRUING MACHINES. TIRE SIZING and TRUING TABLES. TIRE PUNCHES, special for Punching Tires. PRESS to FORCE SPROCKET WHEEL on Pedal Crank Shaft, special. POWER AUTOMATIC WHEEL RIVETING MACHINE. WHEEL VICES and special tools. Beaver Valley GAS FURNACE for heating to Weld and Braze, etc. Spoke Heading machines, Spoke Threading Machines.

## FOLEY & WEBB,

Manufacturers of all Kinds of

Cycle Saddles, Accoutrements, and all



A. 60. Hammock Saddle.

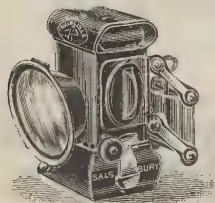
Leather  
Accessories  
Appertaining  
to the Cycle Trade.

Works: 20 Lower Hurst-st., East Birmingham, Eng.

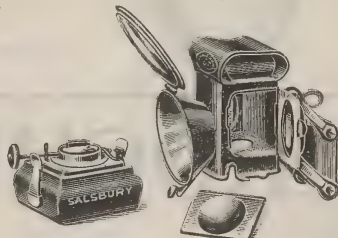
SOLE AGENTS FOR UNITED STATES Warman & Hazlewood, Ltd., 191 LAKE STREET, CHICAGO

## The SALSBURY CYCLE LAMPS.

THE LIGHTEST LITTLE LIGHT-GIVING LIGHT-WEIGHT. (Reg.)  
Patent applied for



Reg. 201051-201052.



### FEATURES.

- 1—Lightness.
- 2—Gives a good zone of illumination on the Pandolum principle.
- 3—Burner secured by Spring Clips and fitted with patent Vesta Holder for quick lighting.
- 4—Oil Tank is easily detachable and is as quickly replaced by a single vertical movement
- 5—Rear Reflector slides in, and is secured by door.
- 6—Duration of light 12 hours.
- 7—Also embodies other well known advantages of our manufacture.

LONDON:—Works and Offices, LONG ACRE, W. C.

U. S. AMERICA:—SAMUEL BUCKLEY & CO., Gt. Charles St., Birmingham.  
CABLE ADDRESS:—"BUCKLEY, BIRMINGHAM."

## ALLEN'S DIGEST

OF  
UNITED STATES PATENTS  
FOR  
Cycles or Velocipedes

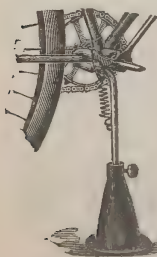
with Attachments—1789-1891, two Vols.,  
1,503 pages, and Cycle monthly of the  
CURRENT issues of patents can be  
seen and examined at the offices of

### THE REFEREE,

334 Dearborn Street, Chicago,

AND

21 Park Row, New York



### The Perfection Stand.

Every dealer, agent  
and wheelman should  
have one. Price, full  
nickel, \$2.00; nickel  
and enameled, \$1.50. A  
liberal discount to the  
trade. Write for illus-  
trated sheet. The bicy-  
cle is released instantly  
from the stand by push-  
ing lever down with  
foot. Manufactured by  
H. T. HEARSEY & CO.,  
Indianapolis, Indiana.

### The IDEAL Bicycle Stand.

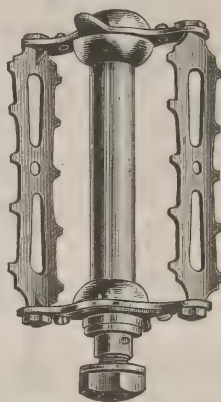


Fills a long-felt want for a stand that will not al-  
low the wheels to fall, hold any size wheel regard-  
less of kind of tire. Guaranteed not to injure  
finish, and wheels may be released in a second.  
List \$1.00. Liberal discount to the trade.

HAY & WILLITS,  
70 N. Penn st., Indianapolis, Ind.

Read the advertisements ON THIS  
PAGE—it might assist you to  
procure just the SUNDRIES you  
want. Then you are sure of fair  
dealing with responsible houses.

## The Niagara Dust - Proof Indestructible Rat-Trap Pedal.



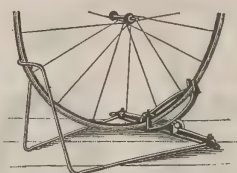
This is the ONLY RAT-TRAP PEDAL  
in the world having DROP FORGED FOOT  
PLATES. HIGH GRADE IN EVERY RE-  
SPECT. STEEL BALLS—BEARING CASES.  
BALL BEARINGS FOR WOODEN WHEELS.

NIAGARA MACHINE CO.,  
BUFFALO, N. Y.

Our goods in use from San Francisco to St. Petersburg

WEIGHT, 10 OZ.

## THE BUFFALO CYCLE STANDS!



Eight years on the market and still  
ahead. Several styles—for all  
kinds of tires. I also make the Buf-  
falo Home Trainer. For prices and  
circulars, address

E. N. BOWEN, 879 Main St., BUFFALO, N. Y.

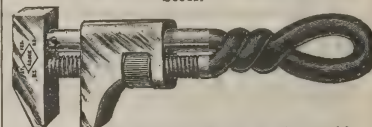
## WORK FOR US

a few days, and you will be startled at the unex-  
pected success that will reward your efforts. We  
positively have the best business to offer an agent  
that can be found on the face of this earth.  
\$45.00 profit on \$75.00 worth of business is  
being easily and honorably made by and paid to  
hundreds of men, women, boys, and girls in our  
employ. You can make money faster at work for  
us than you have any idea of. The business is so  
easy to learn, and instructions so simple and plain,  
that all succeed from the start. Those who take  
hold of the business reap the advantage that  
arises from the sound reputation of one of the  
oldest, most successful, and largest publishing  
houses in America. Secure for yourself the profits  
that the business so readily and handsomely yields.  
All beginners succeed grandly, and more than  
realize their greatest expectations. Those who  
try it find exactly as we tell them. There is plenty  
of room for a few more workers, and we urge  
them to begin at once. If you are already em-  
ployed, but have a few spare moments, and wish  
to use them to advantage, then write us at once  
(for this is your grand opportunity), and receive  
full particulars by return mail. Address,  
TRUE & CO. Box No. 400, Augusta, Me.

IMPROVED 4 3/4 INCH

## ACME STEEL WRENCH

FOR POCKET AND BICYCLE USE.  
The Strongest and Best. Made of Best Quality  
Steel.



(Weight 6 1/2 oz.) Every Wrench is Thoroughly  
Hardened. Awarded First Prize Medal  
at the Paris Exposition.



Nickel and  
Bright  
Finished.

Every  
WRENCH  
Warrant-  
ed.

### GO TO THE

## Lincoln Bicycle Exchange,

857 N. Clark St.,

NORTH SIDE AGENT FOR THE

COLUMBIA, SWIFT,  
HARTFORD, VICTOR,  
MARCH, BLACK HAWK,  
ROAD KING, ROAD QUEEN,  
HICKORY,

OR ANY OTHER MAKE ON THE MARKET.

Renting by the Hour, Day or Week.

Repairing, Re-Nickeling and Enameling.

I have added Billiard and Pool Rooms for the  
winter months, also keep a good line of Cigars.

JNO. H. THIELE, Manager.

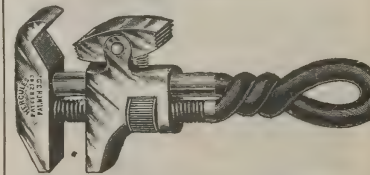
## MR. SYDNEY LEE, Valuer and Expert to the Trade

Business matters of all kinds attended to with  
Privacy and Dispatch. Machines and Sundries  
purchased at Lowest Market Prices.

9 Furnival St., London, Eng.

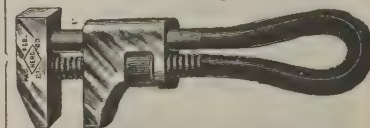
ESTABLISHED 13 YEARS.

References: Pope Mfg. Co., 221 Columbus Ave.,  
Boston; Frank Belden, Secretary Colt Arms Co.,  
Hartford.

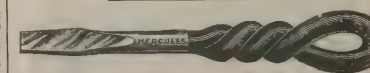


THE ACME COMBINATION WRENCH  
AND SPOKE GRIP.—Nickel and bright  
finished.

## THE "HERCULES"



Bright Finish. The Cheapest and Best  
STEEL BICYCLE WRENCH  
on the market. 4 1-2 ins. long; weight 6 oz.



ALL CAST STEEL

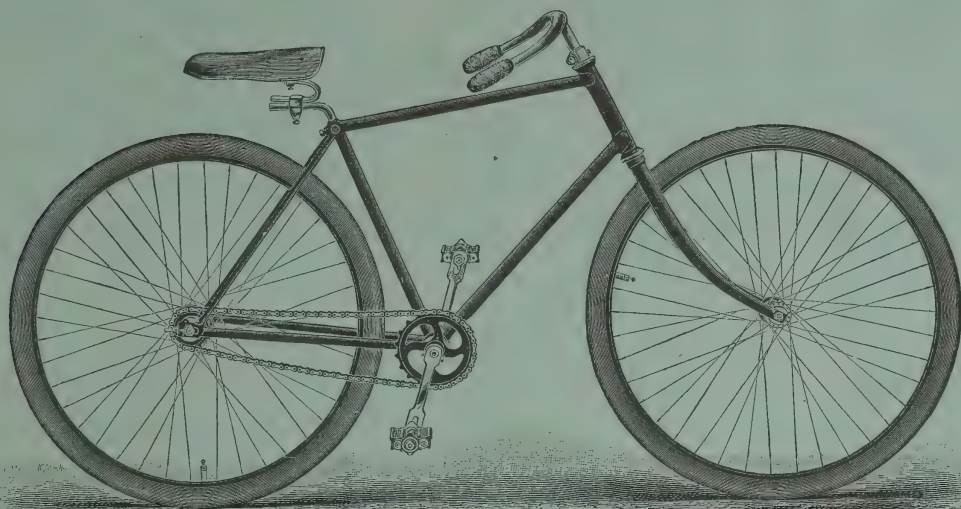
## Bicycle Screw Driver!

(Patent No. 466878.)

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# WESTERN WHEEL WORKS



CRESCENT NO. 2, \$100.00.

HIGH GRADE ROADSTER.

1893 STYLES WITH PNEUMATIC TIRES.



BLACKHAWK LIGHT ROADSTER.  
—\$135.00.—  
28-inch Wheels—Pneumatic Tires.



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30-inch Wheels—Pneumatic Tires.

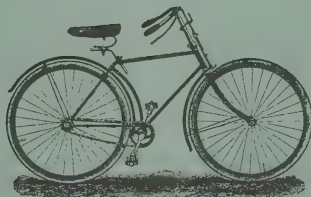


ESCORT NO. 2.  
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30-inch Wheels—Pneumatic Tires.

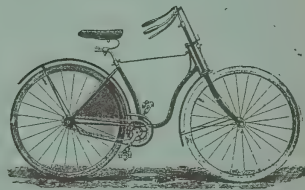
ALL MADE FROM SEAMLESS STEEL TUBING



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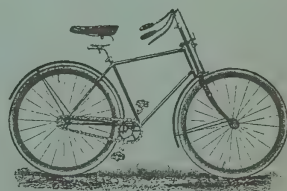
AND STEEL DROP FORGINGS.



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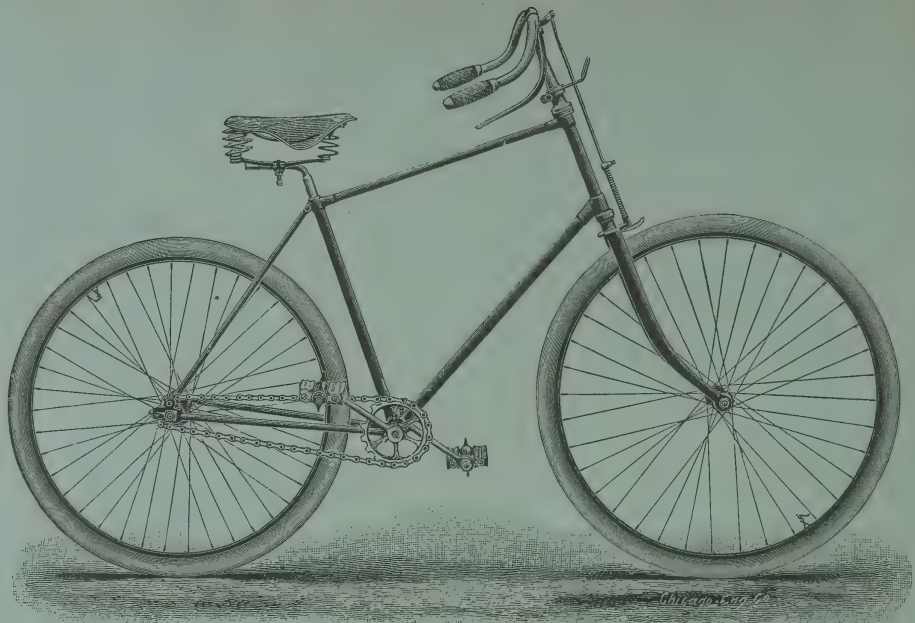


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Will do your walking for you, or pay your railroad fares when your wheel breaks down or your tire is punctured 20 miles from home.

No matter how fully both are guaranteed, or how willing he is to repair them when sent to his shop, he draws the line at walking.

How much better it is to ride a wheel that is proof against breakage and is fitted with a tire that you can easily repair by the roadside in 5 minutes' time without the use of tools, strings, extra inner tubes or previous experience.

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Are guaranteed to stand, and have a reputation second to none. They are also fitted with just such a tire as described above, namely, the

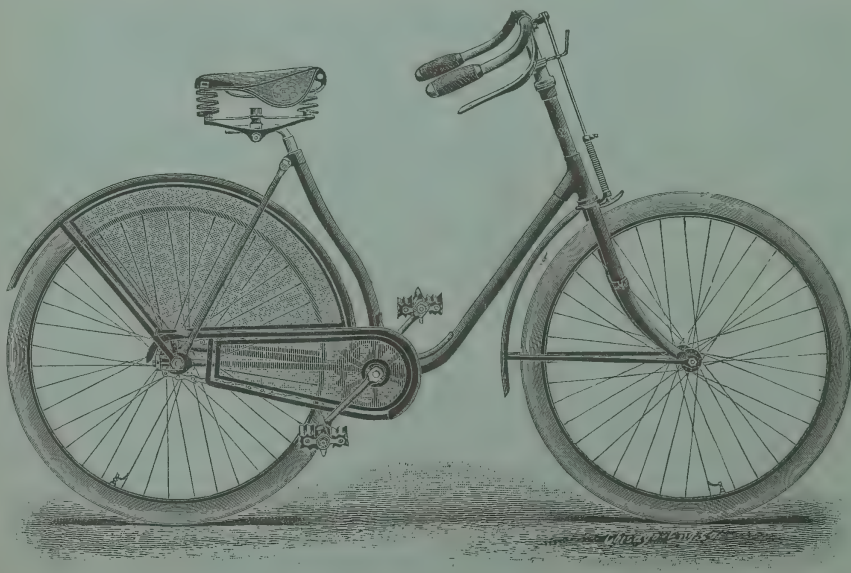
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#### TO ADVERTISERS:

Copy for advertisements must reach us not later than Monday to secure insertion in the current week's issue.

#### SUBSCRIPTION, \$2 PER ANNUM

S. A. MILES, - - - - - Editor.  
CHAS. P. ROOT, - - - - - Associate Editor.  
R. M. JAFFRAY, - - - - - Business Manager.

#### COPY EARLY, PLEASE!

Owing to the fact that next week's issue of the REFEREE must be off the press earlier than usual, in order to give us ample time in which to make the proposed change in the size of the paper the following week, advertisers and correspondents are requested to have their copy in this office at as early a date as possible. Correspondence must positively be in hand on Tuesday, April 25.

#### POTTER'S COMMENDABLE EFFORT.

When the REFEREE stated that the mailing of *Good Roads* to 35,000 league members every month was a waste of money, the ever-ready assailant was, of course, up in arms. If any man is qualified to judge of this matter Mr. Potter ought to be the man. For the benefit of the ninety and nine readers who allow the magazine to go to waste regularly each month, we give Mr. Potter's opinion as expressed in the March issue:

"The number sent to league members during the present month will be about 35,000. These members are all convinced of the need of better roads and every copy of *Good Roads* sent to a league member is wasted, unless used by that member to extend the work."

So positive is the editor on this point that he italicises the entire sentence. But he is powerless to prevent the waste and has hit upon an ingenious scheme to lessen it and place the paper where it will do good. He pleads with the member to authorize him to transfer his paper to someone on whom it may have a desirable effect. The idea is a good one but hardly far reaching enough. It must be brought more prominently to the notice of the members. The bulletin and cycling press generally might be used to advantage, but even then direct application to a majority of the members will be found necessary.

Mr. Potter's effort, in the absence of any attempt on the part of others to prevent waste, is most commendable.

#### HOW DOES ILLINOIS STAND?

Doubtless the action of the Associated Cycling Clubs of Chicago in barring colored men from competition in the Pullman race, will occasion considerable comment. The Illinois delegates to the national assembly voted for the negro, regardless of their personal opinions, because they believed it to be the will of the division. But the A. C. C. of C., certainly composed of representative men, decides, with but two dissenting

voices, that "no negroes need apply." It is rumored that a delegate will move to reconsider on the ground that a number of members did not vote. This would give us a better idea of whether Illinois still regards the colored gentleman "a man and a brother," or whether the southerners have gained another ally.

#### CONDITION OF TRADE.

For the purpose of verifying a prediction made a year or so ago, the *Cyclist* grabs, with avidity, at such items as have appeared in American papers and are calculated to show that the trade in this country is in as bad a plight as it has been reported, from time to time, in England. This is by no means the case. It is true that salesmen recently found difficulty in placing desirable agencies. This was due to the fact that a great many houses had goods left over from last year and that most makers sent men on the road so very early that nearly every agent had loaded up much before the usual time. At that period, too, retail trade was at a standstill. We were between hay and grass—waiting for the snow to disappear and spring weather to set in. Since then we have been favored with a few days of fine weather. Result? That one of the largest houses in the trade did the largest day's business in its history, and others followed suit—a state of affairs which, if it occurs at all, doesn't usually come along until late in May. Similar reports come from all directions and the makers who, in the fall, because anxious and decided to reduce their outputs are, in many cases, sorry for having done so. The market for English wheels is not "pretty well played out." Give us good machines—no refuse which cannot be sold at home—and the market will be found ready enough. There, *Cyclist*, please copy that.

#### PURE AMATEURS.

It does not follow that, because cash prizes are offered in Australia that is the only incentive to men to ride. An extraordinary state of affairs has just developed. An inter-club road race was contested over twenty-six miles of rough road and resulted in a tie. Another race was run with the same result! Then the bank, with which the prize money was deposited, failed. But the racers, as eager as ever, went at it again and decided the knotty question. That's pure amateurism, despite the fact that these men ride, year after year, for the coin of the realm.

Bravo Australia.

#### COLONEL BURDETT'S DENIALS.

Colonel Burdett denies that there was any condition whatever attached to that \$25,000 offer for *Good Roads*, except that the purchaser was to have the use of the league's membership list. The fifty cents per member story must therefore be untrue, despite the fact that it appeared in the official organ. The colonel also denies that he threatened to remove Mr. Miller in case the latter refused to change his decision in the Worcester-Boston imbroglio. Having commented somewhat freely on the first of these matters, we gladly state the other side of the case. It will shortly be in order for the league to establish a standing committee for the correction of untruthful rumors.

#### TRADE NOTICES.

A word as to trade "puffs." When an advertiser desires attention called to his wares or to his advertisement through the medium of the reading column, he is, perhaps, justified in asking the journal to so favor him, and, possibly, in expecting that his request will not be

ignored, provided it does not come too often. But he has no right to expect the editor to prostitute his columns by appearing as an indorser of whatever praise and palaver he—the advertiser—may see fit to write. A man of fame as a racer, for example, decides to ride a certain make of wheel. The maker in a great many instances deluges the cycling press with notices of the racing man's decision and incidentally commends his excellent judgment in having selected the best, the fastest, etc., etc., all of which the editor is expected to present to his readers as his own opinion. Some of them do it and some don't. Those who do have a very poor opinion of the intelligence of readers or an awfully strong appreciation of the advertisers' patronage. Those who don't are well aware that notices of this description fall like water on a duck's back, that readers, in short, are well aware that in nine cases out of ten something stronger than the merit of the wheel is necessary to secure the distinguished rider's services.

#### SANGER'S CHANCES.

While commenting on Sanger's ability to defeat the English cracks—and Zimmerman, too—the Milwaukee papers continually refer to the defeat of Zimmerman by Sanger at Sarnia, or the way the Cream City man captured a race from Tyler at Chicago last fall. We admit Sanger's greatness as a racing man, but we cannot see why the cases referred to should have any bearing on the case. At Sarnia Sanger had a handicap over Zimmerman and at Chicago Sanger was riding against a man who had had almost no training for full three weeks. Such comparisons, at least, are odious. But we grant that Sanger will defeat the best foreigner they can trot out, and even Zimmerman will have to look to his laurels. Sanger has never, until this season, had any training; he never knew anything about track work, he simply rode for all there was in him. If he has had good training, is careful, and gets in a few early races to learn a trick or two, as it were, he will keep the best of them guessing as they never guessed before.

#### WHY THIS REQUEST?

It seems a queer request, that of the National Cyclists' Union of England, that the international championships be run on as late a day as possible, for fear that the English racing men who may compete may not be in condition. Ere the international races are held the English racing season is practically at an end. The foreign racing men are to-day in about as good condition as they are at any time during the season. In the middle of June the English championships are held, and at that time the foreigners are supposed to be in the pink of condition. August is certainly as good as any month in the year for holding races in this country, at least from the weather standpoint.

#### GOTHAM JUSTICE.

A Gothamite's sense of justice must be something on the queer order if the following is any criterion:

A bicyclist who ran down a pedestrian in a city street yesterday was arrested and fined, not so much for the running down, but for his impertinence when the pedestrian arose and remonstrated with him for not ringing his bell. The punishment was eminently proper. Bicyclists have rights which the public are always ready to acknowledge; but these rights are not above those of the people on foot, and do not abrogate city ordinances.

This is really the first case of prosecution for impertinence that has come to our notice. We doubt if the rider was even to blame for running down the pedestrian, but we will grant that he

was. If he was, perhaps he should have been punished for reckless riding. But to punish him for being impertinent is another proposition. He was or was not guilty of reckless riding, and on this alone should or should not have been fined. Great laws they have down in Ward McAllister's burg!

The two or three people who have for some inscrutable reason tried to make it appear that Sanger is not entitled to ride as an amateur must feel disappointed. The Milwaukee man has received the necessary certificate of health and good moral behavior from the racing board, and goes east at once to finish his training preparatory to his English trip. Good judges of racing say that if Sanger is beaten it will be from lack of experience. It is hoped that this will not be the case, and that those fits of boyish temper, which have characterized so many of his races at home, may not be displayed for the edification of the Britishers. Be a good boy, Wallie!

THE REFEREE has been favored with a copy of the Louisiana (Mo.) Press, which contained this editorial:

That worm-eaten and superannuated old chestnut, the annual tour of the St. Louis wheelmen over the Pike County roads, to take place Sunday, May 7, is again being aired in the St. Louis papers. If that outfit of half-naked Sabbath-breakers knew just what the Louisiana people thought of them they surely wouldn't have the immaculate gall to come back here again. Of all the nuisances that ever afflicted a patient and long-suffering people, that annual bicycle tour is the worst.

The editor of that paper is evidently a relic of by-gone days, who regards wheelmen with the same disfavor as did the hoodlum of old.

OSMOND, in a letter to this office, said he would sail on the 12th and come direct to Chicago. Other advices from the other side are to the effect that he is far from the man that he once was and seemingly in poor health. Under the circumstances, and in view also of the fact that there is no track at present available on which to train, it is hardly to be expected that he will do much this summer.

It remains for the wheelmen of Minneapolis to recognize the value of boards for a track surface, and we shall soon know just how good a track boards will make. We hazard the prediction that the Minneapolis, three-lap board track will require less attention, last longer and be in better shape at all times than our \$7,000 world's fair track, composed of Joliet mixture of some sort.

THE Chicago Cycling Club is a league club. One of the requirements of the league is that all members of its clubs must be league members. It will be interesting to know how the expulsion of Barrett and Munger from the league will effect their membership in the Chicago, or the latter's membership in the L. A. W.

#### Bell-less and Brainless.

A New York cyclist has been fined for neglecting to tinkle his bell and running over an unwary pedestrian. There is no law compelling cyclists to ring their bells, but the court holds that they are bound to do it just the same.—Boston Herald.

And the courts are quite right, too. In New York recently a cad of a cyclist knocked down a street commissioner, who was accompanied by a lady. When reprimanding the aforesaid cad he was insulted and dared to consult the law, which he promptly did by calling an officer. The brainless youth was mulcted to the extent of \$5 and costs.



## BRAVO, AUSTRALIA!

LIVELY TIMES AND EXCITING RACES  
IN THE LAND OF THE KANGAROO.

Cash Prize Men Who Would Make Our  
"Pures" Blush—An Exciting Race  
—Probable Formation of a  
Governing Body.

By the last advices from you, I see that the vital subject of prizes is forcing itself on the wheelmen of America in right earnest. How quickly the spark was fanned into a flame; and quicker even will the flame spread, for no laws of amateur unions can cope with the desire of all ordinary, sensible wheelmen to receive money for their prizes instead of articles. For years I sailed under the flag of that cognomen—amateurism—because I was born and bred and fed on amateur sop, but now as years have gone on and experience is ripening, I fully understand that the terms "amateur" and "professional" should never have been included in the category of cycling-word lore. If you want to lay the sport afresh on new and sound foundations you must first of all delete these two terms, and call all racing men simply cyclists.

With us, few, if any men can make cycling a profession to get a living out of it, because there are scarcely any manufacturers here, most of the machines being imported, so we can and have dropped the terms and are not troubled from a maker's advertising point of view. With your people it must be different. Still, for all that, I fail to see why Americans need consider the maker's question. If all racing men met on one common ground as cyclists, the maker's employee question would soon find its own level in the top class on the racing path, simply because their object is to win, and if ordinary racing men, who race from a pleasure point of view and not a business one, cannot compete with manufacturer's men because their time for training is limited, depend upon it sport promoters will soon learn to cater to them as second grade men, as well as for the trade flyers. Cash prizes are not wrong. They have not interfered with the standing of Victorian riders one iota. The papers here never refer to the riders as professionals and consequently the public is satisfied. One thing is certain, if you want cash prizes to be the only ones given in America, you must endeavor to get the press and the people to bury both so-called amateurism and professionalism in one grave and let the rising generations that are to come trample on it forever. Riders then will only have one conscience and one color at the mast head.

## A GOOD MAN GOING ABROAD.

Mr. G. W. Burston, president of the Melbourne Bicycle Club, left Melbourne last week and took the China boat to Japan, where he will do some touring on the wheel prior to visiting the greatest show on earth. Burston has been a vice-president of the Harrowgate camp, visited England from Australia two years in succession and attended the canvas festival, and he means to be at the camp of 1893. Burston was accorded a club dinner before he left here and at the proposal of his health he was shouldered amidst a burst of enthusiasm and carried round the room.

## THAT BUSST-ED IMPOSTER.

Melbourne wheelmen have been very much amused at the report that Tom Busst had been interviewed in Chicago. Tom is still in Melbourne. If the gentle-

man who imagines and wants other people to believe he is Busst is with you now, kindly ask him if he knows Frank Mills, formerly of Wangaratta, Victoria, Busst would be glad to see a snap shot presentment of the expression of his imposter's face when the question is put.

## THESE ARE PURE AMATEURS.

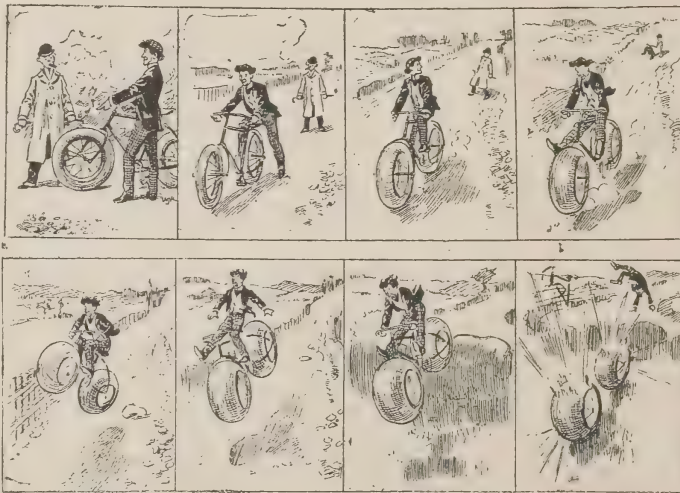
Road riding has been actively carried on during the past few months, chiefly owing to a series of 26 1-4-mile races which have been held between ten of the leading clubs in Melbourne for the title of premiers. The final contest was decided on Saturday last, when the Southern District and Fitzroy clubs met to run off. Twice before these clubs had met and made draws; the teams were six a side and each team scored 39 points on both occasions. In this last match the men rode like demons over the rough road, the whole dozen finishing up the 26 1-4 miles well together—the last man home only being eleven minutes behind the first. The Southern District team proved the victors and they are justly proud of it, for the work of winning it was no light task, seeing they had ridden seven contests over the route. The reward is chiefly honor, the prizes being a gold medal each. Unfortunately the money for the prize medals is deposited

vest. There was a good stiff wind blowing, but the men rode with determination. At the finish of tenth mile Arthur Turner burst away and gained that record, viz : 27 min. 31 sec. By this time there were only five left in, Turner, Scharp, Beeson, Herman and Charleston. The last named is only a stripling, but he rode with such spirit and with an easy, clean action that stamps him as a rough gem that constant racing will polish into a scratch mark man. When 58 minutes had gone and it wanted two minutes to the end of the hour,

## THE EXCITEMENT WAS INTENSE.

The men seemed electrified and bolted helter skelter over the asphalt. Charleston led, but his was a shooting bolt, as Scharp flew after him and streaked past, followed by Beeson. The pistol might bang at any moment; the leaders were in a desperate sprint; who could last longest, Turner or Scharp! The public yelled, the bell clanged all the time. Scharp leads—no, Turner! Yes, Scharp falters! Turner, Turner, Turner! was shouted from all parts, as the plucky young Austral winner of 1891 romped past Scharp, and with bent head and clenched teeth whizzed along until the pistol suddenly banged as he reached 21 miles 341 yards in one hour. This is

## HIS SELF-INFLATING PNEUMATIC.



He showed his friend his new self-inflating tire in its natural state; then he proposed showing how it worked—and the result.

in a bank that failed recently, so it looks as though the riders would get nothing but honor for their ride. This is less than the Grecians or Romans would have got for a similar contest; still our men are satisfied with fame, and yet the National Cyclists' Union would call these rider professionals. I tell you it's a farce.

## AN EXCITING RACE.

The Victorian Racing Cyclists' Association held a race meeting on the Exhibition asphalt oval track on Feb. 25. The afternoon in the early part was melting hot, consequently the gentle public did not attend largely, and so this association of riders loses some £19 over this, its first venture. The meeting was preceded by a procession of riders in their racing togs through the streets. In some quarters this was looked upon as very bad taste and ungentlemanly, and many racing men would not lend themselves to such a show. The last event of the afternoon was a race for the one-hour bicycle record of Australia, and it was a really fine contest. The starters were T. E. Adams, H. B. James, G. R. Broadbent, R. Holtz, D. Charleston, L. Herman, A. Turner, L. B. Scharp, and H. Beeson. One pace-maker at a time was allowed on the track, and he wore a red distinguishing

record for Australia.

## THE DU CROS FAMILY DUPLICATED.

Arthur Turner is one of four brothers, who are all fairly good at racing. They admire each other on the track, and the father adores the quartette and is as proud as Lucifer when any of them win. He waves his arms and umbrella and looks like jumping on his silk hat for joy, but that does not do, for the duty alone is 10 shillings on one of these head adornments, and times are bad in Victoria just now. The brothers run a bicycle shop as Turner & Turner, and seem to do a snug trade.

## NEW ORGANIZATION PROBABLE.

This week there is to be a conference between three members of the Melbourne Bicycle Club, Messrs. Muirhead Lambton and Gollan, and a similar number from the Victoria Racing Cyclists' Association, Messrs. Schwaebisch, Gannett and Scott, to endeavor to form a governing association to rule cycling. For the past few months the two bodies above mentioned have been working tooth and nail against each other to gain sole control, but now they find it's no go and one must 'chuck it.' The V. R. C. A., or 'Jockeys' Association,' as it is facetiously known, has been cornered clean by the M. B. C., because the latter

copyrighted the M. B. C. color regulations, and so, although the V. R. C. A. has nearly all the riders affiliated it can not register any racing colors. I hope next mail to advise that a new league has been formed. Alic Muirhead is the leading man in the M. B. C., and his motives are purely independent and for progress and staunch foundations.

## BUT THEY WON'T GO.

I notice the paragraph in your paper of January regarding Eck, Johnson and others coming to Australia. All here will give them a hearty greeting, and if any one of them win the Austral wheel race with its £200, he will be only too welcome to it.

As to the *Sporting Standard* or the Melbourne Bicycle Club helping to find the stuff to pay their way here, it is "all in my eye." In the first place the paper is not built that way, and as regards the club, its rules say expenses must not be paid to competitors. If your boys come, their own dollars must bring them, and all the golden sovereigns they win are their own. November is Austral time, and there is plenty of racing in December and January as well.

MR. SPARKS.

## An Absent-Minded Wheelman.

The Salt Lake City *Tribune* tells this story:

A California cyclist met with quite an adventure recently on account of his absent-mindedness. He rode to business on his wheel, and on his way down town worked out a few business problems. Before he reached the office he passed a livery stable, into which he rode, dismounted and told one of the hostlers to remove the harness, give the steed a good dinner of grain and rub him down carefully. The Irish stableman stared at the man, but the fit of abstractedness still clouded his memory, and the hostler pushed the wheel into a stall. When the absent-minded young business man, a few hours later, missed his machine and went to the stable, where he did remember having been, he found that his instructions had been carried out to the letter. The saddle had been removed, the wheel overhauled and oiled, and the tool-bag filled with oats. The hostler would not allow him to take his machine until the customary stable charges had been paid—the moral of which is that by the use of the bicycle, and retaining the use of the mental faculty, a great deal of money can be saved by the business man by the use of the wheel.

## Recent Publications Received.

The REFEREE acknowledges the receipt of the following publications:

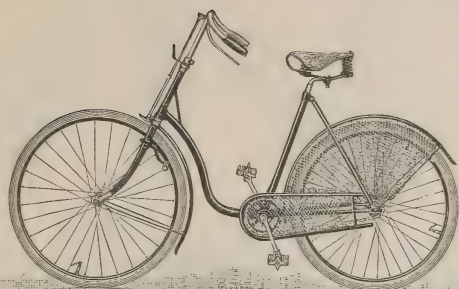
- Charles P. Tucker, Hudson Cycle Club, Hudson, Mass., neat little pamphlet entitled "My Log Book," being a diary of a bicycle tour through the New England states.
- Remington Arms Company, 313 Broadway, New York, catalogue.—Shows the Remington full roadster, 44 pounds, all on; light roadster, 32 pounds; woman's safety, 42 pounds, all on; racer, 22 pounds, and sundries.
- Charles Hanauer & Bros., Cincinnati, catalogue.—Shows complete line of the Victor, King and Queen of Scorchers, Sunol, Monarch, Liberty, Triumph, Eagle, Holiday-Temple Scorchers, Relay, Road King and Road Queen, Credenda and cheaper grades.
- Reuben Wood's Sons, Syracuse, N. Y., catalogue.—Shows complete line of Liberty, Eclipse, Falcon and Queen City.
- George E. Lloyd & Co., Chicago, catalogue.—Shows the complete Cleveland, Victor and Credenda lines.
- Metropolitan Cycle Company, Reading, Pa., catalogue.—Shows the Neversink No. 1, 40 pounds; No. 2, 33 pounds; ladies', 33 pounds; Stormer, 37 pounds.
- Kalamazoo Cycle Company, Kalamazoo, Mich., catalogue of parcel and luggage carriers, parcel holders, etc.
- J. Hoyle, Chicago, catalogue showing the Excelsior in four styles.



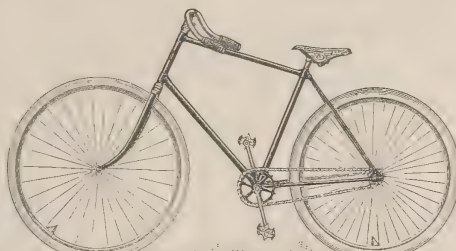
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## CYCLING IN THE SOUTH.

*A Race Track Project—Light Wheels in Demand—Riding Season Opened.*

ATLANTA, Ga., April 2.—The riding season here has opened with a boom. Every man who had a wheel last season has gotten it out and most of those who rode last season are either trying to sell their old wheels or trade them for new ones. Nearly every old rider wants a new wheel and they, together with new buyers, are making a grand rush for the '93 models. It is almost impossible to sell a '92 model machine and all on account of weight. The light weight fever has struck us and has carried everything before it. It is the first consideration with all buyers and the only one with manv. Thirty-pound wheels are more generally used here than those of any other weight, though twenty-eight-pounders are also very popular, and one can see a large number of wheels weighing only twenty-four pounds.

Riding up a few of the hills around Atlanta is calculated to make a man buy the lightest wheel, consistent with reason. Occasionally we see a good rider mounted on a forty-pound wheel, and he says it is light enough, but generally he has an axe to grind in the shape of his old wheel to sell. So far there has been very little trouble with these light wheels, though some of the best makes of wheels seem to be weak in the front forks, as some of them have been bent. However, this will doubtless be remedied as soon as the manufacturers find it out. Some croakers are predicting all kinds of disasters for those riding light wheels, but until some of these disasters materialize it is useless to try to sell wheels weighing over thirty-two or thirty-three pounds. One firm here had a large stock of last year's models, weight from forty to fifty

pounds, shipped it. It has not sold half a dozen wheels and complains of bad business. The sooner they learn that an "up to date" wheel is the only one that can be sold here, the better for them. One man had a large number of so-called tired wheels shipped him last year on consignment and the maker thinks it strange that he has not sold them, doubtless thinking this is a wild country, where anything would sell. A trip through the south would do some manufacturers good, both in business and health.

Dealers here generally should learn to keep in stock the different parts of wheels. Riders are much annoyed at having to wait from one to three weeks for any little part they may break or lose. Several sales have been lost by the agent of a certain popular wheel solely on this account.

There is considerable talk here about building a track. The Capital Cycle Club will hold a meeting next Monday night and discuss the matter. The members will, probably, either form a track association or endeavor to get the base ball people to build a track on their grounds. That a track would prove profitable there can be no doubt. With the exception of the Fairburn road race there have been no races among local men for several years. At the carnival here last fall the races of Jack Prince, J. S. Johnson, and W. A. Rhodes attracted many people and widespread interest was manifested. Atlanta has some fast men, notably, R. L. Cooney, E. P. Chalfant, Charles Elyea, Steve Hook, John Vaughn, H. J. Piggott and others. Some of these riders will, very likely, enter the May races at Savannah, and if they do they will be heard from. Ed Durant, who used to race in the days of the old high wheels, and who held all the state championships during those

days, has again bought him a wheel and will make it warm for his competitors. WINTIRE.

## Prosperity is Noted.

The *Advertisers' Review*, a bright new bi-monthly paper devoted to the business of advertising, prints a picture of Colonel Pope, and has this to say of the popular manufacturer.

The unusually successful advertising enterprise of Colonel Albert A. Pope, of Columbia bicycle fame, of Boston, whose portrait appears in this issue, will be one of the land-mark phases in advertising for some time to come. The critics of the present and the business historians of the future will find little reason to give Colonel Pope "Hail Columbia!"

The paper also contains this paragraph relative to the bicycle:

A prosperous tide appears to have befallen the bicycle manufacturers as well as the bicycle and "out-door" papers. The users of the bicycle seem never to have been more zealous devotees than they are in 1893. The wheel will certainly keep on turning.

## World's Fair Cycle Checking.

Edward B. Parker and H. G. Hamilton have opened what they term the Wooster Cycle Checking Station, at 292 Fifty-fifth street, a few blocks from the fair grounds. They have room for 1,000 wheels, dressing rooms, etc., and will have competent attendants in charge. The proprietors think wheelmen will find it difficult to get near the grounds with wheels, owing to crowded streets, and believe their place will be of great benefit.

## The "Bulletin's" Latest Bomb.

The latest bombshell thrown at the cycling public by the official organ is the reduction of its annual subscription from \$1 to 50 cents and the offering of premiums to those securing a certain number of subscriptions. This is probably done to secure a *bona fide* circulation, which shall be independent of the

subscription received through its being the league organ. It is generally understood that outside the circulation gained by its official connection with the league its circulation does not cut a very great figure. Be that as it may, it is an undisputed fact that great surprises are to be sprung by the occupant of the official sanctum on Oliver street, Boston.

## Milwaukee Wheelmen's New Club House.

On the 1st of May the Milwaukee Wheelmen will move into their new club house, which is illustrated in this issue, and the day-dream of the members will, at least in part, be realized. For years back the club house question came up with its usual regularity at every annual meeting, until it was regarded as something of a fixture; but this year the long-thought-of project found the club in excellent financial condition, and the members and their friends ready to put their shoulder to the wheel and push. As a result the Milwaukee Wheelmen's Company was formed and incorporated, with a capital stock of \$12,000 and with the following officers: E. A. Savage, president; F. J. Schroeder, vice-president; T. E. Hutchings, secretary and treasurer. About half the stock has been subscribed, principally among members. The club house has a very advantageous location on Milwaukee street, on the east side. All the rooms are large and admirably suited for club purposes. Both the out and inside of the house will be greatly improved. A new bay window will be added, and when completed it will be very much "in it."

The Susquehanna Wheelmen, is the name of a new organization at Harrisburg, Pa. The officers are as follows: President, W. A. Weidner; secretary, W. J. Wetmore; treasurer, H. T. Eisenberg; captain, Francis Cruess.



# Agents and Dealers

—WHO SELL—

## RUDCE CYCLES

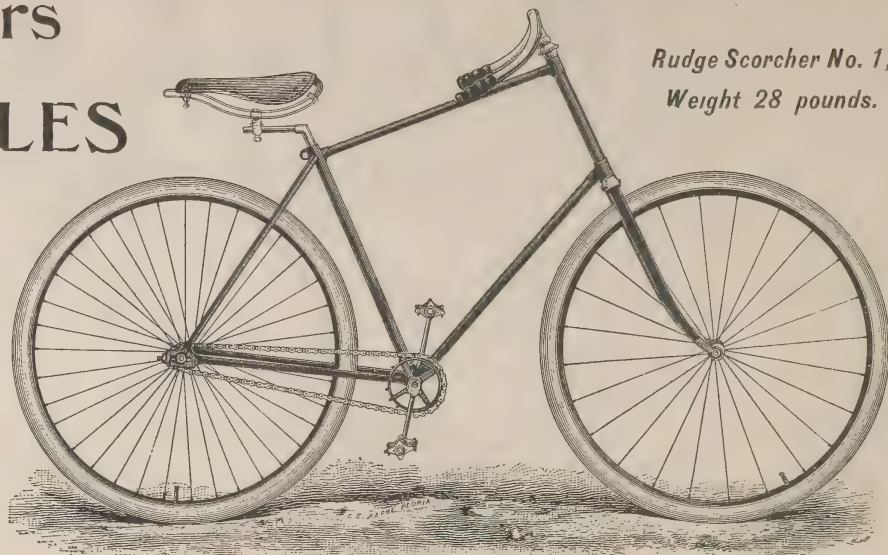
Make Friends and Money,  
Save Time and Trouble,  
Establish a Reputation.

### ELEVEN PATTERNS

For Ladies and Gentlemen.  
WEIGHTS FROM 20 LBS. UP.

### Racers, Roadsters, Tandems, Triplets

Absolutely Reliable and Up to Date.



Rudge Scorchers No. 1,  
Weight 28 pounds.

## RUDGE CYCLES

Are made in Peoria, under our own supervision, in the **RUDGE AMERICAN BRANCH FACTORY**, from Finished Bearings, Forgings, etc., direct from the Parent Rudge Factory. We are Exclusive Manufacturers and Importers for these World Famous Cycles for the entire United States, and want Agents in all unoccupied territory. Catalogue Free.

F. L. DOUGLAS CYCLE CO., Chicago Agents, 284-286 Wabash Ave.

## Rouse, Hazard & Co., 89 G Street, Peoria, Ill.

Prompt shipments and bottom prices guaranteed.

Largest Western Jobbers of Western Wheel Works' Goods.

MENTION THE REFEREE.

### A FAMOUS OLD CLUB.

*The Newton (Mass.) B. C. and Its Eventful History.*

The Newton (Mass.) Bicycle Club, which held its annual election and dinner in Boston last week, is one of the most prominent of the old day clubs in existence. According to the Boston *Post* this club, though not very active in cycling circles, has had a continuous existence for eleven years, and has probably eaten more dinners than any cycling club in the world. Every meeting is a feed, and they meet every month. The club was organized in 1882. Charles L. Clark was the L. A. W. consul for Newton, and seeing the need of a local club, called a meeting at Knights of Honor Hall in West Newton for April 1. The following were the charter members: Charles L. Clark, Freelon Morris, William W. Stall, George F. Williams, F. H. Whiton, Edward P. Burnham and F. W. Walker. The officers for the first year were: President, J. O. Elms, Jr.; secretary and treasurer, F. H. Whiton; captain, H. G. Pratt; first lieutenant, R. W. Bush; second lieutenant, Phil L. Aubin.

On the race track it has won brilliant honors. A. D. Claffin, son of ex-Governor Claffin, was the first man in America to cut the two-mile record below six minutes. He made 5:58 in Boston in 1883. W. W. Stall held the mile record for the open air for about two years. He made so many astonishing performances on the road, track and hill in the early days that he was called the "long-legged wonder." E. P. Burnham, the present captain, stood in the front rank of racing men for many years. He was one of the celebrated Columbia team that beat all comers in 1886. No rider in America made a better showing against the English riders in 1884-5 and 6 than Mr. Burnham. Harry Corey, who

made records by the score and climbed all the high hills in and around Boston, was a member of the club. Among the other noted racing men were H. M. Saben, C. F. Hayden, G. F. Crosby and J. W. Byers.

For several years the club conducted on the Fourth of July an Antique and Horrible parade in Newton. But the boys are growing old. Their cycling days are over, but they cycle still, and four times a year they gather around the festive board.

The present officers of the club are: President, Abbot Bassett; vice-president, T. S. Wilson; secretary, H. C. Nickerson; treasurer, A. A. Glines; captain, E. P. Burnham; lieutenant, A. P. Benson.

### There's a Lot in This.

The man who carries a repairing outfit is bound to go through the world rejoicing and unpunctured. The man who does not carry a repairing outfit has a burst or a cut on every ride. In speaking of the man, you see, I am combining him with his machine, but still the metaphor of the sentence will be apparent. It seems a kind of fate that no need for the repairing outfit should come to the man prepared, but to the man who is unprepared a kind providence has provided the man who is prepared, as I am sure many riders will bear me out; and yet there is a disadvantage in being prepared, because being prepared you are found of valuable assistance to that man who wanders through the land unprepared.—*Wheeler.*

### No "Social Feature" for Them.

A new bicycle club has been organized at Toledo, O., which will be devoted exclusively to cycling. There will be no "social feature," as it is termed, and the new organization will join the league immediately. A road race for Decoration day is on the list of coming events,

### NEWARK-PHILADELPHIA CENTURY.

*The Annual Event May Not be Held—Philadelphia News.*

PHILADELPHIA, April 15.—Will there be a Newark-Philadelphia century run in 1893? From present indications I should say "No." But notwithstanding the apparent apathy among club captains in general regarding this time-honored event, there are many inquiries about it, and the mere fact that it is being discussed warrants us in believing that if a few energetic wheelmen, either in this city or at the other end of the route, should take hold, it would not be many days ere a century run would be assured. It was only last week that I met Captain Conkling of the Elizabeth (N. J.) Wheelmen, and he asserted that if the riders in the vicinity of Newark could be given any assurance that the Philadelphians would co-operate with them, they would organize at once and manage the run themselves.

A "century" in these pneumatic days is not what it was during the days of the solid. As one facetious fellow remarked recently in discussing the run: "What's the use of spending an 'X' for the privilege of staying awake all night and swallowing a bucketful of dust the next day?" The demand for a century run comes mainly from those who have never made one, and there are enough of these in this city alone to make the run so large as to be unwieldy—if they could be induced to go. There's the rub.

The Century Wheelmen have always taken a prominent part in former century runs, and for the last three years have had a "cinch" on the "rag" offered as a prize to the club bringing in the greatest number. The fact of its being such an "easy thing" for them is the cause of their lack of interest, and they

seem willing to give some one else a chance. It is to be hoped that an attempt will be made to organize a run for this year, as former centuries have given a big boom to cycling in this city.

### AN APRIL FOOL JOKE.

The *Wheel* was taken in on "Kain," who writes the Philadelphia letter, April 1, in great shape. Some joker in the Century Wheelmen sent out a lot of postal cards stating that the Saturday night "feeds," which had been discontinued about March 1, would be in order again, commencing Saturday, April 1. Kain got a postal, but couldn't attend. He did the next best thing—wrote a couple of stickfuls in his letter to the *Wheel* about the enterprise, etc., of the Centurions, and gave a detailed account of the supper (which never took place). Needless to say that "Dick was not the only one—oh, dear, no!" for about two score assembled at the club house and kicked themselves home again.

### SMALL NOTES.

Twenty-two applications were acted on at the last monthly meeting of the Century Wheelmen.

The South End's ball at St. George's Hall was a brilliant affair.

Century's minstrel show is booked for April 27, 28 and 29.

The Century's active membership is approaching the 300 mark.

### Secure Sleeping Apartments at the World's Fair.

Rooms can be secured at the National Columbian Wheelmen's Association club house and hotel. Prices \$1 per day and upwards. Address, L. D. Taylor, secretary, 959 West Madison street, Chicago.

The Boston Woven Hose & Rubber Company has bought out the business of the Pneumaticum Mender Company.



## MISSOURI'S ROAD WORK

THE DIVISION, THOUGH SMALL, HAS BEEN VERY ACTIVE.

*A Road Bill Finally Passed By the Legislature How the Passage Was Brought About — Work In Illinois.*

MEXICO, Mo., April 15.—In the early history of the Missouri division, L. A. W., the name of W. M. Brewster is quite conspicuous, and the records show that in 1890 the said Brewster was instructed by the board of officers of the Missouri division "to get all the information possible regarding road improvement associations, with a view to organizing such an association in Missouri." And the records show further, "Mr.

ment, and has always been a strong factor in the movement for better roads. Much of the present interest in the improvement of the roads and existing road laws is due to its constant and earnest co-operation in the work.

In 1891 Governor Francis in his message to the legislature called attention to the need of legislation on this subject, and was at all times during his administration a friend to the movement for better roads.

It was during the year 1890 that the efforts of Chief Consul Holm and others induced the state board of agriculture to take up the work of road improvement, and since then this board has been very active in the work. Levi Chubbuck was at that time, and is now, secretary of the board of agriculture, and has been a very active agent in the distributing of road improvement matter through the bulletin of the board, and in the organization of farmers' institutes throughout

with the aid of the machine manufacturers, and was of great benefit to the delegates, as the trials of the different machines showed what could be done with improved and modern road making machines.

A street in Chillicothe was excavated, graded, and after the rock had been crushed and placed on the road bed in a proper manner it was rolled with a steam roller and the job completed in good shape. Country roads were graded up and the use of various machines fully explained, and thus much good for the cause was accomplished. There was a large and representative attendance at this convention from all parts of the state, and it was the opinion of those in charge of the movement, that the people were getting closer together in their ideas of how to best improve the roads and what steps were necessary to enact legislation to assist in the work of reform.

A bill providing for county option in the issue of bonds for the aiding of road building, the collection of all poll taxes in cash, a general road fund to be placed at the disposal of a competent county road supervisor, who was to let the road work out on contract, and other desirable changes in the present law, was introduced in the legislature and after considerable discussion was finally passed and approved by the governor, but not until it had been so amended as to lessen the advantages it was intended to give.

The Missouri division of the L. A. W., never very large or flush with a bank account, has not been able to do what it would like to do in the good cause; still it has done what it could to advance the work. It was represented by its highway committee at both the state conventions, and the present committee has endeavored to work hand in hand with the State Board of Agriculture and Mr. Potter in the work in this state.



"All Roads Lead to the World's Fair."—Chicago Record. But they are mighty poor roads.

Brewster will report the result to the board." So it would seem that in the birth of the road improvement in Missouri Mr. Brewster was in some way mixed up, although the records fail to show that he reported the results of his investigations. The records are probably not complete, for Brewster always reports.

Robert Holm, the indefatigable worker for all movements that tend to improve cycling or benefit cyclers, was at this time, as he is now, the chief consul of the Missouri division, and the records show that the road question was not slighted by him. H. C. Penn, of Columbia, was chairman, and H. G. Wolzendorf, of St. Louis, and T. H. McNeil, of Kansas City, were fellow workers on the highway improvement committee at that time. Their idea was to work the newspapers and to obtain their assistance in publishing road improvement matter. The press of the state was quick to see the greatness of the move-

the state, at which the road question was always placed before the people. John L. Erwin of Fulton, Mo., has also been active in preaching "the gospel of good roads" throughout the state. He understands the question fully and has devoted a good deal of time to the work.

In January, 1891, the Missouri State Road Improvement Association was formed under the auspices of the State Board of Agriculture at Springfield. John L. Erwin was chosen president and Levi Chubbuck secretary. At this convention the discussion started the people to thinking over the road question in a manner that indicated that they intended to devise ways and means to improve the road system of the state.

In the fall of 1892 the State Board of Agriculture issued a call for a road convention at Chillicothe, and requested county courts and all organized bodies to send delegates thereto. An exhibit of road machinery and rock crushers in operation was planned and carried out

In January, 1893, the second annual meeting of the State Road Improvement Association was held at Sedalia, and, as at Chillicothe, all organized bodies in the state were invited to send delegates. The attendance was larger than at the first convention and the gathering was honored with the attendance of Governor Stone, the house and senate committees on roads and highways, many county officials and prominent men from all parts of the state. It was clearly seen at the commencement of this convention that the delegates had not come there for the purpose of hearing essays on road building or the necessities of improved roads, but were there to make recommendations to the state legislature then in session in regard to a revision of the road laws of the state. The convention adopted a set of resolutions and appointed a committee to present them to the legislature and to assist in drafting a bill that would embody the ideas of the convention on the desired changes.

During the year past the committee has sent out circular letters to all of the bankers in the state outside of the cities of St. Louis, Kansas City and St. Joseph asking for information in regard to the effect of bad roads in their locality and what remedies they could suggest for the betterment of the roads and as to what was in their opinion the best way to increase the money available for road work. The letters met with general reply, and show that the financial interests of the state are heartily in favor of road improvement, and would not object to some additional taxation if better results could be assured.

A list of the road officers of the state, some 3,500 names and post offices, was compiled by Mr. Gillette of Mt. Vernon, who is a member of the state committee, and a copy taken for Mr. Potter's use and for the use of the state committee. This will enable road improvement literature to be sent to men who will be interested in it, and benefits are sure to



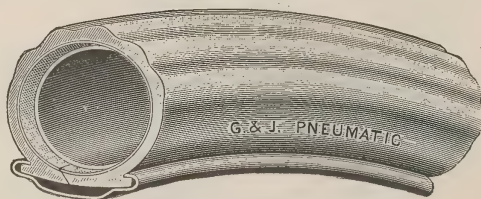
## Why so few G. & J. Pneumatics Puncture.

Any Pneumatic Tire will puncture—some easier than others. It would lose its resiliency and speed if made so as to successfully resist puncture.

It is a noticeable fact that

## Few G. & J. Pneumatic Tires Puncture.

The reason is plain.



### ITS OUTER COVER

entirely envelopes the inner air tube, forming a cushion between the rim and air tube—thereby protecting the air tube from contact with the spokes. Injury through contact with the spokes causes many a puncture and “burst.”

### ITS INNER AIR TUBE

is made of the very best quality of rubber obtainable, and is moulded a little larger than the inside of the outer case, hence is not “stretched” when inflated, for when the rubber is stretched a small puncture becomes a large one. The air tube of the “G. & J.” is simply pressed against the outer case and compressed, and is consequently *puncture proof*, as regards small punctures.

### ITS CORRUGATED SURFACE

is the chief puncture preventative, inasmuch as it presents a thicker, better wearing surface without impairing its resiliency. When you thicken the tread of a smooth tire you destroy its resiliency. The corrugated tire retains the advantages of the thick tread without its disadvantages. The corrugations *prevent “suction”* on the road surface—that makes the tire run easy—makes it speedy. The corrugations *prevent side slipping*, so dangerous to rider and injurious to machine.

And that's why

## So few G. & J. Pneumatics Puncture.

Any dealer will order them on *any* wheel.

Any repairer can fit them to *any* machine.

## Gormully & Jeffery Mfg. Co.,

CHICAGO. BOSTON. WASHINGTON.

NEW YORK. COVENTRY, ENG.

MENTION THE REFEREE.



follow. The state committee also aided Col. Pope in obtaining signatures to his road petition to a considerable extent, M. J. Gilbert of St. Louis being most active in this work.

The results of the agitation and education are more apparent in the neighborhood of Kansas City than in any other part of the state.

Many miles of improved roads have been built in Jackson County; Pettis County has started the work; and other counties are planning to greatly improve their roads this coming summer.

It is merely a question of finances in Missouri. Every one admits the needs of better roads and the benefits that

providing for the improvement of roads. Ex-Secretary Rusk and General Schofield, the head of the War Department, assured us that they were in favor of good roads. The present secretary of war is also in sympathy with the movement for improved highways.

"Our macadam pavement is not fit for good roads, as it succumbs too easily to the action of the elements and general wear and tear. It is high time that this 'working out' the road tax, should be done away with."

Forestry Commissioner A. S. Hamilton stated that he had been interested for many years in the subject of road improvement, and had watched with sorrow the opposition of those who should do the most—farmers. He commended the wheelmen for doing the most good toward the establishment of good roads, and remarked that under favorable conditions the country was more pleasant to ride in than the city, but with the roads in their present bad condition no wheelman could enjoy himself. "Some of us will die of old age," said Mr. Hamilton, "before we get good roads, but we can at least get good paths."

Chairman Lowe thought that with so many wheelmen in the city, mighty influence could be brought to bear upon the authorities for the betterment of roads in the city and country. He suggested that protection of bicyclists is a thing that should be secured, and also a thing that should be presented.

About 200 names are on the membership roster of the new association. The first thing to be done is to improve the paths in the city and to build a path around it. The membership fee is only \$1.

#### WORK IN ILLINOIS.

*Chief Consul Gerould Hopes to Soon Have a Good Roads Bill Passed.*

"We are doing the best we can," said Chief Consul Gerould, of the Illinois division, to a Chicago Journal reporter, "to secure something from the present legislature at Springfield. When I was down there a short time ago I believed that a bill providing for local option in the matter of road-making would pass the house, but from present appearances it seems hardly possible that such a measure will ever see the light. We have done the best we can to get such a measure through the house and senate and up to the governor, for the latter is very favorably inclined toward our cause. In two of his messages he has suggested measures in favor of good roads, but apparently neither the house nor senate looks at the matter as being of sufficient importance to waste any time upon. The time may come when these men will recognize that this question is one of great interest, not only to wheelmen, but also to the general farming population. The boys who run their bicycles over the country roads are really very little put out by their poor condition. It is, in fact, the farmers who must make constant use of them in hauling their products to market who suffer most from the deplorable condition of the highways in this and other western states. It makes a difference of fully 40 per cent in the loads that can be hauled, especially during the spring and fall, whether the roads are in good or in poor shape, yet it is very hard work to convince a farmer that there is anything in it for him to have the roads improved. For many years he has traveled through the same ruts and for months at a time his best teams have only been able to haul half a load to the nearest town, yet when he is asked to stand a tax of a few dollars in order to

construct a first-class roadway past his farm, he will complain of such extravagance, and probably at the next election vote against the man who made such an absurd proposition."

#### EASTERN DEPARTMENT.

##### *Explains and Complains.*

In a letter from Mr. Crowther I find the following:

I don't see what you meant by your criticism, in regard to what we said about the Worcester meet, in your last issue. You are entirely wrong. If you will read over what I did say you will find that I did not in any way insinuate that the Bay State Club had not a perfect right to run their meet whenever and wherever they saw fit, only Boston claims precisely the same privilege. I trust as you have placed me in a false position you will correct it. I don't usually pay any attention to matters of this sort, but this is so bad that I hope you will, with your usual fairness, set it right.

What I meant was that from the tone of Mr. Crowther's comments he was not in favor of giving Worcester a fair show in the race for the sanction stakes. He did insinuate that the sanction should be given Boston. That's the way it seemed to most people. I had no desire to place Mr. Crowther in a "false position," and note that he has taken no further part in a matter which should have at first been decided without appeal to the official organ, Raymond or Burdett. In conversation with Mr. Crowther, he, to his credit be it said, disclaimed any particular sympathy with either club. The Worcester boys, having won, can now afford to extend the hand of good-fellowship to the Bostonians.

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##### *Whence the Information Came.*

In a recent issue of *Sporting Times*, Mr. Sullivan cross-counters the REFEREE's representative under very unfair rules. So does his man Friday—the admiral of L. A. W. officials and red tape, Walter J. Masterson. Editor Sullivan would have I. B. Potter & Co., and likewise his readers, believe that I made use of what was intended to be private conversation about the suit brought by Sherwood & Rogers against *Good Roads*, but the fact of his giving me the firm's address and an introduction to one of the printing partners, Mr. Sherwood, persuades me that there was nothing of a private nature in the matter. I have said, and do say, that my information was obtained in the *Sporting Times* office, but I would not have mentioned the fact had not *Sporting Times* rushed to the defense of *Good Roads* the week after giving me the information which its editor was either afraid to, or forgot to print. I have no suspicion as to the courage of Sullivan or the conductor of the cycling department to which so many papers contribute, but I do and will insist on truth telling and fair dealing.

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##### *Two Instead of Ten.*

In my note on the Boston-Worcester controversy last week, the typo made it appear that outside of the twenty-one delegates from Boston, the rest of the Massachusetts division was represented by only ten. It should have been two instead of ten, which shows how completely Boston manipulates the division political machine.

George T. Warwick, of Springfield, Mass., has brought out what he terms the Little Gem pedal. It is so arranged as to make a narrow tread, yet give a large surface for the foot. It is a combination of rubber and rat trap, but the rubber may be removed at pleasure. The maker claims that it is dust proof and very light and strong. It has that appearance, at any rate.

#### ZIM TO MEET OSMOND.

*But Only for a Social Chat—A Party Will Meet the English Champion.*

A few New York cycling newspaper men will greet the English champion on his arrival in New York. Roland Hennessey and W. J. Morgan have the matter in hand, and will invite a few others to co-operate with them, and have a quiet little talk with the Britisher at Rogers' Chop House on Park place. Both Zimmerman and Joseph McDermott will be invited to join the party. Osmond is expected in New York on Wednesday or Thursday on the steamer Britannic.

##### ZIM WILL MEET HIM.

NEW YORK, April 18.—[Special]—Zimmerman and McDermott sail on the Aurania, of the Cunard line, Saturday. On Thursday evening, however, they will join a party which meets Osmond at quarantine.

ASBURY PARK, April 18.—Zimmerman arrived home from Savannah this week in company with Harry C. Wheeler, the fast young rider of the Manhattan Athletic Club, who has been with the champion in the south.

On Saturday of this week Zimmerman and his brother-in-law, Joseph McDermott, of Freehold, will sail on the Aurania for Liverpool. They will remain in Europe until June 24, when they will return to the United States. The "Jersey Skeeter" will probably run over to France and Germany and try for the championships of these countries.

It was expected that Zimmerman would take part in the races at Asbury Park on July 4, but McDermott says that it is hardly probable. The champion will be in poor shape just after the ocean voyage, and in no condition to race. However, he will be seen here at a later date.

McDermott, in a modest way, predicts that "Zim" will be on top of the heap this year, although he admits that there are some good "uns on the path. The Jerseyman did a half in 1:07 at Savannah a few days ago, and this, he says, is remarkably good this early in the season. Speaking of Osmond, McDermott said:

"It won't be our fault if we don't meet him. We will give him every opportunity to do so."

##### *"A Monkey and Parrot Time."*

If the members of the Allegheny Cyclers, of Pittsburg, don't have a fuss ere long it will be queer. There are two elements in the club—one for and the other against "strong liquids" in the club house and on the road. In fact this was the issue at the recent election. So intense was the interest in the matter that fifty-two out of the eighty-two members attended the annual election, and though there were but eleven offices to fill, there were thirty-nine candidates. The "buttermilk contingent," as it was called, was defeated, and now the "gay boys" say they propose having a side-board in the club house. This, it is expected, will precipitate a nice little row in the club.

##### *English Cracks at It.*

A. W. Harris, probably to-day the best man in England, began his racing Saturday, April 1, when he beat out Schofield in a three-quarter mile event at the Salford Harriers' meet. The time was slow, 3:10. At the *Sport and Play* carnival on Easter Monday, Harris won his heat in the half-mile scratch, but was beaten in the final by Schofield. Harris also won his heat in a quarter-mile handicap, from scratch, but was unplaced in the final. Harris won a mile scratch race at Liverpool on Good Friday, Schofield having fallen early in the race.



EDGAR S. BARNES.

would be derived therefrom, but the wherewith to pay for improvement can not be collected under the present road laws, hence the work in this state resolves itself into pushing forward new and better road laws.

The farmers seem to understand the question better than in some of the states and do not oppose the legislation as much as usual.

The trouble at the last session of the legislature was the members could not get it into their heads that the people wanted to have the roads improved, and instead of helping the cause along, a good many of them obstructed the movement. We hope for a better lot of representatives next session.

EDGAR S. BARNES.

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#### ASSOCIATION IN ROCHESTER.

*Formed for the Purpose of Securing Better Roads and Protecting Wheelmen.*

Rochester bicyclists and business men have finally taken the proper initial steps toward the improvement of city and country roads. Last Thursday evening a mass meeting was held in the Chamber of Commerce. Great interest was taken in the purpose of the gathering, which resulted in the formation of the Rochester Cyclists' Association, a society organized to promote the interests of wheelmen hereabouts.

Samuel H. Lowe, formerly editor in chief of the *Herald*, acted as chairman. After a few suitable remarks Mr. Lowe was introduced as the first speaker, John A. C. Wright, secretary for the New York State League for the Promotion of Good Roads.

Mr. Wright said that he was a "reformed bicyclist," and had won many cups and prizes in Cambridge, but when he came to Rochester the bad roads and streets reformed him the other way.

"I am not here to-night to mend your ways," said he, "but to ask you to aid in mending the ways of others. I attended a national convention in Washington in January, twenty states being represented. We made quite an impression on the senators and congressmen, and succeeded in having a bill passed,



# You can't ride the best—

that is if you take the manufacturer's word for it—you would be trying to ride a dozen wheels, and all at the same time.

## There's only one best;

and it's to your interest to hunt that best one out. WE WILL HELP YOU DO IT.

Send for an **"Imperial"** Catalogue. It's mailed free.

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GO TO THE nearest **"Imperial"** Agent. He'll help you to study

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**"Imperial"** THAT'S ALL WE WANT. TRY ONE—it's settled  
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**AMES & FROST COMPANY, Makers,**

302 & 304 Wabash Avenue, Chicago.





BOSTON CLUBS TO RACE.

REFEREE correspondent to-day: "The track will be completed for Decoration day, and there will be a race there if I have to ride one myself."

## THE SALTONSTALL TROPHY.

Conditions Under which It will be Contested for in August.

The committee in charge of the world's fair cycling tournament has formally accepted H. L. Saltonstall's magnificent donation of a \$1,000 silver cup. This trophy was placed at the disposal of the League of American Wheelmen, to be disposed of in such manner as that body deemed most desirable. Last week, by a vote of the committee the trophy was transferred to the Inter-

national Cyclists' Union of the world. This same rule as regards scoring of points applies to team contests.

5. Before delivery of the trophy a bond in the sum of one thousand dollars (\$1,000), satisfactory to the board of managers of the union, shall have been filed with the secretary of the International Cyclists' Union.

6. The association in possession of the trophy shall return same to the secretary of the International Cyclists' Union, or to any individual or individuals designated by the board of managers of the said union, thirty days (30) prior to the annual international championship meeting each year. The board of managers shall have the power to demand its return under forfeiture of bond at any time if good cause can be shown for such a demand.

7. No mark, inscription, display or engraving shall be attached to or put upon this prize without the consent or order of the board of managers of the union.

8. These conditions shall not be altered or amended in any manner without such changes or amendments shall first have been submitted to the board of managers of the International Cyclist Union and approved by them.



EXTERIOR VIEW OF MILWAUKEE WHEELMEN'S NEW CLUB HOUSE.

national Cyclists' Union of the world. The transfer was made subject to the following conditions:

1. The trophy shall be known as the Saltonstall International Trophy.
2. The Saltonstall trophy shall represent the general championship of the International Cyclist Union, and shall be competed for annually by all associations members of and in good standing with the union, in the manner prescribed below.
3. At the first meeting of the board of managers of each meet, held after the annual championships have been contested, they shall count the points secured by each competing association of the union, and shall announce the same to all members of the union, and award the trophy to the association having secured the greatest total of points in accordance with these conditions.
4. The manner of scoring points shall be as follows: Any duly accredited representative, or representatives of an association, a member of the union, competing in any international championship contest, held under the direct auspices of the International Cyclists' Union, shall score points for his or their association as follow: For first place five (5) points; for second place, three (3)

Any questions not covered by these rules shall be decided in the same manner.

## BUFFALO'S TRACK TROUBLES.

Difficulties in Securing a Suitable Site—Entries for Martin's Race.

BUFFALO, April 17. — Everybody thought spring was here for a certainty, and wheelmen had runs scheduled for Sunday, but between midnight and 8 o'clock Saturday morning over seven inches of snow fell, and yesterday cycle riding was almost impossible. The records of the local weather bureau fail to find a parallel for such a snow storm at this time of year.

The Ramblers are making extensive preparations for their big souvenir century run of June 25. The event promises to be of marked interest and has attracted wide attention. The captains of all the local clubs have been requested to furnish a half-dozen riders to assist in the pacemaking. The first ten miles the captains will be leaders, and during the next decade of distance the first lieutenants, etc. Efforts to keep the centurions bunched in the finish will be made.

The Press C. C. is having considerable difficulty in securing a track for the state

circuit meet, scheduled for June 3. Little progress has been made during the past week by the local track association, as the Y. M. C. A. cannot extend its lease of its outing grounds over a year at a time, and negotiations are blocked in that quarter by that association refusing to amalgamate with outsiders. Money is not as hard to raise to build a track with as it is to find a site to build a track on. It is thought by many that the board track suggested at Olympia Park is not feasible, as it could not be constructed the proper width, and would be a little quarter-mile affair at the best. Buffalo should have a date in the international circuit, and it is a crying disgrace to a city that boasts of eleven cycle manufacturers and 12,000 riders that it cannot have a decent track and take a place this year in the list of great cycling fixtures. Proper support from the trade is wanting, and while public spirit is exhibited in divers other ways in this particular feature all is disinterestedness.

Entries for the Martin road race are coming in fast, and among the outside riders who will compete is the Canadian contingent from Toronto, consisting of Hyslop, Carman, Smith, Milne, McClelland and a couple of others. Rochester will send a number, with Le Messurier as her fastest man, and as the rivalry among the local riders is very strong, a fine struggle will be the result. Every club has its best man in active preparation, and some dark horses are hinted at by the knowing ones. Last year the race fell to Nick Maeder, a young novice, and no one can tell the possibilities of this year's event.

There is a rumor afloat that a handicapper has been appointed for the western end of New York state by Chairman Raymond. There has long been a need for such an official, as Handicapper Prial's work for the whole state has been too severe.

## NO NEGROES IN THE PULLMAN.

The A. C. C. Bars the Colored Man—Officers Named.

Gradually the poor colored man is being shut out of everything that pertains to the sport of cycling; pretty soon we shall expect to hear of his being prevented from even riding a bicycle upon the public highways. Thursday night of last week the Associated Cycling Clubs of Chicago took up the colored question and all save two delegates voted to bar him from entering the Pullman road race. The committee on entries, through its chairman, asked for instructions in the matter, inasmuch as the question had been brought up by the newspapers. It took about two minutes to dispose of the matter, and the colored man will not be permitted to participate in the great Memorial day race.

The committee appointed to nominate officers made its report, which was adopted after two names had been added. The list of officers is as follows:

Referee—T. F. Sheridan.  
Judges—C. E. Randall, W. M. Brewster, William Herriek, H. P. Andrae, F. W. Gerould, J. M. Stimpson.

Assistant judges, to record numbers of finishers—N. H. Van Sicken, R. F. White, T. L. Sloan, A. W. Roth, K. F. Peterson, Mr. Wild.  
Timers—M. A. Hosford, R. D. Garden, E. H. Wilcox, F. W. Morgan.

Assistant timers, to record times as called—F. A. Ingalls, J. M. Erwin, John O. Blake, W. A. Davis.

Starter—L. W. Conkling.

The committee, in selecting the officials, took pains to name only those known to be workers; figure-heads would not do on such an occasion. Mr. Raymond was asked to act as referee, but as he does not expect to be in the west May 30 he declined the honor. Most of the officials are well known in

## THE WORCESTER-BOSTON TROUBLE.

There is nothing new in relation to the sanction for the Waltham race meet. An impression seems to have got abroad that the Associated Cycling Clubs is endeavoring to prevent Worcester from holding its meet on Decoration day. This is wrong; all the A. C. C. wants is a sanction for its race meet. If the sanction clause prevents the awarding of two sanctions in this state for Decoration day, it should also prevent the awarding of three sanctions for June 17, a holiday in this state. Despite the reason given for the non granting of two sanctions for Decoration day, three have been awarded for Bunker Hill day, to the Waltham, Lynn and Spencer clubs.

Great efforts are being made to induce the clubs to go to Worcester, but few if any of the local organizations will leave Boston on that day. The Massachusetts club is then to entertain the Rhode Island Wheelmen, the Pioneer club and New York Tourist Wheelmen, while the Press club will entertain the Taunton and Newburyport clubs. All the local clubs having rooms in Boston proper will throw their doors wide open and entertain wheelmen without regard to color, creed, sex or previous condition of servitude, and from present indications Boston will have the call Decoration day. Of course Worcester will not be left entirely in the cold, as there are enough wheelmen in this state to make both meets a decided success.

It has been stated that the Waltham track is only on paper. To a certain extent that statement is true, but that paper calls for the completion of the track within three weeks or the contractor loses a large amount of money. One of the owners of the same said to a





1893 MODEL.

# MAJESTIC

Light Roadster.

36 lbs. with Mud Guards to both Wheels—will strip to 30 lbs.

Does it sell? Well we should say it did!  
Why wouldn't it sell?

It's made from the best Credenda Steel Tubing, and Steel Drop Forgings, that can't be excelled, and the Machinery and Tools used are the finest in the world.

Bicycle of as high-grade as is possible to build and yet sold for

**\$115.00,**  
with Pneumatic Tires.



HURLBERT BROS. & CO., Manufacturers, 26 W. 23rd St., New York,

MENTION THE REFEREE.



cycling circles. Conkling has started almost every Pullman race, and without a hitch, too. In fact, the Pullman couldn't start without "Conk."

It has been decided to have the finishing point about 300 yards farther east than heretofore, or some 200 feet east of the Pullman railroad tracks on One Hundred and Eleventh street. This street will be enclosed with ropes from the stone wall gate to a point some distance beyond the tape and people will not be permitted beside the ropes. A large tent will be erected on the ball grounds—which are opposite the finishing point—and here the men will dress.

President Garden reported that arrangements for the transportation of the crowd from the city to Pullman had been arranged with the Illinois Central road. On the day of the race the world's fair traffic will cease for a time and the tracks and trains will be used for the race crowd. One train will be started two minutes before the limit man gets away, then a train will leave every two minutes thereafter until the entire crowd has been taken away. The railroad officials do not think a person can see the scratch men away and get to Pullman in time to see the first man in. Trains cannot be loaded as quickly as heretofore, for passengers must, on Decoration day, pass over the viaduct at Van Buren street, through turn-stiles, and down long stairways to the world's fair platforms. Under this plan, of course, bicycles cannot be taken on board the trains.

Those who intend witnessing the start and taking a train for Pullman, must buy tickets before passing through the gate, or they will be turned back. Commutation tickets will not be good on world's fair trains, which are to be used for the race patrons.

The Lincoln club will not run its tally-ho coach to the sand hill this year inasmuch as it will cost \$150 for the use of the coach, or about \$8 per head, to say nothing of extras.

QUAKER CITY RACE TALK.

*The Tioga Track—Taxis Will Train at Springfield.*

PHILADELPHIA, April 17.—Much regret is expressed that so many wheelmen have resigned from the Tioga Athletic Association. This association owns the only good track in the city, the others being what Mr. Prial justly calls "death traps." It is to be hoped that the advent of the racing season will cause an influx of new members from the ranks of the local bicycle clubs. The track is easy of access, and 'twere well if local wheelmen would think where we would be "at" without the track.

Unable, through press of business, to go south to train for the spring meets, Taxis will get in shape at Springfield, where he is in business with the Warwick Cycle Company.

The South End's road racing team is in active training for the coming race with the Wilmington Wheel Club's team.

Rumor has it that a half-dozen local cracks have applied for licences in the N. C. A.

The Southwestern Cycle Club will have a five-mile road race early in June.

A quarter-mile track has been built at Neshaminy Falls.

MISCELLANEOUS RACE TALK.

*Little Paragraphs About Prominent Riders—Future Meets.*

One thousand dollars worth of prizes have already been donated for the Waukesha road race.

Wilson, trainer for the London County

club, expresses the opinion that "Osmond has seen his best days, though, mind you, he was not properly trained when he went for the record last season. 'Choppy' Warburton's methods might have been all right had Osmond the same iron frame that 'Choppy' himself possesses. Osmond has a weak chest, and therefore requires careful handling." Warburton is an old long-distance runner, over six feet high and possessed wonderful staying powers years ago.

H. L. Saltonstall, chairman of the Irvington-Milburn road race, is doing splendid work. The entry this year will be larger than ever. Mr. Saltonstall's address is 96 Broadway, New York, where entry blanks can be procured.

Entry blanks for the Worcester meet, and nearly all other meets and road races in the east and south this season, can be obtained at the REFEREE's eastern office, 21 Park Row, New York. A request by mail, enclosing a stamp for return postage, will meet with prompt attention.

Preparing to Depart.

A. A. Zimmermann and Harry Wheeler arrived in New York last Sunday, on steamer Kansas City from Savannah, at 6:30 p. m. Both the boys were feeling in splendid fettle and are loud in their admiration for Savannah and the people there. A REFEREE representative boarded the steamer and had a chat with the champion, Captain Fisher and Purser Bridges, who have taken quite a liking to Wheeler and Zimmermann. In reply to a query the Freehold boy said that he was stronger and was confident that he would ride faster than ever this year. In reply to a question as to his defeat by Wheeler he stated he did not exactly like one of the corners on the Savannah track and rode with more than usual care, as he did not want to risk a fall just now. He will sail for England Saturday and will be accompanied by Joseph McDermott. The party will land at Southampton, probably. Wheeler will not go along. Nobody seems willing to foot the expense account. Wheeler looks strong, is evidently in fine form, and will probably continue training in the vicinity of New York. Zimmermann proceeded to Freehold, N. J., on an early train Monday.

The New Racing Rules.

The racing board has made some very desirable changes in the racing rules. The rules in a nut-shell follow:

Athletic clubs will always be granted sanction when but two cycling events are on the programme; if more than two, the rule regarding confictions shall apply.

The national championship events shall be quarter, half, one, two and five-mile safety, one-mile ordinary, and one-mile tandem.

The national championships are open to any amateur in the United States.

The classification table is done away with; a man is classed according to his record for a particular distance.

All entries must be paid in advance, or the handicapper shall throw out the entry.

The handicapper is to have track privileges.

Breeches must extend to the knee.

Numbers must be placed on the back or right shoulder.

To Race from Des Moines to Chicago.

In order that Des Moines, Ia., may be brought to the attention of the people visiting the world's fair, the people living in that city have been figuring on a race from the Iowa town to the world's fair. They figure that they can get seventy-five men to enter, at \$15 per head, and that if they give three prizes—\$500, \$300 and \$100—they will have enough left to pay the necessary expenses. The projectors of the race think that such a scheme would advertise the

city better than if \$20,000 were expended in any other direction.

Expect a Big Meet.

The members of the Kansas division are anticipating an unusually large and successful meet at Fort Scott July 4 and 5. The track on which the races will be run passed the winter splendidly, and is now being put in condition. It will be ready for training by April 25. The Solid City Wheelmen, who are promoting the meet, are getting out a large and handsome programme, which may be had, together with entry blanks, by addressing Henry E. Harris, secretary.

Speedy Riding at Memphis.

The Memphis *Avalanch* says that after the decision of the half-mile race on the 11th, "the boys tried for Birdie Munger's record for a flying quarter mile, and succeeded by nearly two seconds. Joe Craig, Jr., secured first honors, riding the distance in 32 sec. flat. C. H. Maydwell next in 33 sec., and E. D. Craig made it in 33 3/5 sec. Unless these times were taken by the town clock, Memphis must be coming to the front.

No Challenge Yet Received.

A Buffalo dispatch to the *Sporting Gazette* of Wednesday stated D. H. Lewis had, on behalf of Buffalo, challenged Chicago to a twenty-five-mile team race, to take place at Detroit June 10; each city to be represented by twenty-five men. Up to the time of going to press, however, Captain Root of the Chicago C. C. had received no such challenge. Mr. Lewis wrote, however, that he would issue a defi this week.

Race Notes.

The new San Francisco cement track is nearing completion.

Joe Hanley, of Kansas City, broke the Kansas ten-mile record Wednesday at Emporia, doing the distance in 33 min. 38 sec.

E. M. Newman, of the Lincoln C. C., Chicago, has been nominated for handicapper in the eighth district, in place of J. M. Erwin, now on the racing board.

Iowa's annual field day will be held at Des Moines in June, and on this occasion several bicycle races will be witnessed. The semi-annual field day will be held May 6.

The Savannah Wheelmen will hold their spring races May 9 and 11, during May week celebration. The 10th being "Tyber day," everybody will go to the sea—to see the sea and let others see them.

Charlie Murphy informs the REFEREE that the Maryland Bicycle Club has presented him with a handsome clock as the prize he won at its meet last fall. Murphy is highly pleased with the prize.

Several of the road scorchers negotiated the Irvington-Milburn course last Sunday and pronounced the going excellent. Chairman Saltonstall and his committee are doing well with the preliminaries.

Elliott Burris, of the New York Belting and Packing Company's tire department, is getting to be quite a scorchers. He was seen pumping away towards Coney Island last Sunday in company of W. F. and Charlie Murphy.

The Rockford (Ill.) C. C. will hold several club road races this summer. John T. Burke has offered as a prize a gold medal, appropriately inscribed, the value of which is \$37. Any member winning the medal three consecutive times becomes the owner of the same.

AUSTRALIAN COLOR SYSTEM.

*Riders Distinguishable by the Uniforms They Wear—How it is Worked.*

The Melbourne Bicycle Club, which is the leading organization of Australia, has a system by which the spectators at a race meeting are enabled to follow the fortunes of the riders and to tell at a glance how they stand in the procession. In England it is a common thing to find printed on the programme the colors of the riders' uniforms, but as anywhere from one to a dozen men are liable to dress alike, the system is incomplete. Australia does better. Every rider registers his colors, as is done by horsemen. Unlike horse-racing, however, there is no trouble in deciding which is red, pink, green, carmine, cardinal, maroon, or any other like color; for there is a regulation shade in each color. Red, for instance, is adopted to the exclusion of all others of its class. No two competitors have colors alike.

So far the only colors used are white, black, red, blue, green, yellow, gray and brown. These colors refer to jackets, caps and sashes only—for example, white body, brown sash, black cap. All riders wear white breeches and black socks. The colors count above the waist, and sashes are required to be four inches wide. The jackets are made of satin and the effect is pleasing. The objection which some riders made to riding in satin—that it hindered speed—was soon forgotten, and all now use them without a murmur. The jackets are made tight. The method of transposing colors is almost unlimited, at least running into thousands of distinct sets of colors.

BILLINGSLEY'S RELAYS.

*They Will be Started From Illinois' Capital on May 26.*

Vice-Consul Billingsley of the Illinois division is hard at work upon his several relay rides, which will be started from Springfield May 26. Messages will be carried from the governor of Illinois to the chief executives of Wisconsin, Indiana, Kentucky and Iowa.

The route to Madison, Wis., has been divided into districts, passing through Mason City, Peoria and Sterling to the Wisconsin line, where the message will be taken by riders selected by Captain Warner, of the Madison club.

From Springfield to Indianapolis the route will be through Decatur and Tuscola to some point in Vermillion County, Ind., where Carl Fischer, of the Zig-Zag club, will take the message and have it sent to Indianapolis via Rockville and Danville.

The message to Frankfort, Ky., will pass through Indiana on account of bad roads in southeastern Illinois. From Indianapolis it will be carried through Columbus, Seymour, Scottsburg and New Albany, and there taken charge of by Chief Consul Watts of Kentucky.

The Iowa route will be via Beards-town, Rushville and Macomb. At Burlington George W. Tones, secretary-treasurer of the Iowa division, will take the message and see that it reaches Des Moines.

A Good Move.

The Indiana Bicycle Company is about to open a distributing depot in Chicago. The location will probably be 287 Wabash avenue. This move is for the purpose of delivering promptly to customers in and around Chicago. No wheels will be retailed.

Van Wagoner has entered the Martin road race and W. S. Campbell will probably do so.



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

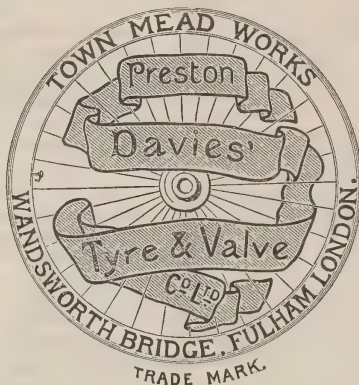
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

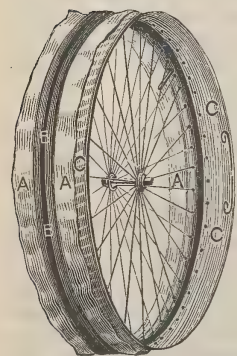
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



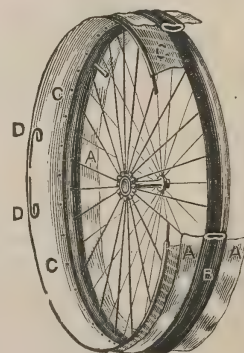
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tyre and you are ready to start.



Showing the Tyre open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.

LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.

COVENTRY DEPOT: 21 Warwick Lane, Coventry.

AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.

AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.



## CYCLING CASUALTIES.

FEW AND FAR BETWEEN AS COMPARED WITH OTHER SPORTS.

*Important Change in League Rules—The Policeman and the "Noomatic"*  
—Zimmerman and His Friends.

The recent fatal accident to a cyclist at Wheeling, W. Va., was a very sad affair, but it must be acknowledged that cyclists as a class are remarkably fortunate people. In no other branch of sport that has as many participants are there so few accidents as in cycling.

It is seldom, very seldom, that we hear of a cyclist being run down, or colliding, or any of the other hundreds of accidents that he could meet with every day. On our crowded city streets, with their horse cars, their maze of trucks and vehicles of all descriptions, it would seem that the cyclist would be the especial mark of unkind Fate. But no. The cyclist seems to lead a charmed life, for he twists and turns and flies around so that he saves himself anything from a scratch to a broken neck.

Not a hunting season passes that does not leave in its wake the spirits of two or three brave men who men their death while going 'cross country. The yachting months bring us storms and high waves that carry off lives like the rolling away of pebbles on a sandy beach. The football, polo fields and a dozen other places where games of skill and perseverance and strength are played, help the great list of casualties. But cycling has only a small share in the work of limb-crushing and life-destroying.

The death of poor John Keys, the Wheeling cyclist, is but a bit of cycling flotsam in the great sea of field and water accidents.

## LIBERALITY IN THE L. A. W.

Old age, prejudice, ignorance—each or all are responsible for excessive conservatism. Progressiveness, energy, youth—these are the things that make a liberal policy often a wise and generally a successful one. The League of American Wheelmen is getting more liberal every year.

The racing board of the L. A. W. has made some changes in the racing rules that cannot fail to meet the approval of cyclists. The one that I consider the most important is the change in the rule governing the national championship races. The amended rule reads as follows:

The national championship races are open to any amateur wheelman resident of the United States.

The change in this rule makes the L. A. W. an organization of importance to every cyclist in the United States, whether he is a member or not. It is thoroughly liberal in spirit and quite in keeping with American institutions.

By throwing open the national championship races to every cyclist in good amateur standing in this country, a larger number of entries will undoubtedly be received, the ultimate result being that the L. A. W. will gain as members many racing cyclists who now have no interest in its work.

The racing board is growing wise with age and liberal with experience.

## OUR BRIGHT GUARDIANS.

The old narrow-gauge tire promises soon to hold the same relative position to the pneumatic that the ordinary does to the safety. And yet at the present time there are many people right in this great, big city of New York who haven't

the slightest conception of what is meant by "pneumatic."

Such a man I met a few days ago. He was a policeman. I met him in Central Park under rather unpleasant circumstances. One day last week when the sun shone bright and the mud was thick, I very foolishly started for a little tour through the park. While going down one of the numerous little hills I lost control of my pedals, got a bit rattled, my wheel slipped from under me, and—well, I took an unmerciful tumble right into a mud-puddle. And what gave a still greater tumble to my pride was the fact that just at that moment a saucy-looking young woman went sailing calmly by just as if a fall was some thing with which she had not the slightest acquaintance.

At that moment up came a policeman. "Say, young feller," he blurted out, "if yer hadn't been coasting down that hill yer wouldn't hev gone under. It serves yer right, see!"

This surely was heaping indignity on misfortune. I was mad. And anger made me do a brave thing—I talked back at him.

"See here, officer, I wasn't coasting down hill and it didn't serve me right. Don't you know that it's the easiest thing in the world to slip on a pneumatic?"

"Noomatic, is it?" And he looked at me in disgust. "Yer think yer smart, don't yer? Why don't yer say plain mud?" this with much emphasis. "Noomatic, indeed!"

He thought "noomatic" referred to the condition of the road.

This is not so funny as it is characteristic of the New York policeman.

## THE GABBLE OF FRIENDS.

Some of Zimmerman's friends are making statements that they can't prove.

For the sake of the sport, it does seem a shame that Osmond is coming to America just as Zimmerman leaves for England, thus precluding the possibility of their meeting in the English championships. That is no reason, however, why Zimmerman's friends, much against his wishes, I believe, should claim that the English champion is coming to this country because he is afraid to meet Zimmerman. This is the sportsmanlike manner in which some of the friends of the Asbury Park cyclist are discussing a matter of which they appear to be grossly ignorant.

We all know that Osmond is coming to America to attend the world's fair in the interests of a great English cycle firm. This firm will be an important exhibitor in the cycle department of the fair. Months ago Osmond was assigned the position of manager for the firm's exhibit, and as the fair is to open on May 1, it is quite evident that it is high time that Osmond were at his post of duty. The company of which Osmond is an employe is probably very proud of its cyclist-manager and would like to see him win every prize that is offered, but, as with all other concerns, it is dollars and cents first and pride a close second.

Zimmerman is too much of a gentleman and sportsman to make disagreeable charges which he cannot prove. While he very properly and very naturally believes himself to be a greater cyclist than Osmond (and we're with you, "Zimmie"), he also knows that Osmond is a plucky cyclist and good sportsman, who probably as much as anyone deplores his inability, through the intervention of business, to meet the American on his native soil.

It looks as if Zimmerman might well say: "Defend me from my friends; I can defend myself from my enemies."

## NOT LOYALTY, BUT FALSE DIGNITY.

The Chicago Cycling Club is rowing in dirty water when it tries to pull Barrett and Munger out of the waves of expulsion into which they were thrown by the L. A. W.

I have talked with many cyclists on this question and the general opinion seems to be that Barrett and Munger received only their just deserts when they were expelled by the league. They committed a breach of etiquette and faith in signing the application of Leeming, and if they had not been expelled summarily it would have shown a weakness on the part of the L. A. W. that would have meant future trouble for that body.

A club cannot be blamed for taking up the cudgels in defense of members that are being unjustly treated, but it is poor policy to condone a fault that breeds mischief and for which the culprits seem to feel but little sorrow. Barrett and Munger are not children that can be whipped for a fault and put to bed with an admonition "not to do it again." Both men knew well what they were doing, and so did the L. A. W. when it decided upon its course in their case.

Messrs. Barrett and Munger, you have taken a leap into troublous waters, and as long as you don't sink you should be left to get to land as best you can. And as for you, Chicago Cycling Club, don't be sponsor for the acts of two foolish members just because you have exalted and distended ideas of club loyalty.

It's a pretty bad mess, but the L. A. W. seems to come forth with clean hands.

BURKE.

## TO BE READY MAY 15.

*The Chicago Track Will be Built in a Hurry According to the Contractors.*

The signatures of the eastern members of the international race committee are all that is now needed to complete the preliminary arrangements for the Chicago track. Bids were submitted Monday as follows: Dolese & Shepard, \$7,350; Kissack & Muir, \$8,150; Dennis McNamara, \$8,300. The Dolese & Sheppard bid was accepted.

The contractors expressed a belief that the track would be ready by May 1, were positive of finishing by the 10th and forfeit \$100 per day after the 15th. From that time onward the track will be incessantly "worked" until race day.

## BUNNELL, OFFICIAL REFEREE.

*Appointed to that Position by the Cash Prize League.*

The appointment of O. S. Bunnell, of Philadelphia, to the position of official referee of the National Cycling Association is announced. The appointment will occasion some surprise. Mr. Bunnell is one of the most prominent of Quaker City wheelmen, president of the Tioga Athletic Association and of the Park Avenue Wheelmen, and chairman of the state racing board. He will receive a salary of \$3,000 and expenses. Mr. Bunnell is regarded as one of the most honorable men connected with cycling.

## The Centurion's Good Luck.

The Century Wheelmen, of Philadelphia, are fortunate in having within their ranks men who look on the club run as a great factor in cycling club life. Charles N. Carr, in order to create a spirit of emulation and to insure large turnouts, has donated a handsome cup, valued at \$250, which is to become the property of the person who wins it three consecutive years. In the event of a tie, the one having the greatest mileage for the year wins. At the end of each year the leader has his name inscribed on the cup. The fact that sixty-three attended the first club run is an indication that the idea is a well-conceived one.

## "ZIMMIE" LEAVES SAVANNAH.

*He is Given a Dinner and Actually Makes a Speech.*

SAVANNAH, Ga., April 14.—Zimmerman and Wheeler, "the kid," left on the steamer Kansas City for New York this afternoon. A large delegation of the Savannah Wheelmen escorted them to ship and bade them a fond adieu. It was Dan Canary's intention to have accompanied them, but a business engagement in Brunswick prevented. As the ship steamed down the river the balconies of all the offices along the river front were thronged by wheelmen and friends to yell "good-bye" and "God-speed" to Arthur Augustus and "the kid," who were perched thirty or forty feet up in the main rigging of the good ship. "The kid" clung tenaciously and seemed to be well content with only a short distance intervening between himself and the deck, while Zim climbed to the highest position, as he undoubtedly will in the coming races. As the ship sailed on and they gradually faded from view mid waving of hats and handkerchiefs, the wheelmen turned their faces homeward with many regrets.

They have made friends everywhere, and Zimmy said in his laconic way: "Boys, I am really sorry to leave here, you have made my stay so pleasant; but I will be with you at your meet in October, and many of the boys will come with me."

## DINED WITH THE CHAMPION.

The wheelmen gave a dinner to Zimmerman and Wheeler at the Bannon House at Thunderbolt Wednesday night. Thirty members of the club went out on a special car over the electric line at 9 o'clock. It was the intention to ride out over the shell road, but the rain interfered.

The dinner was served at 10 o'clock, and the party returned to the city at midnight. The dinner was like all wheelmen's entertainments, informal. The toasts were impromptu. Mr. Denhardt, vice-president of the wheelmen, and Mr. Lindsay presided.

Speeches were made by Henry McAlpin, Mr. Lindsay, Zimmerman (think of it!), and others. Zimmie thanked the wheelmen for the courtesy shown him during his stay here. Wheeler voiced Zimmie's sentiments. Canary made a speech. Songs were sung, jokes were cracked, punch was drunk, and the after-dinner hour was spent as only wheelmen know how.

## WILL NOT SECEDE.

The *Wheel* in its last issue stated that the meet at Cumberland Island would be for the purpose of organizing a league of southern wheelmen and withdrawing from the L. A. W. on account of the negro being admitted. Such an idea is all bosh and silly talk. While the southern boys do not like the decision, they are amply protected by recommendation veto clause, and can refuse to admit negroes in their divisions. Rest assured we do not fear the negro entering the league in the south. CRACKER.

## A World's Fair Item.

James Dwyer, aged 75 years, proposes to go to the world's fair from Genesee, N. Y., on a bicycle.

A new bicycle club has been organized in New York, under the name of the Thirteen Cycle Club. It was started with thirteen members. The dues are \$1.13, initiation fee \$3.13. The meetings are called on the 13th of every month at 8:13 p. m. The club has quarters in One Hundred and Twenty-fifth street. A Thirteen club was once formed at Philadelphia by a number of trade and cycle press men.



THE  
ROVER  
IS

Without Doubt the Most Popular Machine in America.

AGENTS WANTED WHERE NOT REPRESENTED.

For List and Terms apply—

J. K. STARLEY & COMPANY, Ltd., MAKERS, - COVENTRY, ENGLAND.

MENTION THE REFEREE.



When on my Cleveland wheel I'm seated,  
And up the street I swiftly glide,  
They say discussion grows quite heated,  
To know what wheel that man doth ride.  
And when my wheel I let them try,  
They exclaim, with look intent:  
"This is the wheel we'll surely buy,  
If we don't lay up a cent."

Cleveland No. 4.

Cleveland Thread Pneumatic Tire.

FITTED WITH CLEVELAND RIM,

LIGHTEST MOST EASILY REPAIRED TIRE COASTS Farther Than Any Other.  
SWIFTEST

Removed from the Rim by simply deflating the Tire. Permanent repairs in from two to five minutes.  
Burwell Dust Proof Bearings.

A Printed Guarantee furnished with each and every Wheel sold.

Minor details carefully looked after.

Catalogue on application.

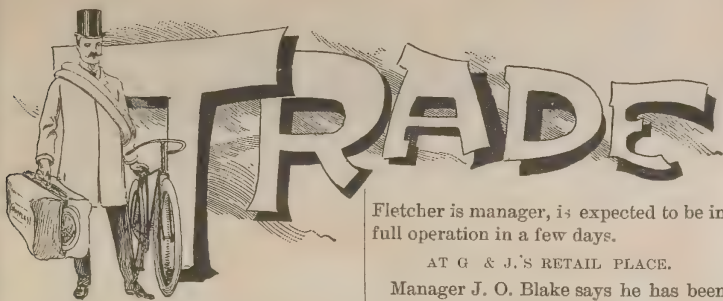
H. A. LOZIER & CO., Cleveland, Ohio.

CLEVELAND NO. 5 is the finest LADIES' WHEEL on the market. Have you noticed the Frame?

GEO. E. LLOYD & CO., Cor. Canal and Jackson streets, Chicago, Agents for Chicago and Cook County.

MENTION THE REFEREE.





## RETAIL TRADE LOOMING UP.

*Chicago Shop-Keepers Continue to Have Good Trade.*

The occupancy of the store at the south-east corner of Wabash avenue and Van Buren street by the Monarch Cycle Company, places the east side of Wabash avenue almost even with the west side as regards the number of cycle concerns. It is understood the Monarch company pays \$6,000 per year for the store in question. Some shake their heads, as if in doubt as to the success of such an undertaking, but there is no likelihood that the Monarch managers are going into a deal in which they are not reasonably sure of piling up some profits. To be sure the season is pretty well opened up and the company will miss some sales, but there are yet many good bicycle-selling months to come, and the Monarch company will probably average up with most of the other concerns.

## SMALLEYS AND RALEIGHS.

The Marble Cycle Company, 271 Wabash avenue, has been enjoying a good trade in the wheels of its own production and those made famous by the "Jersey skeeter"—Raleighs. Manager George K. Barrett says there is a good demand for the "Buck," the Smalley racer with those peculiar handle bars. The Marble company is turning out four styles this season, and the Chicago store is disposing of a goodly number. A fair trade is also being done in second-hand and cheaper grade wheels.

## THE ARIEL COMPANY.

Manager Plumb's dummy rider, "John," is still an amateur—a maker's amateur, however, and keeps up his long-distance ride for a medal, which is occasionally pinned to his sweater. "John" makes a good attraction, and Mr. Plumb gives the dummy credit for causing many inquiries for Ariels. The manager says business is good, that Ariels are better, and that the Chicago store will show handsome profits at the end of the season.

## SIEG SELLING IMPERIALS.

Charlie Sieg is busy at all times—he always finds something to do. He reports trade in Imperials excellent, and thinks his order for a thousand wheels, made a short time since, will have to soon be increased. He also reports a good business in Falcons, the handsome and well-made wheel put out by the Yost Manufacturing Company of Toledo. A large number of "Perfection repair outfits for the salvation of all riders of pneumatics" is being disposed of daily, not only to individuals but to the trade.

## FLETCHER'S CYCLE NEWS STAND.

The store of W. A. Fletcher & Co., who handle every cycling periodical known, is becoming about as well known as the cycle stores themselves, and in the last year the business has been about doubled. Mr. Fletcher is also doing a good storage business. Many prominent Chicago business men are now riding down these days, and find Fletcher's a convenient place to leave their wheels to be cared for and cleaned and adjusted. The Columbian Bicycle Livery concern, of which Mr.

Fletcher is manager, is expected to be in full operation in a few days.

## AT G &amp; J'S RETAIL PLACE.

Manager J. O. Blake says he has been doing such a large business that it is almost impossible to keep the Madison street store looking as nicely as he would like, but of course this is not said in a complaining manner. Mr. Blake says there are a good many heavy men who desire solid comfort in preference to the prevailing style of low handle-bars, stiff saddles and diamond frames, and as a result a large number of spring-frame Rambler have been sold. The new ladies' wheel has been in great demand, and Mr. Blake was unable to show one to the REFEREE man, when he called, on this account.

## SELLING MANY EXCELSIORS

J. Hoyle—he is never known by any other name than Hoyle—5 and 7 Madison street, has a large force of repairers at work, and although busy he can take care of all the work that comes his way. He says the trade in Excelsiors, for which he has the agency for several states, is excellent and in the neighborhood of sixty machines have been sold at retail alone, while the agents' demand has been large. He shows a 27-pound road racer which has been ridden many hundred miles, but seems to be none the worse for wear.

## CREDENDAS AND VICTORS.

W. A. Davis, in charge of Spalding's store, 108 Madison street, says they're keeping him as busy as a bee selling Credendas and Victors. The advertisements offering to sell wheels on long-time payments have brought many customers. Ladies have been numerous among the purchasers of wheels.

## BICYCLE CLOTHING.

Nearly all the bicycle stores are handling bicycle clothing—Stokes, Taylor, Featherstone, the Marble company, Spalding and G. & J.—while several are making it a specialty. Clementi & Barr are doing a splendid retail and jobbing trade in all kinds of clothing for cyclists; Perryman, the haberdasher at 43 Van Buren street, has a splendid line of sweaters, stockings, etc., and Stokes and Spalding are carrying their usual complete line.

## PHILADELPHIA TRADE BRISK.

*Good Business Being Done By All Dealers—Personal and General Mention.*

Lou Geyler, Hart's right hand man, has opened a new field for bicycle salesmen. He sold a wheel last week to an inmate of Kirkbride's Insane Asylum. He is now on the trail of a couple of probable sales in the Eastern Penitentiary and another in the Blind Asylum.

Landschut, the uptown agent for the Columbia and Hartford wheels, is doing a lively business. Being a practical mechanic, Mr. Landschut makes a specialty of repair work, and for excellency in this department has acquired a well-deserved reputation.

Charles H. Brazer, of the Philadelphia Cycle Company, on his recent trip through the state met with flattering success, and says that the prospects for a lively season for the Keating and the Fowler are very bright.

Captain H. D. Simmons of the Park Avenue Wheelmen has left the Common

Sense Bicycle Manufacturing Company and is now with A. G. Spalding & Bros. in the capacity of salesman.

"Bart" Rick is about the only one in this city who handles geared ordinaries. He rides one himself, the Crypto, and says it is the coming wheel. In the Royal Triumph safety he finds a rapid seller.

In addition to a brisk trade in Clevelands and Warwicks, the Central Cycle Company's repair department is in full blast, necessitating the employment of a large auxiliary force.

The Dalsen company's installment system and the excellence of the wheels it handles are bringing this house to the front as one of the most progressive up-town.

Charles Hunter has opened his new store on Broad street and Susquehanna avenue. He will handle the Senator and Challenge wheels. His son Walter, a prominent local flyer, is in charge.

In W. J. Green, John T. Bailey & Co. have a most excellent manager, and it is largely owing to his efforts that the Raleigh is meeting with great success.

Hill & Gilbert, 520 Chestnut street, who handle the Premier, expect shortly to open a branch store in West Philadelphia.

Harvey T. Uhler, the local representative of the Bidwell company, is meeting with flattering success.

A. G. Spalding & Bros.' "39-cents-a-day" scheme is proving a veritable bonanza for them.

## CHICAGO TRADE IN BRIEF.

*Movements of Traveling Men.—General Local Trade Talk.*

Procter E. Seas, who is disposing of Falcons on the road, was a visitor to the Chicago trade Thursday. He found business good in all sections, he said. The Yost factory, Mr. Seas said, would turn out in the neighborhood of 6,000 wheels this year.

The Abbot Machine Company has put on the market a neat little skirt weight. It is of lead, about as large around as a half-dollar, and is covered with plush. A clasp is fastened to it. All a lady has to do is to snap it to the skirt just before she starts on a ride.

H. G. Rouse passed through Chicago Thursday last on his way home from his Pacific coast trip. He said he had gained fifteen pounds in weight and was feeling as fine as a peacock.

## VINCENT CYCLE COMPANY ASSIGNS.

*Preferred Creditors Will Take About All the Assets—No Others Lose Heavily.*

BUFFALO, April 18.—The rumors of financial difficulties, which have been embarrassing the Vincent Cycle Manufacturing Company of this city, culminated yesterday in the announcement that a general assignment had been made. The Vincent company has been manufacturing bicycles in the factory of the Niagara Manufacturing Company, and the failure involves that concern and the lumber firm of George W. Smith & Sons as well. Philo A. Balcom and George W. Smith are the assignors, and the papers as filed show the amount involved to be \$100,000. Francis J. Hamilton and James O. Templeton are the assignees, and the step was taken for the benefit of the firm's creditors. The preferred creditors are the employees, and after paying them provision is made for the payment of six notes held by the Columbia National Bank, to A. C. Vincent, \$800 to Parker & Hotchkiss, attorneys, for money loaned. It is impossible to ascertain at the present moment what the assets of the concern will approximate, but it is generally conceded that they will be insufficient to reimburse the

creditors. On Friday last A. C. Vincent disposed of his interest in the Vincent Cycle Manufacturing Company, and the notes held by the bank represented his interests. The failure will not involve any other concern interested in the trade, as far as known at the present time.

The heavy snow-storm of Saturday last made business dull with the retailers, but its rapid disappearance under the warm April sun has left the asphalted streets white and dry, and sales were heavy to-day again. George F. Lutz & Son are making a strong bid for patronage with the Rambler and Fowler, and both prove very taking wheels. Austin Crooks, who will this year ride for the Columbia B. C., will ride a Rambler No. 4.

## STUDEBAKERS TO MAKE WHEELS.

*Good Grounds for Believing the Great House Will Soon Be in Line.*

There are good grounds for believing that the Studebaker Brothers Manufacturing Company will, not later than next fall, begin the manufacture of a line of bicycles. It will be remembered that a few months ago the Studebaker company was mentioned in connection with the purchase of the plant of a prominent bicycle maker. This reported purchase was afterward denied, but there is little doubt that the great wagon-making concern was actually prospecting, as it were.

The Studebaker company is already handling wheels, and two are now in the show windows of the Chicago house on the Van Buren street side. It has closed with A. W. Moore, representing William Reed & Sons, and the Manchester Cycle Company, and will handle the product of these concerns at its depots in San Francisco, Portland, Ore., South Bend, Ind., and Chicago. There are four links in this little chain, and we have two of them. The fourth is missing, but here is the third, the statement of a well-known traveling man for an Ohio cycle concern:

"I'll just make a little prediction—a prediction only, mind. Inside of a year you'll see the Studebakers making wheels. They've been looking over the field, I know, and I'm pretty sure they're not fooling away good time for nothing. Only recently they were talking of buying a factory, or, at least, the machinery and tools. and later on they were figuring on taking the output of a large concern. The Studebakers are in for making money in constructing vehicles. They know they can make money out of bicycles, because they've got money to back them. If they do attempt bicycle making rest assured they will have the best and will make a big success of the venture.

"It will be an easy thing for them to dispose of their output. They have hundreds of carriage dealers for customers and it would be an easy thing for such a big concern to convince its present agents that in the bicycle business good profits could be realized."

## MAKES CYCLE PARTS.

*The Eadie Manufacturing Company and Something of Its Goods.*

One of the most successful concerns manufacturing cycle fittings is the Eadie Manufacturing Company, whose works are at Redditch, Eng. There is hardly a part used in cycle construction, unless it be the tires, which is not made by the Eadie company. Frames are made suitable for racers as light as 19 pounds, as well as those for light and full roadsters, front drivers and ladies' machines. The latest for a ladies' wheel which this concern shows is the one known as the double straight tube frame, which is



It is Not the Loudest Voice  
That Always Proclaims the Truth.

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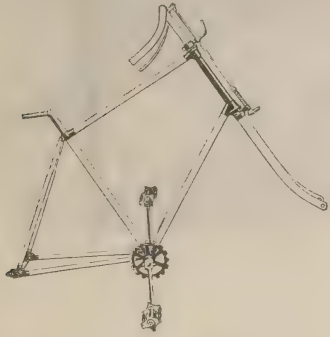
It is the wee small voice of conscience  
That ever roars louder than a flood,  
And *will* be recognized because it speaks the *truth*.

First we would ask you to believe that we are honest, and  
then give heed to our *small voice*.

The Tourist is as good as any other bicycle, because it is  
made upon exactly the same principle and by the same hands  
that make the finest fire-arms—that is, it is just as carefully  
guaged in all its parts, and just as highly finished as \$175  
gun. Modesty forbids our claiming the Tourist to be the  
best. We leave that for our friends to say, but we believe it  
to be just as good as any other.

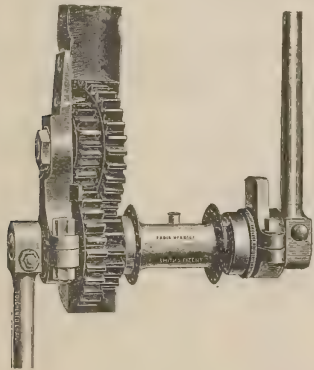


now being extensively used by those who make ladies' wheels at all. The cut shown herewith is that of the Humber pattern frame, at present the most popular design on the market. The frame for the front driver is of a particularly handsome design, the saddle-post socket being exactly perpendicular, so



that (with a right-angle saddle post) the saddle may have a shifting leeway of about eight inches.

The front driver gear made by the Eadie company is that patented by R. W. Smith, the company claiming that it is the lightest running and most scientifically-constructed gear on the market. The gear wheels are made from the finest tool steel and the teeth are cut by "cutters" especially designed for the purpose. The Eadie company places its fork-bearings upon the outside of the gear and the intermediate wheels are also bolted to the fork-side above the bearing to receive the thrust of the



crank and to overcome any lateral strains upon the gear, the makers arguing that if the fork-bearings were placed on the inside of the gear it would not be supported against such lateral strains and consequently there would be a binding of the pinions at each thrust of the crank, setting up enormous friction.

The Eadie company also makes hubs, chain wheels, lugs, pedals and pedal parts, brackets, heads, balls, cranks, cones, handle-bars, chains, forks and, in fact, everything that is needed in the construction of a bicycle—excepting the tools.

#### GENERAL TRADE NOTES.

*Interesting Paragraphs About the Trade in all Sections.*

There is a good opening for a first-class repairer with a full outfit of tools, with the C. H. Schub Cycle House, Chicago.

Agent Neuman, of Hooverstown, N. Y., reports a steady trade in Columbias, Hartfords, Hickories and Western Wheel Works' goods.

Whitten & Godding, Providence, have dissolved partnership. Mr. Godding takes the retail business and will handle the oiler and Saladee saddles, while Mr. Whitten will take the wholesale end of the old concern and handle Victors.

The James Cycle Importing Company reports that it has not lost a single agent from the list of those who sold its '92

machines and that it has received orders from every town where its machines went last year. The James people say that each week they have expected to "catch up" on their orders before the week is out, but that they are still behind.

The bicycle business is booming in Elmira, N. Y. Previous to this year Charles T. Stevens was the only exclusive bicycle dealer in that place. Now Homer Wilken runs a repair shop and carries the Fowler and a line of sunrises. D. W. Seely also has a large line of wheels. G. B. Wixson & Co. are reported to be selling more Columbias and Hickories than all others combined.

#### The Whitworth Company's Exhibition.

According to the *Wheeler*, the display of Whitworths at Chicago will be set off by a handsome mahogany stand, with office in centre, plate glass mirrors and fluted mahogany posts carrying the two signs on which the words "Whitworth Cycles" may be read. Thirty machines of the very latest pattern will be ranged along the 120 feet of frontage at the disposal of the Whitworth company, and among them will be found two full roadsters, three light roadsters, ten road racers (some with and some without brakes), five racers of a very solid-looking description, yet quite light enough for the racing man of average weight; five ladies' safeties (all with gear cases) built on the rectilinear lines now so familiar, and five No. 8 special path racers, for light and small men and those who pedal with exceptional lightness. In all, ten machines will be shown with gear-cases fitted. Machines will be found to suit the requirements of all sizes and conditions of men, the Whitworth company following its custom of making frames to suit the varying heights of riders. The whole will be under the supervision of F. J. Osmond.

#### A Row Over Election.

ST. LOUIS, April 17.—The local elections are now over and the Wheelmen's Political Association has come out pretty well, all things considered. With two or three exceptions, the entire wheelmen's ticket was elected. During the heat of the campaign the wheelmen were caused some little trouble by too much newspaper talk from riders who were not fully posted on the doings of the association. As a result of this kind of business charges were preferred against H. G. Anderson, a member of the Pastime Athletic Club, of conduct unbecoming a wheelman, his offense being that he had an article put in the local papers accusing the committee of fixing the ticket to favor the republican candidates, and stating that a letter from the democratic candidate for mayor had been made away with. In reply to the charges, Anderson entered suit against six members of the committee for \$6,000 damages. The board of officers of the Missouri division had a meeting last Saturday night and the whole matter was settled by Anderson withdrawing his suit, and retracting all statements made against the members of the committee. The charges against him were then dropped.

The first DeSoto trip of the season was made yesterday by seventeen members of the Cycling Club. Weather and roads very fine.

The Excelsior Cycle Club, of New York, composed largely of women, gave its first reception and ball at the Lyric Hall, 723 Sixth avenue, last Thursday evening, the affair being most successful. Mrs. M. L. Peck and Miss Emma Owen are to be congratulated in pushing this new comer among metropolitan clubs to the fore so quickly.

#### WET WEATHER ON THE COAST.

*Yet Cycling Flourishes, Despite Poor Roads—That Coast Team.*

PORTLAND, Ore., April 12.—The advent of the present wet season antedates my arrival in Portland by about three months, and, save for a few brief smiles from Hafred's god, the rain has been unceasing. The gentleman by whom I was induced—I mean persuaded—to come out here, had told me only of the beautiful summers, and for almost three months I have been waiting for a chance to ride my wheel. Within the city limits there are only two rideable streets; all the others would shock a much less critical eye than Isaac B. Potter's. The surrounding country, except a ten-mile run to the government barracks at Vancouver, can not comfortably be explored on a bicycle. Yet, in spite of the deplorable condition of both city and country roads, the bicycle is pushing itself to the front and gaining recognition here as in all other parts of the world.

The much-talked-of Portland racing team was an advertising scheme which was born in the brain of Mr. Olddealer, has been cradled in its birthplace ever since, and here it will die a natural death. There are, of course, several old and experienced riders, who bought their first wheels last fall, who would like to get a chance to try for the coast record, but owing to the lack of facilities, grit, race promoters and track, I can not predict national reputation for Portland flyers this year. It is too bad that the racing team idea should, after all this boasting, come to naught. Mr. Olddealer secured a pigeon from Chicago and tried to pass him for an eagle, with wild, reckless newspaper yarns about how high he had flown on a certain trial heat. But, alas, for well laid plans! The pigeon longed to be in his class. He knew he could not navigate the heavens with the eagle, and he would not run along the ground with Portland prairie chickens, so we are obliged to resign him to some other Bird in the nest from which he came. 'Tis better so; in a climate like this the aboriginal deformity would grow on him and he would soon become like yours truly.

A WEBFOOT.

#### A Test Case.

E. A. Savage, president of the Milwaukee Wheelmen, has sued the Northwestern Insurance Company for damages for the purpose of testing the law regarding the leaving of bicycles in buildings, during the transaction of business with occupants, in which signs are displayed stating that "no bicycles will be allowed in this building." From the evidence given it appears that Savage placed his wheel in the hallway of the Insurance building, while calling on an occupant of the same, and on his return found the machine missing. He reported the affair to the police, who were put to a great deal of trouble in their attempt to locate it, and finally succeeded in tracing it to the janitor, who had removed it from the hall and forgot all about it. The decision of the court is awaited with considerable anxiety by the wheelmen.

#### Freeman Lillibridge Dead.

The members of the cycling fraternity, particularly the older ones, will mourn the death of Freeman Lillibridge, which occurred at the home of his brother in Rockford, Ill., early Monday evening. About a year ago Mr. Lillibridge sold out his business and went to El Paso to recover his failing health. But his condition only grew worse and a short time ago he returned to his old home, accompanied by his brother-in-law. Mr. Lilli-

bridge was brought prominently before the cycling public when he introduced his anti-header handle-bar and the well-known Lillibridge saddle, though he was always a prominent figure in the cycling world. He was a hard working man, a first-class mechanic and stood well with the trade and cycling public generally. He was nearly thirty-nine years old, and leaves a wife and one child.

#### Will Not Secede.

ATLANTA, Ga., April 18.—At a meeting of the Capital Cycle Club to-night, J. H. Johnson, Jr., editor of *Wheeling*, offered the following resolution:

Resolved, That it is the sense of this meeting of the C. C. C., that the best way to obtain the rights of southern wheelmen regarding the negro question in the L. A. W. is for this club to join the league.

The resolution was carried by a large majority. In view of Johnson's recent "Call to Southern Wheelmen" in the editorial columns of *Wheeling*, his resolution will be a surprise to wheel papers throughout the country, as his "call" has created much talk, adverse and otherwise. A storm of adverse criticism seems to have very materially changed his views about the L. A. W. and the negro, as his position formerly was to secede from the L. A. W.

WINTIRE.

#### Last Act in M. A. C. Affairs.

On the front of the Manhattan Athletic Club house a canvas sign twenty feet square has been placed, which, in very large black letters, makes the following announcement:

"Receiver's sale, by order of the Supreme Court, under the direction of Andrew Freedman, receiver. Peter F. Mayer will sell at auction Wednesday, April 26, at 12 o'clock noon, at the New York Real Estate Salesroom, 111 Broadway, the property known as the Manhattan Athletic Club."

The auctioneer has issued catalogues descriptive of the property, and everything is ready for the last act in the club's career.—N. Y. Sun.

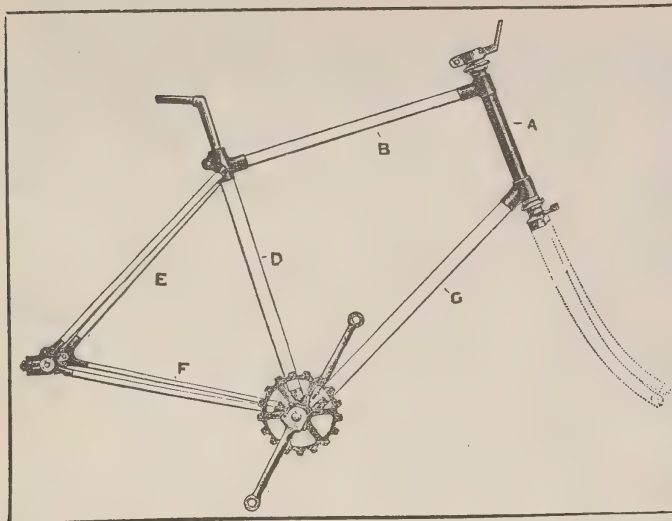
Thus are the mighty brought low. Impure amateurism and extravagance wrecked the once mighty amateur athletic power in America, and it will be a long time before the like of it will be seen again. The cycling portion of the club, under the direction of Messrs. Moneypenny and Betting, is striving to organize a purely amateur cycling club out of the wreck. May they succeed.

#### Michigan Meets at Detroit.

At a meeting of the Michigan division last week there was a lively contest over the location of the next state meeting, the Detroit and Cadillac clubs, both of Detroit, competing with Port Huron for the honor. A vote was taken and Detroit was selected as the place. Then came the struggle between the two opposing clubs of that city. Mr. Hines, for the Detroit Wheelmen, offered 25 per cent of the receipts to the division and the Cadillac Wheelmen guaranteed the division \$300. Mr. Hines presented his case in an able manner and made good points in favor of his club. Mr. Coquard championed the cause of the Cadillac club. The contest was abruptly ended on a motion of Representative Metzger that the division conduct its own meet. This motion was carried. An executive committee will be appointed to make the necessary arrangements. The action is in the nature of an experiment, never before having been attempted by the division. The date of the meet is left with the committee.

The third annual election of the Y. M. C. A. Wheelmen, of Dayton, O., was held April 13 and resulted as follows: Frank C. Massey, president; H. S. Johnson, first vice-president; A. P. Gilmore, second vice-president; Walter Allen, captain; Charles C. Fletcher, secretary and treasurer.

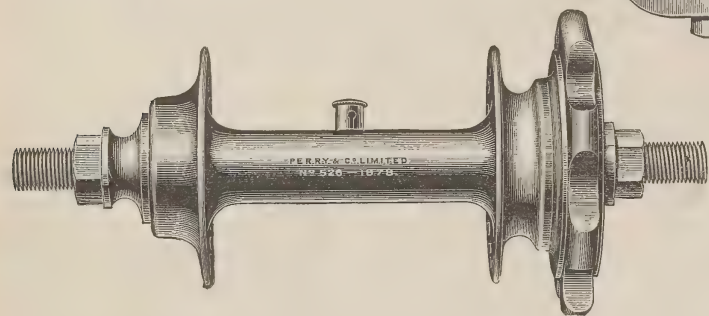




Best Finished and Lightest Frames  
in the World.

## PERRY'S FRAMES.

Mechanical Accuracy, Lightness, Reliability and Splendid Finish.



Perry's High-Class Hubs.



The finest finished Chain in the world and used by  
Humbers, Whitworths and Raleighs on all their machines



Sole manufacturers of Southard's Patent Cranks.

**PERRY & COMPANY, Limited,**

Birmingham, England.

AGENTS: Anglo-American Iron and Metal  
Co., 213 Pearl street. New York.

# OVERSTONES

ARE

## ARISTOCRATS. ---Bearings.

Send along for prices and terms. I have some territory still open.

ARTHUR E. FLAVELL, - - - P. O. BOX 444, NEW YORK CITY.

LOYD, READ & CO., COVENTRY.

MENTION THE REFEREE.

## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

For Large  
Lots Address

D. P. Caywood & Co.  
Clementon, N. J.

H. C. Martin & Co.,  
BUFFALO.

Chas. F. Stokes & Co.  
CHICAGO.

A. G. Spalding & Co.  
New York, Chicago, Phila.

And Jobbers Generally Throughout the United States.



## JOHNNY BULL'S TRADE.

OPENING OF THE SEASON FINDS FACTORIES FAIRLY BUSY.

*Catalogued at Net Prices Front Drivers in Variety—A High Priced Machine—General Trade Cleanings.*

LONDON, April 5.—There is a marked increase this season in the number of firms offering cycles at strictly net prices for cash. Last year Goy & Co. introduced the Witch safety at \$73, including Dunlop tires and Carter's gear case. Its success, doubtless, was instrumental in causing the example to be followed. A. W. Gamage offers his Ilium roadster safeties, with Dunlop tires and Carter case, at \$68.50 net, which represents about the bottom price for similar value. George Norris, of Holborn Viaduct, also sells at net terms. James Rickard, of Kennington, whose light "Westminsters" I have before now referred to in favorable terms, offers pneumatic safeties at \$61.50, whilst several provincial firms are advertising net prices. Up to the present only two of the big houses have followed the lead of their smaller but more business-like competitors.

J. K. Starley & Co. have created no little sensation both inside the trade and amongst the riding public with their new Popular Rover safety, listed at \$73 net with Dunlop tires. In common with several other pressmen I have had the pleasure of testing one of the machines and must say that it is a wonderful value. In every respect, save weight, the new Popular Rover is a high class mount. It weighs 38 pounds with saddle, rat-trap pedals, brake, guards and tool-bag. Its bearings are of splendid quality, making it a very fast machine, whilst its finish certainly could not be surpassed. Wherever it goes the New Popular Rover will win praise for its makers, who have been doing tremendous business with it. I regard it as a huge bribe to retain custom for rear drivers, as the firm still frowns on the F. D.

## THE PREMIER CYCLE COMPANY

has been selling some first-class safeties at a ruinous reduction for net cash. The machines were the light model A2 Premiers, with 1892 Dunlop tires, listed at \$121.75, and offered for \$78. Doubtless the object of the Premier people is to clear off all stock other than the helical tube machines, for which the demand is so great that it was necessary to run the works all through the Eastertide.

## ABOUT FRONT DRIVERS.

It is very interesting to note the rapid evolution of the front driver. Last year we had geared ordinaries weighing from 36 to 40 pounds. Late in the summer the front driving safety became perfected and scaled about 31 pounds with light roadster tires, whilst a 38-inch racer weighed 29 pounds. To-day there are many light roadster front drivers about weighing from 27 pounds, whilst the latest racer only scales 22 3/4 pounds. It is a 34 inch, geared to 69, with the new ball gear, built by the Crypto firm for Dan Lacaille for path use. There is every prospect of the front driver making a decent show as a path-racing instrument this summer. Lacy Hillier is very cordially disposed towards the new idea, and will foster its extension by promoting f. d. handicaps at Herne Hill.

## WOOSTER &amp; CO., OF PECKHAM,

have built a path racer weighing 27 pounds, fitted with the new Crypto ball gear, gearing the 34-inch driving wheel

to 68. The back wheel is 23 inches and the little mount is fitted with Smith's detachable wired tires. It has been tested on the road as well as the track by a heavy rider without flinching. I tried it myself but didn't like the new gear and the very short base. Another firm, which is turning out admirably built front drivers, is the Mag et Cycle Company, Green Lanes, N. Its light roadsters weigh 29 pounds, and are fitted with a new and original hollow fork crown, which, whilst being very strong, saves much weight and looks well. Of course the Crypto gear is used. I recently mounted one of these machines and found myself at once comfortable and at home upon it. The back wheel was 20 inches and the machine steered perfectly.

## THE AVERAGE CLUB MAN

when selecting a new mount is apt to feel shy of risking the train of trouble which light roadster tires sometimes bring upon him. He wants a light machine, and perhaps willingly dispenses with a brake, or even mud-guards, but he likes to feel he can ride over the roughest roads without much risk of seriously gashing or frequently puncturing. He also dislikes the discomfort of a small and none too easy saddle for the sake of saving a pound in weight, unless he be a racing man. Now there is no reason why these comforts should not be enjoyed in conjunction with moderate lightness. So thought I, when I decided to discard my geared ordinary and buy a light and lowly front driver. Since then I have received the new mount and given it a severe testing by riding it on an Easter tour up and down the mountains of the Derbyshire Peak district.

## BESIDES BEING MUCH FASTER

than my former machine, it is thoroughly safe and comfortable. As it is quite the latest product of the Crypto Cycle Company I will not hesitate to describe the mount. The front wheel is 38 inches, geared to 63, and the back 22 inches. The wheel-base measures 34 inches. The wheels have tangent spokes and 1 3/4-inch full roadster Boothroyd tires. The rake of the front forks is only 1 inch, but the rider sits 13 inches behind the driving axle, taking the measure to the middle of the saddle. The handles are 26 inches, brought back at right angles at the horn ends. The cranks are 6 1/2 inches in effective length and the distance of the saddle above the ground is 46 inches. Consequently a rider

## SITS ONLY TWO INCHES LOWER

than on a 46-inch geared ordinary, although his feet are four inches nearer the ground. This is explained by his position being more vertical on the racer pattern f. d. than on the geared ordinary. The weight of this machine, with its roadster tires, full size Brooks B 90 saddle, guards to both wheels, and rat-trap pedals, is exactly 34 pounds. Fitted with light tires and semi-racing saddle it would weigh 31 pounds, or for path work, only 28 pounds. These mounts admit of perfect adjustment to suit the arms or legs of any rider, and are pronounced to be more elegant in appearance than any f. d. model hitherto produced.

## RENOUF'S NEW MACHINE.

Some months ago P. L. Renouf described to me his patent front driving gear, which allows of the fork ends being rigidly tied together. Recently Mr. Renouf was down on the Ripley road with a 38-inch front driver, fitted with the gear, which bore the Beeston trade mark on its perfectly straight backbone. The machine had a 26-inch back wheel, and in consequence of its

long wheel base steered very steadily. I tried it and it certainly ran very easily. Lewis Stroud also rode it, and spoke highly of its qualities as a racing mount, it being possible to sprint suddenly upon it, as upon an ordinary.

It is reported that Mr. Travers is about to leave Mr. Marsden's Sunbeam factory at Wolverhampton. The Sunbeam design H has been selling very freely up in London. It is an up-to-date, good looking safety, with barrel hubs, Sunbeam inflated tires (Boothroyd pattern), and Carter's chain case. It weighs 37 pounds and sells for less than \$73 net cash.

Although the Elswicks, made by Newton & Co., Newcastle, are

## GREATLY ADMIRER BY LONDONERS

at Gamage's depot, their price is rather too high to induce a very brisk sale. The firm's mounts will be heard of on the path this year. Building racers, much below the usual weights, to riders' orders, is a specialty with Newton & Co. Immense labor and innumerable tests are bestowed on these triumphs of art, which run up to a costly figure, as much as \$195 being sometimes charged.

Both the Whitworth and the Raleigh firms are extremely busy, and were recently working with double shifts.

William Radford, who, it will be remembered, came from the Beeston factory of the Humber firm, is about to leave the New Howe company at Glasgow. His knowledge has been of immense service to the company, which will find it hard to fill his place. There has been a very

## BRISK DEMAND FOR NEW HOWES

this spring, but, except where deviations were required, prompt delivery has been the rule.

During my recent visit to the Midlands I saw some of the latest work of Nottingham firms. Humber, Cripps & Goddard have made a reputation for their light roadster and path safeties, called the Nelson, which has already extended south of London. The firm possesses all the secrets of building light mounts which are not only fast but rigid and durable to a degree difficult to credit. The Nottingham Machinists' Company turn out some marvels of lightness. J. H. Ball was met riding a safety under 21 pounds in weight, with circular ball pedals weighing 12 ounces per pair. Ball weighs 10 1/2 stones. The Nottingham riders affect local mounts almost to a man. Although their own immediate roads are good, during their frequent trips into adjoining Derbyshire they have ample opportunities of testing their light mounts severely over steep, rough surfaces, which ordeal they (the machines) stand with success.

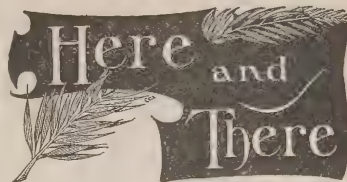
STANLEY,

## Scarcity of Wheelwomen.

Cycling for women must be away behind in Australia, if the following from the Melbourne *Standard* proves anything:

"Last Saturday was the first occasion in Victoria that we have had the extreme pleasure of seeing ladies taking an active part at a cycling meet, and very nice they looked, too, as they pedalled along on a four-in-hand cycle. One of the gentleman riders was an editor of a commercial journal. I met some couple of lady cyclists after the meeting, who intimated that had they known that others were going to take part in the procession, they would have been pleased to have joined in. Now that a start has been made in the right direction, I hope Australian ladies will come forward and make cycling as popular for their sex as it is in England and America.

Subscribe now and save a dollar.



The Plzen C. C., of Chicago, was incorporated Wednesday.

The Select Few Cycling Club, is the title of a Newark, N. J., organization.

The Utah division now has but sixty members, but hopes to have a hundred within the next month.

A party of six Jeffersonville, Ind., cyclists will tour to the world's fair, starting some time in May.

Kilpatrick, the one-legged trick rider, rode down the west steps of the Capitol building at Washington Wednesday.

H. H. Everett, instructor at the National Gymnasium, Elgin, Ill., expects to arrange a number of bicycle races this season.

The Carolina C. C., of Wilmington, N. C., has decided, by the adoption of a resolution, to fine any of its members found riding on sidewalks.

The Wheelmen's Pavilion Company, Chicago, was incorporated Wednesday by S. H. Dempsey, James B. Herron and E. L. Brewry; capital stock, \$2,000.

The people of Richmond, Ind., are considerably stirred up because their mayor has taken to riding a bicycle—and they say he is becoming a scorcher, too.

At Mobile last week Thursday, Jack Prince defeated two horses in a twenty-mile race in 59 sec. The horses changed off every mile, but Prince beat the last animal out by a length.

The newly-elected officers of the Star C. C., of Hamilton, O., are as follows: President, Ben E. Geyer; vice-president, Louis Schmitt; captain, Charles A. Bercauw; secretary and treasurer, L. E. Deinzer.

The Miles B. C., of Eau Claire, Wis., has elected the following officers for 1893: President, G. W. Dunham; vice-president, W. W. Jackson; secretary, H. Schlegelmilch; treasurer, M. Cousins; captain, William Luebkehan.

Appleton and Berlin, Wis., are jealous of each other. The editor of a paper in the latter place has gone to the trouble of proving that Berlin, with 4,500 people, has fifty bicycle riders, while Appleton, with 15,000, has only eighty-two!

At the fourteenth annual meeting of the Brooklyn B. C. the following officers were elected: President, I. B. Potter; vice-president, W. L. Sinn; treasurer, H. E. Raymond; secretary, J. C. Van Doren; trustees, E. Skinner, J. H. Hobby and C. E. Loses.

Colie Bell, the old-time racing man, was united in marriage to Miss Minnie L. Grove, formerly of Elmwood, Ill., on March 29. Mr. Bell is with the F. S. Heath Cycle Company, of Minneapolis, and is well known in bicycle circles as a rattling good salesman and rider.

The Waseca (Minn.) Business Men's Bicycle association has been disbanded and a new league club of twenty-seven members has taken its place. The following officers were elected: President, T. P. Leonard; vice-president, F. V. Hubbard; secretary, W. G. Gallien; treasurer, C. Caldwell; captain, D. S. Cummings.

The Dayton (O.) B. C., has elected the following officers for the ensuing year: Captain, W. H. Bell; first lieutenant, Charles Hilkey; second lieutenant, Frank Rudy; directors, Clem Hall, A. H. Callahan, F. J. Bowen, E. H. Houck,





# WHITWORTH CYCLES

... U. S. A. 1893.

HIGHEST GRADE ONLY.

We are now prepared to place our celebrated wheels before American buyers. During the past season the enormous demand for the Whitworth, in Great Britain alone, absorbed practically the whole of our output. We have now quadrupled our manufacturing capacity and can guarantee prompt and regular deliveries of contract orders for the United States.

THE WHITWORTH is the leading English Racing Wheel, and is the mount of F. J. OSMOND, J. W. SCHOFIELD, J. H. ADAMS, M. B. FOWLER, and many other English riders.

The exhibit of the Whitworth at the World's Fair will be one of the finest displays of cycles ever made.

We propose to give control of large territory to responsible agents, and will carefully consider applications addressed to

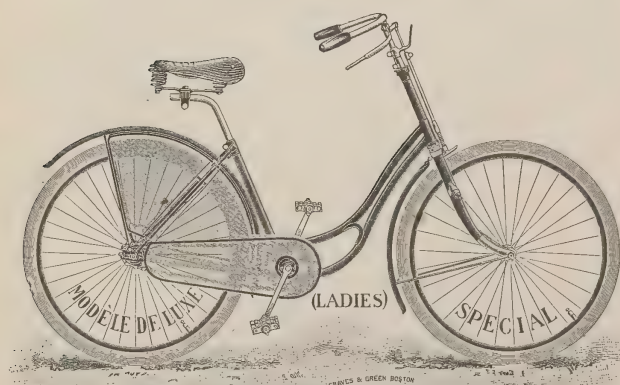
## THE WHITWORTH WORKS CYCLE CO.,

P. O. Box 273, NEW YORK, or - BIRMINGHAM, ENG.

MENTION THE REFEREE.

# SINGER CYCLES.

FULLY GUARANTEED.



**SPECIFICATION.**—26 in. wheels, speeded to 55 in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, improved dress guard to driving wheel and to chain, Singer detachable brake, Singer patent detachable foot-rests, adjustable to height, lamp-holder, best saddle, tool-bag, spanner, screw-driver and oil-can. Enamelled and with parts plated.

Price with 1 1-8 in. wired cushion tires - - - \$140

Price with pneumatic tires, as illustrated - - - 155

Average weight as illustrated, less saddle and peddles, 33 lbs.

We fit our safeties with the Dunlop, Acme or Morgan & Wright pneumatic tire, as preferred. Each of these tires is fully guaranteed.

Liberal Discounts to Reliable Agents.

Send for our Catalogue.

## SINGER & CO.,

6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS

MENTION THE REFEREE.



*"O Wad some power the Giftie's gie us,  
To see Oursel as ithers see us,"*

Does not apply to the Stearns Cycles.

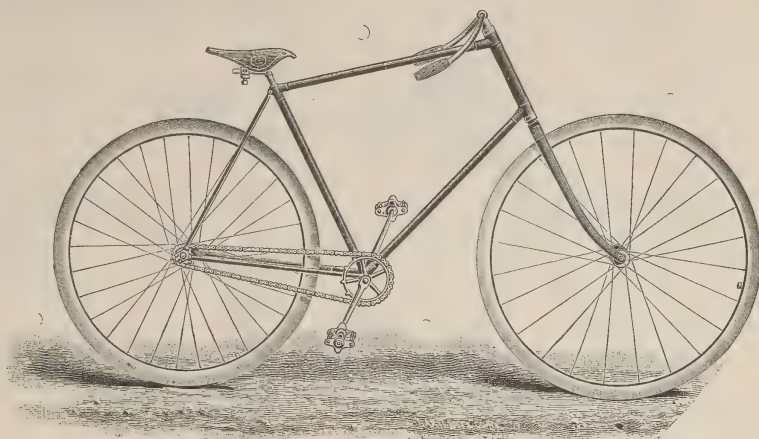
Every part of these

## STANDARD BICYCLES

is open for the Closest Inspection.

Steel Tube, Steel Bearings, Steel Drop  
Forgings, Steel Swaged Spokes,

Every piece tested for its particular work.



MODEL A.

The most Famous and Expensive Tires. High-Grade in every particular.  
Send for Catalogue.



# E. C. STEARNS & COMPANY,

SYRACUSE, N. Y.

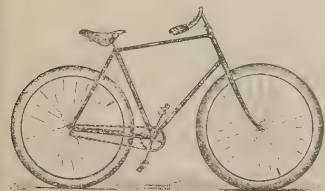
MENTION THE REFEREE.

Ellis J. Finke, Henry W. Gerber, H. D. Wyatt, Charles Bosler, Paul Keenan and Frank McCain.

The Oakland (Cal.) ordinances compel riders to carry lighted lamps after 6 o'clock at night. Recently a cyclist was arrested for violating the ordinance. The justice who tried the case said it was ridiculous to compel a man to carry a light in almost broad daylight, when it could do no possible good. He therefore discharged the wheelman. The prosecuting attorney said he thought the ordinance would have to be amended, for it now reads that all bicyclists must carry lanterns after 6 o'clock, which is nonsensical in the summer time.

### The Enterprise.

The Enterprise, made by Perry, Richards & Co., Wolverhampton, England, holds several records for road and path. It is a first-class wheel in every respect. The manufacturers in February last moved into larger premises in order to



be in a better position to handle their extensive trade. They are anxious to secure a good agency in this country, and they are satisfied that the Empire would meet with a hearty reception once it were introduced. In this issue is shown a cut of the Enterprise racer.

### Loses Its Chief Designer.

The New Howe Machine Company has recently lost its chief designer, William

Radford, who resigned his position. Mr. Radford was works manager and chief designer for the New Howe company, and for many years held a similar position with Humber & Co.

### OUR CHAMPION.

NOTE:—The following lines were written after seeing Will W. Windle ride his famous mile, 2:02 3-5, at Hampden Park, Springfield, Oct. 7, '92.  
W. LUCIUS HERVE.

"Bring forth the wheel," Will Windle cried,  
"Bring out the men—I'll try a MILE—  
And tell them, too, that they must ride,  
Our speed to-day will cause a smile."

And from those curtained rooms there came  
Will Windle's wheel, with rims of blue,  
And racing men of speedy fame—  
And Windle saw that they would do.

Anon, he mounts the pigskin seat,  
With smile of mingled joy and wrath,  
He vows "The records I will beat,  
And still be victor of the path."

"Make ready, there, ye men of speed."  
"Close up! Be quick!" was Asa's word,  
"Else every one of you will need,  
A rubbing that you can't afford."

Far up the stretch they take their start—  
Come riding grandly to the mark,  
And e'er the first man loses heart  
The "triplet" takes him round the park.

And bears him onward past the half.  
Another leads him at a pace  
That would check the coyote's laugh,  
And send a madness o'er his face.

Just see them! Watch them! Do they fly?  
The "pacer" brings him round the bend,  
And like a whirlwind sweeps him by  
The 'timers' station at the end.

And do you ask the time he made?  
Come, really now were you not dead?  
There's not a man nor boy nor maid  
Who has not that great record read.

The same saw they from watches three—  
"Two Minutes and Two Seconds 'Ray,'  
And let THREE-FIFTHS the fraction be."  
And thus Will Windle holds the day.

## BAY STATE BICYCLE CLUB,

(Incorporated.)

### Fifth Annual Tournament,

Agricultural Grounds Track, Worcester, Mass.

May 29 and 30, 1893.

\$3,000 for Race Prizes.

\$550 for Parade Prizes.

Entries Close May 22, '93.

For further particulars apply to

HARRY C. YOUNG, Sec.,

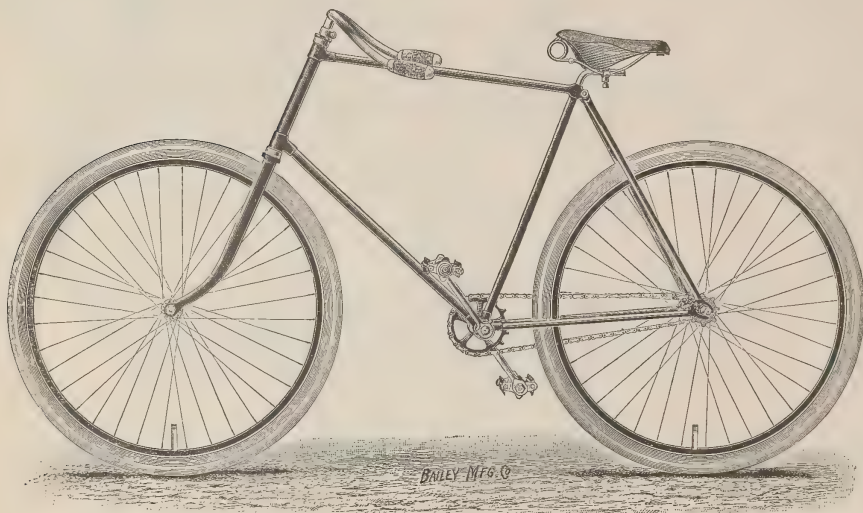
P. O. Box, 49, WORCESTER, MASS.

MENTION THE REFEREE.



# Bailey Manufacturing Co. . . .

## . . . . . Season of 1893.



This is a cut of 1893 wheel. As the result of long, careful, earnest study we have attained, with the strongest possible construction, an exceptionally pleasing style.

We are using the

### VERY BEST MATERIAL

money will buy, and nothing else.

With this we are conjoining the best of workmanship and the best methods known to the art. Style, finish and general merit are of the highest order, and we challenge comparison.

Our wheel is yet without a name and wants one. It should be a worthy and must therefore be a good one.

## Bailey Manufacturing Co.,

207 S. CANAL STREET,

MENTION THE REFEREE.

CHICAGO.

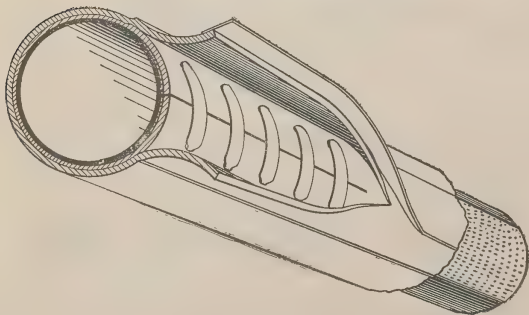
## Now able to Execute Promptly Orders for OUR WHIPPET

(PATENT APPLIED FOR.)

*Made with an Endless or Continuous Air Chamber,*

That there may be avoided the coming season troubles which were so frequently experienced by cyclists last season who rode on *butted end* air chambers.

### The Outer Cover



is made with four laced pockets, each ten inches in length, formed with flaps folding over the laces, to prevent rim-cement working through the lace holes, damaging the air chamber and protecting the laces from the rim-cement, contact with which always stiffens them and renders them unfit for use after repairing a puncture.

Our Road Whippet is as light as any tire of equal strength of the class which is cemented in the rim. We guarantee it will not burst on the road under the rider.

### AGENTS.

ARNETT & RIVERS—San Francisco Agents.  
W. D. ALLEN & CO.—Chicago Agents.  
W. H. H. PECK CO.—Cleveland Agents.  
E. A. KINSEY & CO.—Cincinnati Agents.  
R. M. POPHAM—Philadelphia Agent.

NEW YORK BELTING & PACKING CO., Ltd.,

15 PARK ROW, NEW YORK.

Manufacturers of all Classes of Rubber Goods.

MENTION THE REFEREE.



## RECENT ENGLISH INVENTIONS.

## New Ideas in Tires, Machines and Other Devices.

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from March 8, 1893, give notice in the prescribed form of such opposition.]

## A NEW DETACHABLE CRANK.

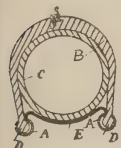
No. 4,209. D. Marshall's "Improved means for securing velocipede cranks on their spindles." March 3, 1892.—The illustration represents a part sectional view of the crank, the head or boss of which is similar to that of the ordinary or Starley detachable crank, but instead of the usual D-sectioned pin a round taper pin (C) is used. The pin has a head (a) at its larger end, or is otherwise formed so that it can be turned by a spanner or other device. The smaller end is screw-threaded at b, the screwed part being preferably parallel instead of tapered. The pin (C) passes transversely through the correspondingly tapered



hole in the crank (A) and bears against a hollow or slot formed in the axle. The smaller end of the hole in the crank is tapped to receive the screwed end (b) of the pin (C). When the pin is inserted in the hole and turned the screw-threaded end of the pin engages with the tapered end of the hole thereby drawing the taper part of the pin tightly in the hole and against the hollow or slot on the spindle, thus securing the crank to the spindle. When the pin becomes loose it can be adjusted by screwing the pin further in. This crank was exhibited by Thomas Smith & Sons of Saltley and by W. Bown at the national show.

## NEW TIRE FROM NEW YORK.

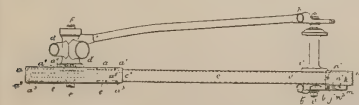
No. 7,859. E. Siltberg's "Improvements in connection with tires and wheels of velocipedes." April 26, 1892.—The improvements consist in the means for and method of attaching the outer cover of an inflated tire to the rim of the wheel and consists in constructing metal tubes the edges of which do not meet so that continuous slots are formed. Each tube (A) is bent lengthwise so as to form a circle approximately coinciding with the rim (E). The ends of the tubes (A) are not joined but left free. The outer cover (B) that surrounds the air tube (C) is provided with a bead (D) on each



edge the bead being formed by attaching a wire or cord to each edge of the cover. The outer covering (B) being so joined as to form a continuous band, a notch is cut through each edge at a given point, so that the bead may be threaded into the bent tube before described, the material forming the outer cover passing through the slot formed by the open edges of the tube. A tire being thus fitted to each edge of the tire fits within and practically fills the slot in the tube (A), the cover (B) may be placed in position so as to surround and enclose the air tube (C), thus firmly holding the outer cover and the air tube when the latter is expanded by inflation. The tubes form metallic edges for the outer cover, the beaded edges of which are firmly retained within the said tube because the slots are only sufficiently wide to allow the fabric to pass. The tubes (A) may be made in two or more sections lengthwise, care being taken to ensure that the cut in the beading does not come opposite the joint between any two sections. Several modifications of the principle are described.

## THE PREMIER GEAR CASE.

No. 6,472. W. Hillman's "Improvements in velocipedes." April 4, 1892.—The principal feature of novelty in this gear case is, that when fitted to a rear driven safety bicycle it forms an integral limb of the frame instead of being built



on to an already complete frame; this allows of a reduction in weight and obviates the necessity of having part of the frame passing through the case, as it generally does, that is, in at one side and out at the other. The illustration represents a plan view of the back stays of a safety. The case is constructed of two end castings (a, b) while the central part (c) is built of thin sheet metal. The front end casting (a) consists of one complete inner side (a1), a band (a2) connecting it with a narrow flange (a3) on the outside. The casting is formed with an internally screw

threaded boss (a4) by which it is screwed on to the end of the bracket (d). The outer side of the casting is closed by a plate (e) through the centre of which passes the crank axle (f); the plate (e) is fixed to the flange (a3) by screws. The back casting b is formed with a socket (b1) to receive the lower end of one tube of the back fork. The back casting is formed with a longitudinal slot to permit adjustment of the back wheel. An adjusting screw (l) with nut (m) and cross-bar is provided. The rear end of the case is formed with a removable end piece (n) to permit access to the adjustment. The portion (c) of the case is fixed at its ends to the castings (a, b) by screws or rivets and an internal stay (c\*) is fixed in the forward end of the part (c), thus completing the case and enabling it to serve the purpose of one of the back stays. A plate is used to cover in the hole formed in the case to permit of the entry of the hub (h) the said plate moving with the wheel when it is adjusted. The removable end piece (n) is fixed accurately in place by screws (n1) to the rear end of the part (c) of the case and by screws (n2) to the part (b). The case may be detached by taking off one crank and removing the end cover (n) and the driving wheel. Instead of forming the part (c) entirely of sheet metal, the upper and lower edges thereof may be formed of trough sectioned metal and the sides of leather or other suitable material. This case is being regularly fitted as a standard pattern to one of the Premier safeties for this season.

## Recent Patents Granted.

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

494,556, canopy attachment for velocipedes; Thomas W. Doyle, Holyoke, Mass.; filed March 6, 1892.  
494,575, pneumatic tire; John D. Keating, Springfield, Mass.; filed May 23, 1892.  
494,581, vehicle wheel; Joseph P. Mantou, Providence, R. I.; filed Aug. 22, 1892.  
494,611, pneumatic tire; Charles K. Welsh, Coventry, England, assignor to the Pneumatic Tire and Booth's Cycle Agency, Ltd., Dublin, Ireland; filed Dec. 7, 1892.  
491,741, gearing; Abraham M. Forrester, Washington, D. C.; filed March 6, 1893.  
494,803, bicycle; Frank D. Cable, Toledo, Ohio, assignor to the Yost Manufacturing Company, same place; filed Sept. 16, 1892.  
494,804, chain adjustment; Frank D. Cable, Toledo, Ohio, assignor to the Yost Manufacturing Company, same place; filed Jan. 5, 1893.  
494,830, bicycle; Leander Berry, Haverhill, Mass.; filed Aug. 22, 1892.  
494,870, velocipede; Gotthold Langer, St. Louis, Mo., assignor of one-half to Henry C. Withers, Carrollton, Ill.; filed Aug. 8, 1892.  
494,885, shaft-bearing cone; Albert Perkins, Chicopee, Mass., assignor to A. G. Spalding & Bros., New York, and the Lamb Knitting Machine Manufacturing Company, Chicopee Falls, Mass.; filed Sept. 5, 1892.  
494,947, wheel tire; Calvin Wynn, Toledo, O., assignor of one-third to William H. Standart, same place; filed Oct. 8, 1892.  
494,962, drive chain; Francis Ley, Derby, Eng.; filed Aug. 5, 1892. Patented in England Dec. 13, 1887.  
495,210, stand for bicycles; Isaac D. Smeed, Toledo, O.; filed Aug. 22, 1892.  
495,218, elastic tire; William J. Coe, Liverpool, England; filed Nov. 16, 1891. Patented in England Nov. 14, 1890.  
495,254, clock attachment for bicycles; Simon C. Levy, Philadelphia, Pa.; filed June 9, 1892.  
495,277, vehicle tire; George F. Stillman, Syracuse, N. Y.; filed Oct. 8, 1892.  
495,293, velocipede; Jean Bertoux, Fontainebleau, France; filed Jan. 11, 1893. Patented in England Nov. 18, 1892.  
495,391, bicycle saddle; Frank D. Cable, Toledo, O.; assignor, by direct and mesne assignments, to the Yost Manufacturing Company, same place; filed Aug. 9, 1892.  
495,412, bicycle saddle; Richard S. True, Syracuse, N. Y.; assignor to the R. S. True Company, same place; filed April 4, 1892.  
495,454, device for mending pneumatic tires; Henry H. Gummings Malden and Robert Coven, Cambridge, Mass.; filed June 13, 1892.

## TRADE MARKS.

22,754, bicycles and their parts; A. G. Spalding & Bros., New York; filed Feb. 21, 1893. Essential feature the words "Credenda Pacer."

22,755, bicycles and their parts; A. G. Spalding & Bros., New York; filed Feb. 21, 1893. Essential feature the words "Credenda Consort."

22,801, bicycles, Derby Cycle Company, Chicago, Ill.; filed Feb. 27, 1893. Essential feature the word "derby."

The REFEREE and all latest cycling papers, periodicals and hand-books from all parts of the world, received regularly and for sale. Send for list. FLETCHER & Co., 43 E. Van Buren St., Chicago.—Adv.

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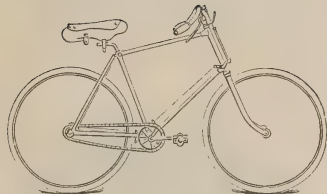
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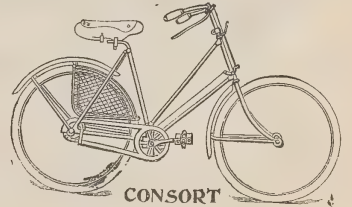


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CHAT BY PHŒBUS.

*An Easter Sunday Encounter — Riders Coming Out—Breakage Insurance.*

I witnessed a very gamey scene on Washington boulevard Easter Sunday. A couple of Halsted street toughs were playing ball in the street, and had become very much interested in their game. One of them, a very large young chap with a mug that would make his fortune on the Bowery, made a run after the ball just as a cyclist came slipping along up the street. The bicycle man made his calculations to pass the "gent" from Halsted street all right, but the ball struck the curb, and the man who wanted it stopped short and stooped over to pick it up, his back being turned to the swiftly-approaching cyclist. "Then came a burst of thunder sound," followed by "a dull, sickening thud;" the man from Halsted street described a probolo over the bicycle and rider and fell on his head with his heels on the back of his neck. The bicycle man made a wild swerve and came down like a second Icarus, 'mid a tangle of tubing and spoke wire, bent rims and bursted tires. The two men slowly arose, dusted themselves, cast rueful eyes at torn garments and ruined bicycle, and limped slowly toward one another, and then there was war. I rather admire fluent language, and had an idea that I had heard some very good examples of ability in the line of speaking one's mind, but the "gent" from the back district was a corker, and the bicycle man was no slouch. The Easter devotees were coming home from church, and were no doubt greatly edified by the familiarity with scriptural quotations evinced by the two belligerents. However, after much talk and many head and fist shakings, the couple parted without entering into direct hostilities. The bicycle man

picked up his smashed machine and disappeared down a side street; the gent smoothed out his battered tile as best he could and departed, muttering maledictions on the blooming heads of all bicycle riders, and peace and good will reigned once more. I am willing to bet a new hat, though, that the passers-by got a deal more fun out of the street racket than they did out of the Easter ceremonies.

\*\*

The few bright spring days that we have had are bringing out the riders and, incidentally, the buyers also, for which display of providential favor the powers be thanked. It will not be as hard for some of the "row" to pay their rent this month as it was last.

\*\*

Schemes for corralling the nimble penny are thick as grass in June-time. I had a new one sprung on me yesterday, namely, insurance for myself and my bicycle against *breakage* for the term of the fair—either of us to be repaired by the nsurance company in case of damage—all for the nominal sum of \$2, payable strictly in advance, and only one breakage to be paid for by the company on each of us. How is that?

PHŒBUS.

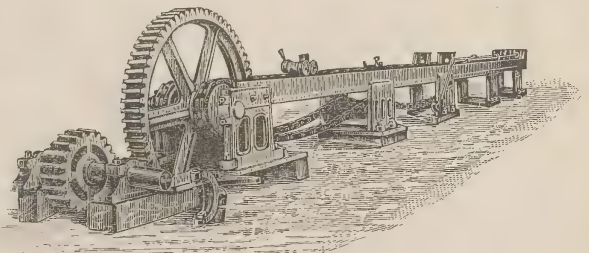
*Do Not Chew Toothpicks.*

A Liverpool cyclists' outfitter advertises "cyquills" as being invaluable to racing men. It is nothing more nor less than a quill about three inches long. There isn't a doubt that quill is much better than wood, or even pebbles. The latter one is apt to swallow, and wood, when chewed until in splinters, is apt to do a great deal of harm to the respiratory organs, inasmuch as the sharp little pieces are apt to lodge therein.

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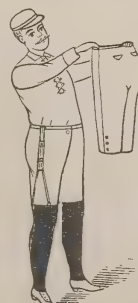
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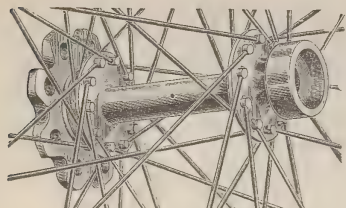
# NIAGARA.

There is no Wheel made to-day Superior in Scientific Construction or Quality of Materials used. It is distinguished for *High Class* finish and *Lightness of Running*. The *Niagara* on the Race Track and on the Road *Lowered* many *Records*. There is not a *Single Casting* used in the *Niagara*. Send for *Catalogue*. Agents wanted in unoccupied territory.

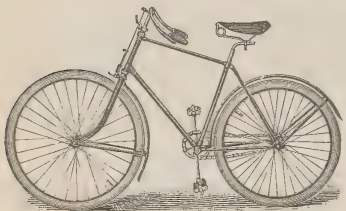
## BUFFALO WHEEL CO.,

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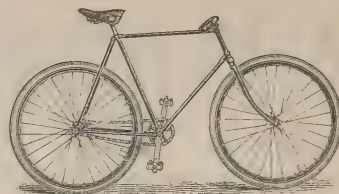
MAKERS OF THE NIAGARA.



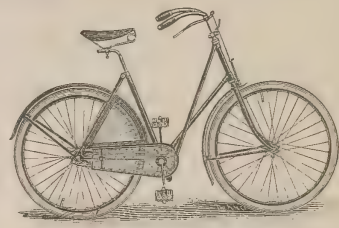
Niagara Patent Hub.



Niagara Full Roadster.



Niagara Racer.



Niagara Maid of the Mist.

## INTERESTING FOREIGN FACTS.

Germany's Seven Best—Cyclists' Tax Reduced—The Wheel in Africa.

The table which follows shows the prize winnings of the seven best racing men in Germany during the season of 1892:

|                         | First. | Second. | Third. |
|-------------------------|--------|---------|--------|
| Willie Tischbein.....   | 25     | 16      | 5      |
| Otto Beyschlag.....     | 23     | 6       | 10     |
| Alexander Verheyen..... | 21     | 4       | 3      |
| Alvin Vater.....        | 21     | 2       | 1      |
| August Lehr.....        | 18     | 2       | —      |
| A. Opel.....            | 14     | 6       | 11     |
| M. Gehrig.....          | 8      | 12      | 5      |

Lehr is a member of the Frankfurter Bicycle Club to which most of the above mentioned belong, besides being members of the clubs in their own cities. It is considered a recommendation for a cyclist to be a club member in the principal city of sport in Germany. Lehr rode in twenty races last year, winning eighteen first and two second prizes. He is the most famous of German riders, and in '88, '89, '90 and '91 held the 10,000-metre championship of Europe. A great future is before Verheyen, who is only nineteen years of age, but who can look back on a great many victories. Zimmerman is of the opinion that Verheyen is the best German racer he has met up to date.

The French cyclists are congratulating themselves that the senate has reduced the tax of 10 francs (\$2) on each wheel, which the chamber had fixed, to 5 francs. Although the bill passed with a majority of seven votes only this is a proof of what union is able to reach, and one must acknowledge the perseverance which the cyclists showed in sending resolutions and protests to the senators.

The bicycle sport, even in Africa, seems to increase. Only two cities in the dark continent—Tunis and Cape Town—were known as places where the sport was cultivated, but the recent trips of cyclists from Tunis to the capital of the former domain of the Pharaohs have caused Egyptians to imitate the example. Clubs have been established in Cairo and Alexandria. The latter place has already had a race, which attracted great attention. It is hoped that the Egyptian government, which has already equipped messengers with wheels (as Japan has done), will take care to have good roads, and then there will be no impediment to the further spreading of the sport in that country.

Charles Terront has left Paris for Rouen, his future residence, where he will represent one of the large English bicycle firms.

Several large races are on the tapis in Italy—the 7th and 11th of May, in Turin; the 28th of May, in Genoa, and the 1st and 4th of June, in Alexandria.

Several long-distance races take place in Europe next month. On May 27 oc-

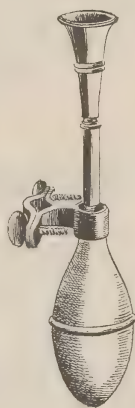
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curs the Bordeaux to Paris race; June 25, Paris to Madrid, Spain; July 15, Paris to Ostende, a well-known seaside resort in Belgium; June 29, Berlin to Vienna. This last race is to test the respective merits of the bicycle and horse. It will be remembered the horse contest, made between these two points last year, proved a failure. Any person belonging to one of the big German federations since Jan. 1, 1893, may start in the race. Each one who makes the trip in fifty hours, without change of machine, will be awarded a prize, while those who arrive in the limited time, but have changed mounts, will be given a diploma. It is expected that under these conditions many will participate. The manufacturers and agents look eagerly for these important events, and several have fixed extra prizes for the winners.

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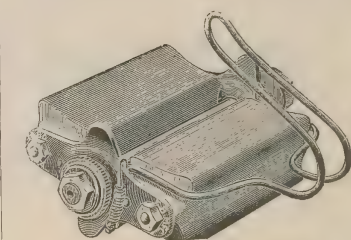
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S. A. MILES, - - - - - Editor.  
CHAS. P. ROOT, - - - Associate Editor.  
R. M. JAFFRAY, - - - Business Manager.

## SENSELESS LEGISLATION.

Beneath that marvelous, gold-capped dome which covers the capital at Hartford there are to be found a number of persons by whose act the wheelmen of Connecticut have lately been subjected to a law so outrageously unjust as to render the suggestion that the state house be at once transformed into a refuge for imbeciles entirely within the bounds of common sense. It seems incredible that a state whose people have given us such excellent advocates of the freedom of the people as Morgan G. Buckley could have so far forgotten itself as to seat a class of men so pure of thought as to deem unholy a game of "mug pound," or a bicycle race in which a gold medal is the only consideration involved. Yet, as we understand it, a bill recently passed makes it illegal to promote or engage in any kind of competition in which a prize of any description is offered.

The law was introduced for the purpose of suppressing gambling, but is found so far-reaching as to include many innocent amusements in connection with which that vice is unknown. It is to be presumed that, had greater publicity been given the bill at an earlier date influence could have been brought to bear which would have prevented the passage of so sweeping a law, and even now, though much time will be consumed in the attempt, there surely can be no doubt that a law, so manifestly unjust, will be repealed. Reports so far received, however, indicate the probability of the abandonment of all racing fixtures, during the early part of the season at least.

It is a ridiculous state of affairs and particularly to be regretted because of its occurrence in the state which gives the league its present president. The bill can only be compared with some of the hay-seed productions introduced from time to time for the purpose of driving wheelmen off the face of the universe.

It is understood that Connecticut will at once proceed to raise a crop of thistles in the state house grounds and to place in effect a law which will permit the trimming of the aural appendages of such creatures as may, with reason, be expected to be benefitted thereby.

## MILLER'S TRYING POSITION.

Mr. Miller, of the racing board, is in a trying position. He has refused to grant Boston sanction for a race meet on May 30 for the reason that he had already sanctioned a meeting at Worcester. Boston having appealed to the executive committee, that body has adopted a resolution which is in effect an instruc-

tion to Mr. Miller to sanction the Boston meet. Mr. Miller must either act upon the suggestion or—what? Possibly that alleged threat of decapitation would be carried out.

Unless Mr. Miller is inclined to be docile he may take it into his head to ask what right the executive committee has to interfere in the matter. It is the duty of the committee to "interpret" the rules of the league. Having done that and decided that Mr. Miller's decision was correct, its duty seems to have ended. But instead it authorizes him to break one of the rules of the racing board for the purpose of satisfying the clamor of a number of gentlemen in the Massachusetts division. We fail to see what authority the committee had for its action—desirable though it may have been. If, on some technicality the committee can show authority for its action—and some league officers have a habit of interpreting rules to suit themselves—it only goes to prove, once more, how excessive is the committee's authority. The league has a board for the special purpose of governing racing matters. No other committee should be allowed to interfere.

## A DELIBERATE FALSEHOOD.

Under no less positive caption are we able to place a statement made in the latest issue of the *Bulletin*, as follows:

"The whole aim and object of these men—Miles, Berger, Wardrop, et al., is to deprive the league of a national weekly organ."

This, so far as the REFEREE is concerned, as well as the claim that when the league *does* get a decent official organ the "three-dollar-a-year" fellows will have to get out of business (this cue, by the way, was furnished by Mr. Bassett in his "official editorial"), is a deliberate, and we think, in view of the showing heretofore made in these columns, a malicious misrepresentation. We submit to the executive committee and the league at large that it is an outrage that the organization should furnish unscrupulous persons with the means to continue this course of action. The committee virtually aids and abets these attacks so long as it permits them to appear.

Once more,—the REFEREE desires to see the league furnished with an organ which possesses something beyond the merit of an ordinary theatre programme and whose management shall be in the hands of men capable of conducting it with intelligence and veracity.

## THE L. A. W. CONSTITUTION.

The signs of the times seem to indicate that even in Connecticut members are awakening to the fact that the league's money is being spent and its energy wasted in the present method of conducting the roads bureau, and a special meeting of the assembly has even been suggested. These same people are just awakening to the fact that too much power is given the executive committee, a fact which has been pointed out more than once by the REFEREE and admitted by at least one member of the committee.

The calling of a special meeting means the expenditure of a lot of money and may not be desirable. Should one be held during the summer, however, the constitution should be overhauled by the rules and regulations committee before hand. It needs it badly. Proposers of amendments will please submit diagrams at the same time! It is a safe wager, however, that the autocratic president will not call a meeting unless forced to do so.

It is pleasing to note that Osmond has been received, so far, with the utmost

cordiality. One good turn deserves another and should the English rider get in form while here any victory which may fall to his share will be greeted with the same generous approbation as was extended to Zimmerman by the good old British public. Here's hoping that he may.

We respectfully suggest to "Ariel" in our humble "three-dollar-a-year" style the desirability of curtailing that "passing hour" to a half, or even a quarter. A "passing five minutes" would be ample.

## Some Training Advice.

A little advice from an old professional at this time on how to get into condition for track and road events, might be of use to those of the young division who would become racers. For track racing the best place to commence work is on the track, as long rides on the road are liable to get the rider into a steady slogging condition and which it will take a long time to overcome and regain that last quick sprint which is necessary to good work. When there is no track to train on, a good smooth piece of road is the next best thing, and a sharp spin of from five to ten miles a day, for two or three weeks, is better than a go-as-you-please slog of twenty to fifty miles, which some riders essay. After much preliminary work the track should be the place to train on.

Train in company, if possible, and vary the work of pacemaking. From ten to fifteen miles a day will be found plenty of work, and for people with little surplus flesh to get rid of five miles will be found enough. A steady ride over the course should be taken once a week, at least, to get accustomed to the work. Towards the end of the training a sharp sprint, varying according to the rider's constitution and condition, should be accomplished daily, always finishing strong.

For track work the same methods should be employed, and if training for a short race the same relative work should be followed. Leave tobacco in all forms severely alone and live moderately, eating judiciously and only strength-producing food. Sleep at least eight hours per day and do your work, if possible, after breakfast or dinner—say two hours after meals. If time permits a sharp walk of a mile or so before breakfast is a good thing. Learn to pedal fast, but also learn to stay, and avoid training nostrums. For rubbing purposes alcohol or whisky, with a little arnica mixed, is the best thing. Rub down well with both hands and a coarse towel. Use common care and sense in your training—that's all that is required to get fit.

## Roodhouse, Ill., Notes.

A large delegation will attend the Pike County tour of the Missouri division May 7.

Roodhouse will be represented on the racing circuit by E. E. Anderson and possibly others.

George E. Briggs sold his mount and said he was done wheeling, but the first robins find him again buying a wheel and out with the boys.

A party of Roodhouse cyclers took a 65-mile ride to Jacksonville and return via Winchester Sunday. One of the feather-weights broke both frame tubes squarely off and had to walk in a couple of miles.

Dealers report good trade and lots of new riders.

Last year's pneumatics are back numbers. Everybody wants the latest, consequently second-hand wheels are cheap.

The ladies are taking to wheeling in this place. We hope to see many more of them on wheels before the season is out.

## WILL MILLER GRANT IT?

*League's Executive Committee Authorizes Him to Sanction Boston Meeting.*

BOSTON, Mass., April 25. (Special)—The Boston people have won a glorious and bloodless victory, and that famous sanction for the Waltham races can be expected to arrive at any day or moment. Chief Consul George A. Perkins yesterday received a letter from the secretary of the executive committee which contained a resolution passed by the executive committee April 21, 1898, a copy of which is appended:

"RESOLVED. That the action of Mr. Miller, of the racing board, in interpreting rule "B" as mandatory on him to grant sanction to the first applicant, when in his judgment and opinion a conflict of dates and interests has been shown as between applicants for sanction for race meets on the same date was correct. In view of the fact, however, that a precedent had been established in over-riding the rules in a case where a division was one of the applicants, and not the first, that Mr. Miller will be authorized in rescinding his decision and granting sanction to the Massachusetts division for a race meet on May 30."

It was only three weeks in coming, but the decision eventually arrived. The sanction is, however, still missing. Meantime the A. C. C. is working like a beaver for the success of its meet.

## Waukesha-Milwaukee Road Race.

No action has, as yet, been taken by the Milwaukee Wheelmen relative to the admitting of colored wheelmen to compete in their annual road race. The question was recently settled as far as the Pullman is concerned, but whether colored men will be allowed to ride in the Waukesha race is a question of considerable annoyance to many who contemplate entering. It is time the matter was settled. If negroes are excluded why not keep out the Japs and Chinamen who are, it is said, desirous of competing. The latest donation to the prize list of the Waukesha road race is a donkey, the gift of Oscar E. Binner. As Binner intends the prize for the last unfortunate who crosses the tape, and as he has expressed a determination of riding in the race, it is safe to assert that the animal will continue to remain in the Binner family.

## Will the Track Be Ready.

The Boston people will not and cannot expect to have a first-class track at Waltham for the Decoration day races, as they have only just commenced to build. The contractor Mr. McClintock, awaited the REFEREE representative at Boston, last week, to get some points on track building. He stated that after consulting some fifty amateurs only one agreed with the REFEREE man's specifications, and that was Willie Windle. He will build on the lines suggested by Windle and the REFEREE man, but can scarcely expect to have a fast track for May 30. Boston is as usual very slow in racing matters, and it will take a year before the track will have settled properly and be fast.

## What Will Windle Ride?

It is rather queer reading to hear of W. W. Windle going to ride a Humber whilst a partner in the firm making his own wheel, the Windle! What's the matter with the Windle, Willie? Nevertheless, the REFEREE is told by a little bird that Windle is to ride a wheel this season made very near Springfield, Mass. Willie is coy, Willie is cute—and very diplomatic.

## Secure Sleeping Apartments at the World's Fair.

Rooms can be secured at the National Columbian Wheelmen's Association club house and hotel. Prices \$1 per day and upwards. Address, L. D. Taylor, secretary, 959 West Madison street, Chicago.



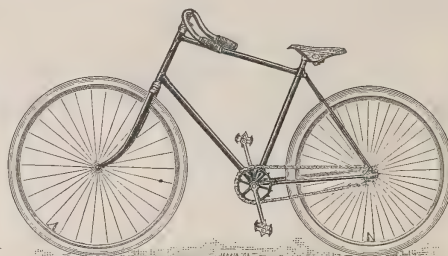
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## THE ROADS TO SUCCESS.

GOOD QUALITY OF ONE NECESSARY  
TO ATTAINMENT OF THE OTHER.

*A Practical Illustration Given—Increasing Interest and a Desire for Road Improvement Exhibited in All Sections.*

So universal is the interest in good roads that the subject of highway improvement has become a favorite topic for discussion, not only before boards of trade and chambers of commerce, but at many of the social and trade club meetings in Massachusetts, and, in fact, throughout New England.

At the last banquet of the Boston Boot and Shoe Club, which was given at the Hotel Brunswick on April 20, the speakers devoted their remarks entirely to roads and road building, the interest of the great reform being ably supported by Colonel Albert A. Pope, who was followed by Mr. George A. Perkins, a member of the highway commission and chief consul of the Massachusetts division of the L. A. W.

The highway commission has, without doubt, done some excellent work during the past year, as will be shown by its report which is now in press. Starting out with no data whatever, it has collected a large number of photographs of the roads throughout the Commonwealth, and these having been systematically arranged in a series of albums, can be consulted at the state library. This would be a good plan for other states to follow. A cursory review of these pictures is enough to convince one of the lamentable condition of the country roads in the old bay state. If

such highways are permitted to exist here, what can we expect of the comparatively newly occupied territory of the west? Yet from the latter region comes the greater portion of our bread stuff not only for home consumption, but for exportation as well, and in no portion of the United States would passable highways be of greater value in securing the shipment of produce at reasonable expense.

The highway commission has also carried out a commendable policy in giving numerous hearings throughout the state in order, if possible, to get a general consensus of opinion at the best methods to be pursued in carrying out the road reforms. The people, particularly in the western counties, were found to be quite favorably inclined to the idea of having the state interfere and aid in the construction of roads.

In France according to the reports of most trustworthy statisticians, the population is nearly stationary while wealth is enormously on the increase, but in New England there is a great decrease of population in the agricultural districts attended by a decided shrinking in the values of real estate. To be sure, the cities and larger towns have gained enormously in both.

There are various causes operating to bring about the result. The great development of our industries with the consequent growth of large manufacturing centres, and the craze for adventure in the west draw many young people from their country homes. Would this be the case if the highways were put in such condition that the life of the farmer would be less isolated? Why is it that so many of the farms in Massachusetts and Maine are deserted or occupied only by the old people who cling to them from love of home or because they are too aged to start anew in life? As

the grand work of highway improvement advances it will be seen that these farms will increase in value and yield so good a living that the young people will not so easily be tempted from their ancestral abode. If a practical illustration be wanted, let us examine the district along the St. Lawrence river extending eastward from Quebec and contrast with it the condition of the region about the town of Freedom, Maine, which is perhaps a fair sample of the back country settlements. In the former place the population is comparatively dense and the soil productive while in the latter, according to the U. S. census, the population has decreased from 940 in 1850 to 510 in 1890. There has been a decline of \$14,000 in the value of the real estate in the past twenty years. Take a drive across country in any of the older states and see how invariably thrift and cultivation follow the line of good roads.

For some fifty years the people have been pushing ahead and perfecting the great systems of railroads with their subordinate branches, which latter have been looked to as feeders. The problem now is to supply these branches with the produce of the land. This cannot be accomplished till the road communication is perfected. In other words roads are the proper feeders to railroads, and the sooner and more forcibly this fact is impressed on the public the more rapid and effectual will be the work on our common roads.

KUKLOS.

### *Columbian Guards on Wheels.*

Colonel Rice, of the Columbian Guards, is thinking of mounting a squad of men on wheels for emergency cases at night. The colonel told a REFEREE man that it would be impossible to use wheels in the grounds during the day, but that at night it would be an easy thing to move

the squad from one part of the world's fair grounds to another if the men were on wheels. Messengers may also be mounted.

### *Played Poker for a Shirt.*

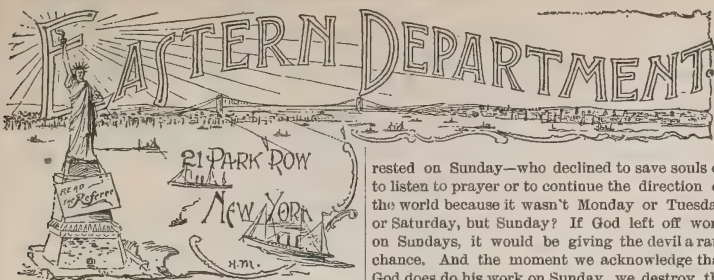
Dan. J. Canary, race meet promoter, trick rider and Victor traveler, floated into Savannah recently with a delapidated looking "white" shirt and collar. Paying Zimmerman a visit Dan bemoaned the fact that his clean clothing would not be ready for twenty-four hours and he did not want to increase his already extensive outfit. "Harry Wheeler has a shirt left," said Zim, "why not swipe that. Harry is down town." So Dan went through Harry's linen and helped himself to collar, and cuffs also. Then he went down town with the amateur champion and sat down to a pleasant little game of poker, and lost all his change. Pretty soon the party met just before dinner. Wheeler spotted his finery on Dan, and immediately demanded his goods, stating he must have a clean shirt. "I'll tell you what, we'll play a game of freeze out for \$1.50, and if I win I'll keep the shirt; if you win I'll pay you the amount and give you back the shirt." The game commenced and in ten minutes Wheeler made off down town on a hunt for a gentlemen's furnishing store.

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Thomas G. Allen, Jr., and W. L. Sachtleben were the guests of the St. Louis C. C. Saturday night, when a "Kaffe Klatsch" was given in their honor.





## Uses of the Sabbath.

While visiting the Quaker city recently, the writer listened to a lecture by the secretary of the cash prize league on the Sunday racing question. He took me to task for calling a halt on Sunday racing, but did not advance an argument that could change my opinion. As I have said before, it is not a matter of religious scruples, I use the seventh day in various ways, often in work, but I do think that cycle racers should steer clear of the Sabbath race meet, for it will surely lower the sport in the eyes of myriads of good citizens. There is no right minded person of liberal ideas who can see any objection to a man or woman taking a ride on Sunday in city or country, where the trees and flowers bid them welcome; but save us from a racing Sabbath. A. G. Spalding is to be congratulated on keeping the Chicago professional ball game free from Sunday games. In the end it paid him.

Of course times have changed, and the old Sabbath of say a hundred years ago was quite a strait-laced affair compared with our present Sabbath. More liberality prevails, and the American apprentice would probably rebel were he lugged off to church with his boss twice a day for four years, as the writer was—yes, and it was part and parcel of his apprenticeship indentures. After close confinement of six days, behind a counter or desk, one longs for pure air and a change. In this the cyclist is greatly favored.

I was pleased to see these views endorsed by that "man of the people," the popular author and playwright, George R. Sims (Dagonet), in our bright namesake, the *London Referee*. Mr. Sims has a host of readers and is noted for his liberal and generally correct views of matters of vital interest to the people. He says:

It is a coincidence that, just as Sunday closing is being discussed by the bigots, the question of Sunday opening should bring together an important assembly, presided over by the chief magistrate of the city of London. "Is Sunday played out?" might very well have followed the recent discussion with regard to the staying powers of Christianity. The old Puritan Sunday is absolutely played out. It is no more in accordance with the needs and necessities of our modern civilization than the old Mosaic sanitary laws, the strict adherence to which nowadays would probably bring the adherent into conflict with the police.

That it is wise to have a day of rest in every seven need not be disputed, but there is nothing in Scripture to justify the Sabbatarian view of the weekly holiday. The English Sunday is the most pharisaical institution in the world. Every innocent kind of amusement, every sensible form of recreation, is considered unholy. We may not go to picture galleries or to sacred concerts or indulge in healthful games without being denounced as heathen. If we did cease work—if we absolutely rested on the day of rest—the humbug of our present restrictions would not be so apparent. But we don't rest. The church sets an example of increased activity; and domestic servants and many of our public servants have to work just as if it were a week-day. The Sunday that we are compelled to observe to-day was not a Sunday intended for cities and mighty hordes of men with only one day's release from monotonous toil.

God, we are told, rested on the seventh day, after creating the world in six. But it may be said without blasphemy that He has never rested since. Certainly no true Christian can believe that God rests on Sunday nowadays. The church itself devotes the whole of Sunday to special invitations to the Almighty to continue His work. The cry from every pulpit and from every congregation is for God to do His work then and there. What sort of a God would he be who absolutely

rested on Sunday—who declined to save souls or to listen to prayer or to continue the direction of the world because it wasn't Monday or Tuesday or Saturday, but Sunday? If God left off work on Sundays, it would be giving the devil a rare chance. And the moment we acknowledge that God does do his work on Sunday, we destroy the foundation on which the Sabbath of the bigot rests.

We don't want the Continental Sunday. The theatres and the music halls need not be opened, but surely the picture galleries and the museums might, and in any duly licensed building properly conducted, sacred concerts might be allowed in the interests of the hundreds and thousands of hard-working people to whom Sunday is at present

sitting on a tree or at a clergyman walking home from church.

If it is a question of the employment of labor, the Sabbatarian hasn't a leg to stand on. The hours of the attendants can be arranged in a museum quite as well as they can be in a church, and it is no harder for a man to sit on a stool for a few hours in a room in the British Museum than it is for a man to blow the organ three times a day in a place of worship.

In the above Mr. Sims does not encourage Sunday shows or race meets. Yes, give us museums, art galleries and quiet rides abroad, but frown down the Sunday race meet. Preserve the day of rest, called the Sabbath, from cycle racing, even if we can't prevent balloon ascensions.

\* \* \*

## The New York Cycle Show.

The question of a cycle exhibit in con-

## UTILIZING THE KANGAROO.



The French cycling paper, *Veloce Sport*, asks the question why we have not, in a time when boxing kangaroos are shown everywhere, had a cycling kangaroo. Inasmuch as the animal has a good constitution for such purposes, the paper gives several illustrations showing to what purposes the beast might be put: A letter carrier, military messenger, a trainer or pace-maker. Mrs. Kangaroo can keep a set of boxing gloves stowed away in the sac used for carrying the young, and could catch the cyclist who fails to pay his wheel tax, and if he refused, a few cuffs would bring him to time.

ent a day of desolation when it is not a day of drink and gluttony. Something sensible ought to be done at once.

There was once a well-known lady in Devonshire who absolutely refused to allow the church on her estate to be opened on Sunday evening, because she said it led to so much immorality among the young people attending evening service, and she was a devout churchwoman. Most religious people would object to her argument, but it was quite as sensible as that of the Sabbatarians, who object to the Sunday opening of museums and public galleries. It is a monstrous absurdity that our great educating, humanizing, national collections should be closed to the nation on the one day that the nation is free to visit them. No one who thinks such places wicked need enter them, and those who don't think them wicked can be doing no harm by patronizing them. There can be no more harm in looking at a stuffed bird than at a live one; at a painted man than at a real one. The glass case and the gilt frame cannot possibly make that which is harmless harmful. Up to the present even the Sabbatarians have refrained from hinting that is demoralizing or irreligious to look at a sparrow

few of the members of the club are reputable newspaper men, and their connection with it enables the organization to come at the business and general public of New York with a scheme apparently backed up by the entire newspaper guild.

The demands made in behalf of the approaching fair are not actually accompanied by threats of newspaper retribution, but in most cases the person approached is made generous by an undefined dread of what may happen to him if he isn't. With the demand is coupled the assurance that the Press Club is a philanthropic institution, which takes care of its members in sickness and buries them when dead.

This is a humiliating reflection on the members of the newspaper profession. The great majority of them, and the most reputable of them, do not belong to the Press Club at all. They are self-respecting, and make their own provision for sickness and death, or, at all events, do not appeal to the general public, directly or indirectly, to do for them.

There is a growing knowledge among the public that the Press Club idea, not only in New York but elsewhere, is strongly worked, and for their own advantage, by men who either are not newspaper men at all, or whose connection with the press is very slight. It will be a good thing when this knowledge becomes general.

This is right; newspaper men should not pose as beggars, or use their position to squeeze money out of the public, which is already supporting them generously.

\* \* \*

## He Put More Spice in It.

Roland Hennessy undoubtedly meant well when, last week, he advised Boardman to give his readers a little more interesting matter in the *Recorder* and less trade notices, which have practically filled his columns of late. Boardman took the hint readily enough, as the following proves:

Did it ever occur to any one who reads the cycle newspapers how full of news they are? Of course, it is not to be expected that a weekly paper can in its reports come any nearer than ten days of an occurrence unless its importance forces them to it. Yet the editors (?) and their bucolic writers, under this or that pseudonym, fill their copy with advice to others, how to do the business, or what to write or something equally as uninteresting. A writer whose name smacks of bottled goods dates his letters from this city, and with a desire to be in the swim uses two Celtic names for noms de plume, thinking perhaps the prestige of Tammany will give him prominence.

I, who have been eighteen months intimately connected with cycling in this city, never a day out of it, have yet to come in contact with this oracle of cycloedom. Where is he perched? His tit willow songs are melodious, but tiresome. First he says the *Recorder* 'is not read by wheelmen. Is it true, boys? You know, and so do I, that more riders read the cycle news of this column every day than read his scribbles in a month. If he wants different reading there are other journals in this city. He says he buys the *Recorder* every Sunday. Good. What's more, who has helped cycling most, he or the *Recorder*? What meat does this, our modern Caesar, feed upon that he has grown so great? Do you know? No? Then I'll tell you. Over in the Quaker City is an organ with a long-levered crank, whose writers are stationed in this city. He is one of them. With the others, his mission is to whip the outsiders into the ring of their scheme. Come in or you'll get "roasted" at every sweep of the pen. Their rule is not to build up, but to destroy. But how laughable are their feeble efforts. To further help their cause, sporting writers on the dailies are being promised lucrative positions if they will boom their scheme. But here is the best part of the way in which the work is done. All the while they are prodding one they tell him: "We are your friends." Then turn and give him a back-handed slap. Are these friends? Not on your life. Another feature of these worthies, "Cognac" and "Willie Buncombe," is their cry for assistance. Within the week both of them have asked my aid to secure something needed in their business schemes. The latter, nice fellow, has the bicycle trade privilege of the most worthy Press Club Fair. That manufacturers and dealers would find there a good opportunity to exhibit their wheels is true enough, but even at that they decline to negotiate with the "nice fellow."

So he comes to me, tells of his philanthropy and says: "Here's a chance to make a few dollars. You secure them, for I know I can't before I start." This is a nice fellow. The other Dromio wants to boost himself into place by getting into the professional ranks. So he will, I don't think. Now, let me say my little piece: The L. A. W. is the largest sporting organization in the world. It is a clean, healthy organization, working without gain for the cause of good roads. Upwards of fifty applications to membership have been sent in through the New York *Recorder* since last November; so much do I believe in it. Its officers and members are men of standing in their com-

Life is sorry to see the New York Press Club engage in a scheme that savors of blackmailing. A



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are fully satisfied that they possess special and valuable improvements over other makes selling at the same prices.

### Everybody Admits

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### "Sylph Cycles Run Easy,"

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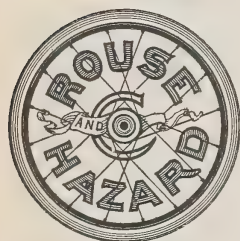
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The Sylph Line of Highest Grade Rigid and Spring Frame Cycles,

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The Rudge Line of Highest Grades as made in the Rudge American Branch factory at Peoria?

We manufacture all of the above mentioned; are largest jobbing agents for the **Western Wheel Works'** 19 patterns of medium grades, carry an enormous stock from which we make prompt shipments at **Bottom Prices** to the trade, including some of the largest jobbers in the West. Extraordinary bargains in new wheels at cut prices.

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**ROUSE-HAZARD & CO., 89 G. St., Peoria, Ill.,**

MANUFACTURERS, IMPORTERS AND JOBBERS.

MENTION THE REFEREE.

munites. Yet, their chief and his cohorts must attempt to tear it down. That they can't is a foregone conclusion. There is not one amongst them that would not give a good deal to be in good standing in the league. And so good gentlemen, Egan, Hennessy and Troy, I bid you good day, leaving as a parting shot such names as follows, to whom I respectfully refer as to the merits of the work done by the cycle department of the Recorder: Elliott Mason, J. D. Cheever, Wilson, Myer & Co., G. Minturn Worden, Elliott Burris, L. B. Whympier, Col. A. A. Pope, George H. Day, Charles W. Walker, Abbot Bassett, F. D. Ray, Alex Schwalbach, Boston Post, Sam Miles, "Senator" Morgan, O. S. Bunnell, M. L. Bridge-man, George Macdonald, J. Bretz, W. Measure, and all the 720,000 readers of the Recorder.

A little advice is good sometimes, and the man who heeds oftentimes profits. But Hennessy cares less for the cash prize than Boardman, the writer does, and is too clever a boy to be termed a "dromio," and will resent being called "Cognac," for Roland is strictly temperate, though his namesake does make very excellent brandy. Boardman is too busy with his many schemes to write much, but should not kick those who would be his friends. He hasn't over many.

\*\*\*

#### The Champion's Plans.

Arthur A. Zimmerman was a caller Friday, and was looking remarkably strong and well, and ready to meet Osmond—at the banquet—the same evening. "The boy" was in the best of spirits, spoke cordially of all racing men, and corroborated Joseph McDermott's statement that London would be the first point they would stop at, but only for a day or so, when they would proceed to Brussels. Mr. Parker, an art student, was with Zimmerman and will accompany him abroad. Zimmerman laughed when he read a Chicago paper whose Milwaukee correspondent intimated that Zimmerman and his friends were responsible for the delay said to have been shown by Mr. Raymond in issuing San-

ger a certificate of purity. Said Zimmerman:

"It is a pity that Sanger has such a lot of fool friends. They will eventually make him extremely unpopular if they keep up their present foolishness. Why should I or my friends fear Sanger's European trip? I trust Mr. Sanger's friends will be satisfied after we meet in England.

\*\*\*

#### The "Dead Easy's" Danger.

"Major" Billy Atwell, who was given his military title by the REFEREE, is getting anxious. He fears the new comer in Boston clubdom will rival his own creation, the "Dead Easy Club." Atwell called a council of war of his followers to treat with the "Mustys," a new concern of limited liability, but of a very suggestive title. The Post, of Boston, was the cause of the consternation in the Dead Easy ranks, through printing the following:

A new club, called the Musty, has been organized, composed of a number of new riders who learned at McCune's riding school. There are seventeen of them and they express a desire to rival the Dead Easy Club, whose idea seems to be to enjoy themselves. The new club will wear white sweaters, embroidered on which will be a pewter mug, over which the word "Musty" is worked.

Fancy white sweaters with an ale mug for a frontispiece! Is it any wonder the popular little major got excited? The emblem of the Dead Easys is a Mumm's-extra-dry bottle, worked in amber buta pewter mug, whew!

\*\*\*

#### Zimmerman's New Departure.

The following appeared in the English supplement to last Saturday's Spiel and Sport: "Zimmerman and the American trick rider, McAnney, have joined forces and are appearing together. Needless to say; they are making a success of it."—Bicycling News.

There is a decided need for some good

gardeners on some of the English papers. The "news" they print of Americans and America is not only second-handed, but oftentimes most unreliable. Fancy the champion of the world doubling up with a trick rider at this or any other time of the year!

#### The Indianapolis Meet.

Messrs. Hay and Keck, of Indianapolis, were in Chicago over Sunday taking in the world's fair grounds and the cycle stores. "We're going to have the finest meet on the international circuit, not barring Chicago," said Mr. Hay, "and we've got the greatest tournament manager, Fred Patee, at the head of the committee." Mr. Hay said the track was in better shape than ever, and that the grand stand had been entirely finished and the enclosure improved. The double track electric road now runs to the grounds, thus offering excellent transportation facilities.

#### The Boston-Chicago Relay.

All arrangements are now complete for the Boston-Chicago relay, which starts Monday. The promoters hope to get the message through inside of a hundred hours. The heavy rains of the past week have put the roads in horrible shape. Van Sicklen and Bliss will carry the message from Kensington to the fair grounds and deliver it to Governor Altgeld.

#### The Clarksville Race Off.

Chief Consul Holm, of Missouri, writes the REFEREE that the fifty-mile road race, which was to have taken place May 8 at Clarksville, Mo., has been abandoned because of a lack of encouragement. The Pike County tour, he adds, will be held on Sunday, May 7, and will be better attended than ever before.

#### A New Milwaukee Dealer.

The latest addition to the retail cycling trade of Milwaukee is the firm of T. L. Paine & Co. An excellent likeness of the senior member of the firm is presented herewith. Both T. L. and Harry J. Paine are well known and among the most popular wheelmen in the Cream



T. L. PAINE.

City. Their friends in the city are legion, and their success in the cycling trade is assured. The store is centrally located, at 87 Wisconsin street, in the heart of the business centre. The firm makes a special feature of the Arrow, made by the Century Cycle Manufacturing Company, of Indianapolis, and will carry a fine line of medium grades.

#### Secure Sleeping Apartments at the World's Fair.

Rooms can be secured at the National Columbian Wheelmen's Association club house and hotel. Prices \$1 per day and upwards. Address, L. D. Taylor, secretary, 950 West Madison street, Chicago.



# WELCOME! FAREWELL!

OSMOND ARRIVES JUST AS ZIMMERMAN LEAVES AMERICA.

*The Former Tendered a Welcome Reception and the Champion is Bidden God-speed By Hosts of Friends.*

NEW YORK, April 22.—Armed with a pass from Collector Hendricks, of the port of New York, and an assurance from Dr. Jenkins, of quarantine fame, that he would see that no cholera germs attacked him, a REFEREE representative was prepared to meet F. J. Osmond when he stepped ashore from the Britannic. Last Thursday night the REFEREE man set his alarm clock and retired at 8 o'clock in order to be up at 5 Friday morning to meet the English crack. He was to be at the barge office at 5:30 to board a revenue cutter with the boarding officer, James Little, to go to quarantine to see that the Britanic passengers did not escape paying Uncle Sam duty on anything they might have hidden up their sleeves. It was a stormy morning and a pall of fog completely enveloped New York bay, hiding our charming girl, Libby, on Bedloe's Island. "A nasty morning, sir," was the comment of an old tar as the REFEREE early bird hopped into the barge office.

"Have you heard from the Britannic?" was asked the young man at the telegraph instrument who is notified when steamers are sighted off quarantine.

"Not a word, and the chances are that last night's storm will keep her outside the hook, or perhaps drive her out of her course," he replied.

"But the storm was on her back, wasn't it?"

"Yes, it was, but captains fear thick weather. She may be in to-day, but I doubt it."

The REFEREE man sat for two whole hours, and then went to breakfast. On returning Mr. Little told him that the boat would be first sighted at Fire Island, and it would be three or four hours before she would drop anchor in quarantine. Then he hid himself to the postoffice and went to the man who receives the news from Fire Island when boats are sighted. After trotting up to the office of this gentleman with a handful of good cigars, he bribed him to send word to the REFEREE office when the Britannic was sighted.

## EVERYBODY ANXIOUS.

In the meantime Zimmerman, Wheeler, Troy, a committee of the Riverside Wheelmen and a few dozen other enthusiastic cycling citizens, had called for the news, and the song all the morning was—"has she been sighted yet?" A telegram was sent every hour to Roland Hennessy, who was cooking stuff for the banquet, for fear he would get panic stricken and let the soup spoil or meat burn, and to be sure he was at his post at 2:30 the REFEREE man boarded an elevated train and called on him. He was anxious, yet confident that Osmond would arrive. A mutual friend, who owned a tug, said if things came to the worst, he would "litch up his tug, go down the bay and get a chap who looked like Osmond, and bring him ashore; this banquet must come off."

"See here," said Roland, "that last telegram from you was a corker. You gave me an idea. We must switch around a bit, and instead of making it 'Welcome to Osmond' and 'farewell to Zimmerman' we will make it 'Farewell, Zimmerman' and 'welcome to Osmond,'" and Roland's

handsome face fairly beamed with the new idea.

"Why, yes," I returned, "we've got Zimmie, but have yet to catch Osmond."

## OSMOND IN SIGHT.

On my return to the REFEREE office there was a telegram from James Little saying, "come down to the barge office at once," also a note from my faithful postoffice friend, which read, "The Britannic sneaked by Fire Island without our man seeing her—she was off the hook at 2:35." Running to the telegraph office I wired Hennessy: "Hurrah! Keep the soup simmering; Osmond is in sight—thank heaven!" Then with Zimmerman I hustled to the barge office, only to find the cutter had left thirty minutes before.

Learning that the Britannic would dock at 6 o'clock, we posted a bulletin at the REFEREE office and raced down to the White Star pier. There was her majesty's namesake floating proudly towards the dock. John Prial with commendable patience, and more time at his disposal, had stood at his post at the

night, a goodly crowd was at the Cunard pier Saturday to see Zimmerman and Joseph McDermott off for England and wish them God speed. The REFEREE man was on board early and chatted with the champion's father and mother, Mrs. McDermott and some Freehold, Manasquan and Asbury Park friends. Others were there—F. J. Osmond, John Prial, L. C. Boardman, Sydney Bowman, George S. MacDonald, Mr. Woodhead, C. A. Dimon, W. B. Troy, Harry Wheeler, George C. Smith, Fred Atkins and several of the champion's lady admirers.

## PLAYED JOKES ON ZIM.

Knowing that without Mascot John Backus, Arthur would be at a disadvantage, the REFEREE representative had procured a cute looking Chinese doll, which was presented with strict injunctions that it be carried to all race tracks abroad, and on no account should Zimmie start in a race unless the baby was there. Osmond presented the champion with a suspicious looking package.



MISS UPTOSNOFF.—I have just purchased a new wheel, and isn't it a beauty? The manufacturers furnish a guarantee with each one of their make that the lady who rides it will become engaged before the season is ended.

MISS GOETLEFT.—For mercy's sake do tell me where they do business and I'll order half a dozen.

barge office; W. B. Troy had become hungry and gone to dinner, so Prial and an exceedingly fresh youth named Carlton had gone down to quarantine, and the trio was easily discernible as the big liner swung into the dock.

## F. J. O. IN AMERICA.

"How are you," shouted Fred J. Osmond to the REFEREE representative as he recognized him in the party of ten who assisted in shifting the gang plank. Osmond was about the first to land. He looked the same Osmond of five years ago, though probably a little larger in the shoulder, and he looked well, too. The party, including Zim, gave him three cheers and a tiger. After arranging for the transportation of his baggage to the St. Dennis, and the REFEREE man had presented welcome letters from the Chicago Cycling Club and Riverside Wheelmen, and introduced a committee from the latter, Osmond was left with Zimmerman and Wheeler, who escorted him to his hotel.

## ZIMMERMAN SAILS AWAY.

Notwithstanding the banquet Friday

cries of conspiracy arose from Zimmerman's friends. On opening the package a baby's feed-bottle was disclosed, and on a card was written, "To be taken morning and night, in order to become strong and win the N. C. U. championship," Zimmerman and McDermott laughed heartily and the former pocketed the Osmond gift.

There was no crying—even brave little Mrs. McDermott, the champion's sister, and the champion's mother wished Arthur good-bye without tears, but the parting was an affectionate one. "Good-bye, my boy; God bless you," was the parting words of the champion's father.

## AND HE SAILED AWAY.

"All ashore," shouted the second officer, a hearty hand shake with Joe McDermott and Zimmerman and we went ashore. When the big Canarder Aurania—which by the way brought the American team home in 1888—glided from the dock, a bright sun was shining. Sydney Bowman, who stood among the crowd at the end of the pier shouted in stentorian tones, "three cheers for

Arthur Zimmerman, America's champion bicyclist of the world." They were given with a will, and from the bow of the boat the modest Zimmie took off his hat and bowed.

In that crowd there was not one who would not have wagered his last cent that the championship of England will, inside of three months, be again brought to these shores.

Good luck to the champion!

\*\*\*

## BANQUETED THE CHAMPIONS.

*Osmond and Zimmerman Given a Supper by New Yorkers.*

NEW YORK, April 25.—"Farewell, Zimmerman! Welcome, Osmond!" is how the title page of the menu card read, with "God-speed" prefixed to the farewell, when twenty cyclists sat down to what proved a very enjoyable banquet tendered Arthur A. Zimmerman and Frederick J. Osmond, on the latter's arrival in New York last Friday. The affair originated with Roland Hennessy, who wrote the eastern representative of this paper recently, while he was in New England, asking if something could be done to give Osmond a welcome. The idea caught, but the uncertainty of Osmond's arrival was a puzzler, and it was only twenty-four hours before the boat touched dock that a definite scheme had been fixed upon. The invitations were sent out only the day before, and yet twenty of the twenty-eight invited made it convenient to be present, even with such brief notice. Roland Hennessy stopped putting the finishing touches to his song, "Sleep, baby, sleep," and threw his whole energy into getting things ready, and his many newspaper interests were forgotten. Osmond, Zimmerman and Wheeler walked into the parlor at Wallace's Fifth Avenue hotel, where the banquet was given, arm in arm. The gentlemen who attended showed themselves sportsmen worthy of the name, and the promoters of the "feed" are much indebted to F. P. Prial and A. Kennedy-Child for their cordial endorsement of their humble endeavors to welcome F. J. Osmond in a fitting manner. And A. A. Zimmerman and Joseph McDermott are to be thanked for rising above all petty racing jealousy, and, as men and Americans, they extended a hearty welcome to Osmond.

## LETTERS OF REGRET.

In response to a letter Mr. McDermott wrote from Freehold, N. J.: "If you will telegraph me when steamer is sighted I will be glad to be one of the party to welcome Osmond, and Arthur will do the same. You will appreciate how I will be rushed at about this time, as we go away Saturday, but I will make every effort to be on hand. If I should fail please express to Mr. Osmond my sincere regrets at not being able to be on hand to welcome him. I have always advocated just such a reception as you have planned. I know how it makes one feel to have some friends to greet you on your arrival in a strange country."

Toastmaster Child read Mr. McDermott's letter, which was greatly applauded. The day of the banquet McDermott telegraphed: "Can't make it; Arthur will see you this morning." Mr. Woodhead, of the Raleigh Cycle Company, who has just arrived in this country, wrote a letter of regret.

The dining hall was decorated with potted plants and flowers, and the table was arranged in the form of a cross, Osmond and Zimmerman at the centre, seated next to the chairman of the racing board, Mr. Raymond filling the post of referee, as it were.

## TOOK DESPERATE CHANCES.

The promoters of the entertainment



# The Preston Davies' Tyre & Valve Co.

## Some of the Advantages Claimed for the PRESTON DAVIES' TYRES:

Using a shallow rim, a greater depth of air space is obtained than by any other tyre on the market, consequently increase of speed and ease of running.

Owing to the construction of the webbing inside the outer case, the tyre is by far the most resilient and lightest of any yet introduced.

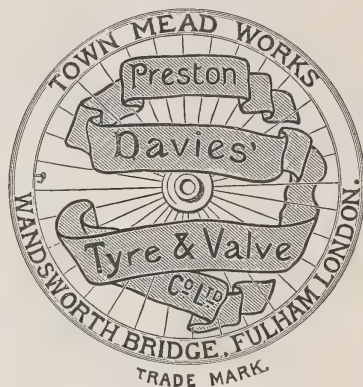
It is impossible for it to burst, even with excessive pressure.

In case of puncture from external sub-

The repairing outfit is so small that it can be easily carried in the waist-coat pocket.

The valve used is the smallest, lightest and simplest on the market, and can be removed from the tube by simply cutting the waxed thread which holds it in position.

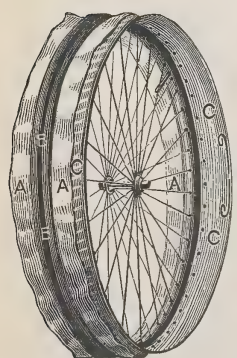
Above all, NO SEWING, SOLUTIONING, or SPECIAL RIMS REQUIRED.



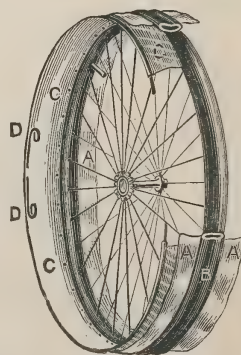
stances or for the purpose of examination, the air tube can be exposed without trouble in a few minutes. It can be removed from the rim, without unsolutioning, with valve attached, and inflated to test for puncture. The air tube can then be as easily replaced, or a new one substituted, on the rim, and the covering refixed.

The construction of the outer covering renders it impossible for any wet or grit to get inside the tyre and so damage or chafe the inner tube.

## To take out and replace the inner tube when you are unable to locate puncture.



Unhook one side of the outer jacket **C**, commencing at the ends of the wires **D**; turn back **C** and unflap the rubber **A** (which is not sewn or solutioned, but simply flapped over), when you have your inner tube exposed for repair, which can be taken out in a ring without unsolutioning, with valve attached, ready to test for puncture. Having found the puncture, and repaired it in the usual way by solutioning a piece of sheet rubber on to the inner tube, you replace **B**, placing the valve through the hole in the rim, flap the rubber **A** over the inner tube **B**; turn back your outer jacket **C**, and hook on, starting in centre of wires, and working each way to **DD**. Inflate your tire and you are ready to start.



Showing the Tire open ready for repair.—A.—Sheepskin or rubber; B.—Inner tube; C.—Jacket; D.—Ends of wire.

## TO REPAIR AN ORDINARY PUNCTURE.

When you have found the position of the puncture, unhook the outer jacket **C** about 6 inches each side, then place your hand in and draw out the inner tube **B**, which you repair in the usual way; replace **B**, tucking in the rubber **A**; hook on and replace your tyre. This repair taking but two or three minutes.

HEAD OFFICE AND WORKS: Town Mead Works, Fulham, S. W.

LONDON SHOW ROOMS: Coventry Machine Co., Ltd., 15 & 16 Holborn Viaduct, E. C.

COVENTRY DEPOT: 21 Warwick Lane, Coventry.

AGENTS FOR BIRMINGHAM: Thos. Smith & Sons, of Saltley, Ltd.

AGENTS FOR SCOTLAND: New "Howe" Machine Company, Ltd., Glasgow.



up to noon, Friday, were sorely puzzled to pick out a toastmaster. Roland Hennessy said Kennedy-Child would be the man to do it justice, but where was Kennedy? Out west, the REFEREE man said.

"Ah, there," said a well-known voice, and then Child's smiling baby face peeped in the door.

"For the love of Moses," was all Roland could say, as he hustled up town to change the words on the menu card from "You all know him" (the supposed toastmaster) to "A. Kennedy-Child."

We were still running desperate chances. No Osmond in sight, and 2:30 o'clock; but we had Jimmy, and I bribed Harry Wheeler to keep tab on him and see that he didn't scoot. Providence was kind to us. Zimmerman didn't scoot and Osmond arrived on time.

#### THE GUESTS.

Among those who filled the seats—the twenty provided—were Frederick J. Osmond, Howard E. Raymond, Arthur A. Zimmerman, A. Kennedy-Child, Harry Wheeler, Elliott Burris, M. L. Bridgeman, Charlie Price, W. B. Troy, E. A. Carlton, F. P. Prial, J. J. Prial, R. G. Betts, H. L. Saltonstall, Roland Hennessy, George Smith, A. E. Hildick, H. Roberts, Sydney Bowman and the REFEREE representative.

#### RAYMOND IN GOOD FORM.

Mr. Raymond was trying to make a record. He had made a speech before the Brooklyn and K. C. W. clubs at 8 o'clock and at 9:30 he was at Wallace's and soon talking again. He was in good voice and as witty as ever, and did full justice to "Welcome to Our Guest." He delivered a parting benediction to Zimmerman at the same time. F. P. Prial made possibly the best speech of his life on "The Cycling Press," and never was Prial in a happier mood. He said of the old-country papers he placed Henry Sturmy and the *Cyclist* at the top of the heap. He did not say that the *Wheel* was "on top" in America, but for the time being that credit was given him by the company.

#### OSMOND TALKS.

Osmond made a short speech in response to "The English Racing Man," wished Zimmerman success in his tour abroad, and hoped that he would meet America's best men while in this country. If he met Zimmerman he would, of course, try to beat him. "I'll not race, mind you," he said, "unless I'm fit to do myself credit."

#### ZIM DIDN'T SCOOT.

Strangely enough, although he had begged not to be asked to speak, Zimmerman arose, shook hands with Osmond, and made a neat little speech; time, 2:30-2-5. He was glad to see Mr. Osmond, and welcomed him to America. He hoped he would enjoy himself here, and when they met in battle array "may the best man win." Zimmerman made a decided hit.

John Prial and R. G. Betts did the subjects "The Cycling Fraternity" and "The Amateur" justice, considering they were called on without a moment's warning. Sydney Bowman made a classical speech on "The American Racing man." M. L. Bridgeman spoke eloquently on "The American Trade," and A. E. Hildick, of the Riverside Wheelmen, spoke on "The Woman Cyclist," and said some nice and some naughty things.

Roland Hennessy—bright boy that he is—spoke of "The Daily Paper in Cycling Journalism," and received applause for his effort. Elliott Burris, of the bone-shaking days of '69, told of "old times" in Pittman's place. H. L. Saltonstall defended and praised the L. A. W.

A. Kennedy-Child as toastmaster kept the crowd in magnificent humor, and

rarely have a lot of young men enjoyed themselves better or taken part in an affair so creditable and in keeping with America's hospitality than those truly good sportsmen who made the dining parlors of Wallace's ring with eloquence, laughter and song last Friday evening. R. J. McCreedy will be next to receive a reception by New Yorkers.

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#### OSMOND IN CHICAGO.

*The English Champion Ready for Business—May Race.*

F. J. Osmond, accompanied by F. P. Prial of the *Wheel*, reached Chicago Wednesday night, and is now at the Wellington. J. M. Erwin, of the racing board, and a REFEREE representative met him at Kensington. Osmond was greatly interested in the fair and got a glimpse of the buildings as the train passed Jackson Park.

The English crack proposes to begin training at once, on the Parkside track, if necessary, and if he can get into condition he will race. He wants one more year at racing, but, not having been defeated for three years, he proposes not to take the chance of defeat by racing when not in the best shape.

He stands 6 feet 2 inches and weighs over 180 pounds, has a pleasant, clean cut and determined face, and is a typical Englishman. Osmond thinks Schofield the best man on the English path to-day, but says it is not certain that he will be here to compete in the international races. Osmond, Harris nor Schofield have as yet received their licenses to ride from the N. C. U. and there is nothing certain that they will.

Osmond likes Jimmy, thinks Mills a better man on the road than Shorland, says Sanger must be a good one if all he has heard is true. Mr. Prial ventured the opinion that Johnson would prove the best man on the path this year.

Saturday night an informal reception to Mr. Osmond will be held at the home of the Chicago C. C., to which he has already applied for membership. If he races it will be under the colors of the Speedwell B. C.

#### In Re Garford's Patents.

The REFEREE is in receipt of a communication from President Garford, of the Garford Manufacturing Company, wherein that gentleman denies that Judge Dallas, in refusing to grant a preliminary injunction in the case of the Garford Manufacturing Company against the Bretz & Curtis Manufacturing Company, stated "that the Solid Comfort saddle did not infringe the Garford patents." Mr. Garford enclosed a copy of Judge Dallas' decision, which was as follows:

It is, I think, not desirable that I should, upon this motion, express any opinion upon the merits of the case as it has been presented.

It is enough to say that the affidavits, exhibits and arguments have not satisfied me, after full consideration that a preliminary injunction ought to be decreed. The case can be safely passed upon only when ripe for hearing upon the pleadings and proofs taken with opportunity to either side to cross-examine the witnesses of the other; and I perceive no reason which, in my opinion, should induce the court to grant an injunction at this stage.

The complainant's motion for preliminary injunction is denied.

L. C. Boardman of the New York *Recorder*, recently stated in the presence of four responsible witnesses that he had been asked to handle the New York and eastern end of the cash prize scheme and that he had turned the offer down. W. B. Troy says he has no knowledge of such an offer being made Boardman. Possibly Egan has. There is friction between Boardman and the cash prize people. Possibly the alleged offer accounts for it.

#### RECENT ENGLISH INVENTIONS.

*New Ideas in Tires, Machines and Other Devices.*

These abstracts are prepared, immediately after the complete specifications are published, by G. Douglas Leechman, consulting engineer, patent expert and cycle designer, 19 Hertford street, Coventry.

[All persons interested in opposing the grant of a patent on any one of the undermentioned applications may, at any time within two months from March 15, 1893, give notice in the prescribed form of such opposition.]

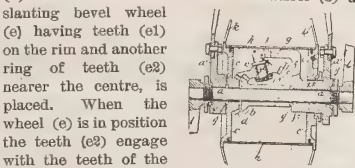
#### NEW RIM FOR PNEUMATIC TIRES.

No. 2,585. W. Lugton and E. C. Furby's "Improvements in the rims of wheels of velocipedes and other vehicles." Feb. 6, 1893.—This invention consists in forming rims in two parts so that they may be detached from one another for the purpose of opening pneumatic tires for repairing the same. The spokes are attached to the main portion (a) of the rim which is formed of a trough section; b is the detachable portion of the rim. One side of the part (a) of the rim is doubled over so as to form a spring catch (a1) for the purpose of receiving and securing the detachable part (b). The two edges of the outer cover (f) are cemented to the rim, one to the part (a) the other to the part (b) as shown. A number of small screw bolts or studs (d) are riveted or otherwise secured to the part (b) of the rim for the purpose of securing the parts (a and b) together. Slots or notches are cut in the curved portion (c) of the main part (a) of the rim opposite and corresponding to the studs (d) on the part (b) which permits of the two parts (a and b) being locked together or detached from one another without removing the studs; the two parts are tightly secured to one another by means of the nuts (d1) screwed on the ends of the studs (d). The curve (c) in the side of the part (a1) prevents the two parts (a and b) of the rim being separated until the nuts (d1) are unscrewed sufficiently to clear the projecting or curved portion (c) of the rim. To get at the air tube (e) the nuts (d1) are unscrewed sufficiently to clear the curved portion (c) when the part (b) may be withdrawn from the spring-catch portion (a1).



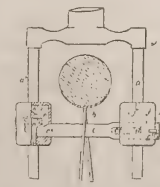
IMPROVED BEVEL DRIVING GEAR.

No. 18,549. T. Coppock's "Improved gear for front-driving bicycles and (so called) geared ordinaries." October 17, 1892.—In this gear a bevel wheel (b) is carried by the crank axle (a) and has teeth around the rim. The plate (c) forms one of the hub sides and has bevel teeth (d) on the face thereof. Above the wheel (b) a slanting bevel wheel (e) having teeth (e1) on the rim and another ring of teeth (e2) nearer the centre, is placed. When the wheel (e) is in position the teeth (e2) engage with the teeth of the wheel (b) fixed to the crank axle and the teeth (e1) engage with the teeth of the wheel (d) fixed to the hub plate (c). The slanting wheel (e) is mounted on a stationary spindle (f) with ball bearings (g). The end (f2) of the spindle (f) is fixed to one of the fork sides (a1) of the frame, and the crank axle (a) runs through it while one side of the hub rotates round it. The two sides (c, e1) of the hub are joined by strips of metal (h) and may be covered by a leather or metal band (i). Instead of mounting the bevel wheel (e) in a slanting position it may be mounted horizontally and be carried on a vertical stud instead of the inclined spindle (f). The action of the gear is as follows: The cranks (1) turn the axle (a) and with it the wheel (b). The teeth on the rim of the wheel (b) engage with and turn the wheel (e) by its teeth (e2). The wheel (e) by its teeth (e1) then turns the wheel (d) and with it the hub and complete wheel.



A NEW WHEEL LOCK.

No. 5,878. W. R. Smart's "Improvements in apparatus for locking the wheels of velocipedes and the like." March 25, 1892.—The object of this invention is to prevent the removal of the machine to which it is attached during the absence of the owner. The drawing illustrates it applied to the front wheel of a safety bicycle. On the back or front of say the arm (a) of the fork, and preferably at a point just within the rim of the wheel (b) a bar (c) is mounted with one end pivoted to the arm of the fork or provided with a slot (c1) fitting on a pin (d) secured to the arm (a) or to a plate of a bracket or box (H) mounted on the arm as shown, the bar (c) being retained by a plate or cover (f). The end (c2) of the bar (c) is provided with a recess and the bar is of sufficient



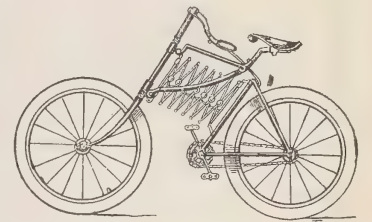
length to pass between the spokes of the wheel and reach the other arm (a1) of the fork, to which either arm is attached a lock formed in a bracket or box (G) and provided with an opening through which the end (c2) of the bar (c) is passed and in which it may be retained by the bolt (h), the end of which enters the recess in the end (c2) of the bar. When in this position the bar prevents the wheel from being rotated; it may be released by raising the bolt (h) against the action of a spring (h1) by a suitable key the end of which engages with the projection (h2) of the bolt; the end (c2) of the bar may be simultaneously ejected by a spring (i). When in its normal position the bar (c) lies parallel to the arm of the fork, as shown in dotted lines, and may be retained in this position by a projection (c3) engaging in a recess (i) in the cover (f). The brackets or boxes (H, G) may be secured to the arms of the fork by clips, or may be combined with ordinary rat-trap foot-rests. A chain or other equivalent may be substituted for the bar (c) and may be passed through openings in the fork or a bracket if preferred.

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#### HOW ITALIANS WIN RACES.

*A Scheme on the Rubber-Necked-Horse Plan Discovered.*

The Italians are quite up to snuff as regards winning races, even if they have to have a Joe Mulhatten or a Munchausen to help them out now and then. A correspondent in one of the cycling papers from the sunny land has hit upon



a great scheme in order that exciting finishes may result. He would have a machine constructed like the one shown here. When within a few yards of the tape he presses a lever and the front part shoots ahead like an arrow, thereby carrying the rider with it to glory. It is probable that the inventive Italian had



been riding one of those rubber-necked horses. It will be remembered that a jockey once had a horse with a rubber neck. When there was a close finish between his animal and another, the rubber neck simply stretched out and pushed the head under the wire first. These patent extensions are good things, and it might be advisable for some of the Britishers to secure them in order to beat Zimmie and Wallie.



CYCLING IN AFRICA.



## A BEAUTY

And FAST. Who ? Which ? What ?

---

SAN FRANCISCO, Cal., Apr. 17, 1893.

GORMULLY & JEFFERY MFG. Co., Chicago.

Pacific Coast Ten Mile Road Record Broken  
April 16th, on the San Leandro Triangle, by  
Jules T. Hancock, on a

### *Rambler Racer,*

taking first place, time prize, and breaking  
record. Time, 32 min. 11 $\frac{3}{4}$  sec.

Signed. THOS. H. B. VARNEY.

Note:

### *Rambler Bicycles*

ARE Fast.

---

Some say it was { THE RAMBLER. } It's hard  
The Corrugated G. & J. } to beat that  
Racing Tires. Hancock. } combination.

MENTION THE REFEREE.



## TRADE IN NEW ENGLAND

A REFEREE MAN FINDS MAKERS AND DEALERS EXCEEDINGLY BUSY.

*A Good Retail Business Reported By All Agents, While Makers Find It Hard to Keep Up With Orders.*

A visit to all the factories and a large portion of the agencies in New England found the bicycle and sundry trade in that section of the country in a most prosperous condition, and particularly so for a time so early in the season. There can be no doubt that the bicycle trade in New England will be greater this year than ever before, and it is growing every day. It seems as if people had gone bicycle mad—everybody is buying wheels. What a surprised set the good Puritans would be if they could only come on earth for a short time.

\* \* \*

*Springfield, Chicopee and Holyoke.*

It was fast day when the REFEREE man reached Holyoke, but the Keating people were not fasting, they were too busy. President Bosworth of this company reported progress and Mr. Keating was busy turning out the wheel bearing his name.

AT THE OVERMAN FACTORY.

At Chicopee Falls the Overman factory hands worked a half-day and the office force labored all day. George H. Powell, the advertising man, was wrestling with several problems not of an advertising nature, while Superintendent of Agencies C. C. Morgan was busy pacifying agents who wanted Victors—by telegraph if possible. The factory founded by A. H. Overman is a magnificent structure and well worth visiting. The great demand for the well-known Victor must be gratifying to the Overman Wheel Company.

MAKING CREDENDAS.

The Lamb Knitting Company is turning out Credendas for A. G. Spalding & Bros. in large numbers and this year's Credenda does the concern proud.

WHERE NEW MAILS ARE MADE.

At Chicopee the Ames Plough Company is busy with the making of William Read & Sons' well and favorably known New Mails, and the office people say the curly headed Billy Atwell make their lives unhappy by frequent visits demanding haste in shipping.

THE WARWICK COMPANY.

At Springfield President Rood, of the Warwick company, excused himself after a moment's chat, saying that it was his fishing day; he further said that the company's orator, Kennedy Child, was in the "wild and woolly" selling the remainder of the Warwick output. Eddie Nelson stated that he was going to race as a pure amateur this year. He is now, as in the past, in the employ of the Warwick company.

RETAILERS BUSY.

George M. Hendee, in a large store on Main street, nearly opposite the old post-office building, had a full house of old and new friends examining Rouse, Hazard & Co.'s line and Waverlys, and stated the latter machine was selling splendidly.

Haradon & Son were quite cheerful; at least the father was. Willie was on the road for the Monarch company.

Harry Tyler at the Union depot, looked fat and happy and reported good business. Tyler will not be able to do

much training this spring—he will be too busy with the P. D. Q.

Taylor Bros. have a store nearly opposite that of the Union Cycle Company, and handle two makes of wheels.

The Victor store was doing nicely, many people being in.

Frank Coe, with a big line of several makes, including Columbias and Hickorys, was also busy.

Charlie Whipple, the expert clockist, known to all Springfield and racing men, is this year pushing the Premier.

Gormully & Jeffery have a commodious store under the Cooley house for the sale of Rammers and their tire. They also have wheels on exhibition in a Main street drug store. There are now sixteen agents all told in Springfield.

\* \*

*Worcester and Vicinity.*

Of course the first thing one does on arriving at Worcester, if he knows Reed & Curtis, is to trot down to Gould street, where the splendid three-story factory of that firm stands, and inquire for that happy gentleman, Mr. Curtis. He will show you all over the factory where the Curtis pedal is turned out at the rate of 250 pairs per day, and where each day a quarter million screws are made. The place is a regular hive of industry, and Curtis flits from one machine to another to see if they are serving the firm that employs them rightly, and he watches the hundred employees closely. Knowing the mechanical business from the ground up, as he does, the man who is not doing his work right is given advice in a pleasant way and then the energetic manager moves on to another. Without the aid of a single traveler, orders for over 10,000 pedals are now on the books, and the firm has been shipping 1,500 pairs per week for the past four months. All the machinery for making screws and pedals is built in the next building by Mr. Reed, the partner, who is one of the largest builders of special machinery in the country.

GOOD DEMAND FOR LEATHER GOODS.

The J. J. Warren Company, maker of tool bags, saddles and all kinds of leather ware for the cycle trade, is up to its ears with work, and Secretary Davison is much pleased with the business the company does with the cycle trade, which is only a small part of the business.

WORCESTER AGENTS.

Lemont & Whitmore, the well known Worcester agents, who handle the Warwick, Victor and several other makes, have placed on the market a toe clip for racers and road riders. The clip is both neat and useful, and is constructed of finely tempered steel in the form of a wire loop which presses firmly on the toe and is safe from slipping, as the double rod grips the shoe. The Lemont lock is well known and the demand the past month has exceeded the supply. Mr. Lemont is one of the leading spirits in the Worcester club.

L. C. Havener, the Columbia agent, is an enterprising and original chap, and is constantly springing some new advertising novelty on his competitors. He is doing well and recently had a successful season's opening.

The other agent in Worcester is an burn-haired Alexander, who recently called out the fire department. A reflection of his head on the wall led him to believe that his place was afire. The fright was worse than the actual damage.

THE LOVELL DIAMOND HOUSE.

The John P. Lovell Arms Company recently opened a depot for the well-known Lovell in connection with Davis' sporting goods store.

J. C. Spier, the Majestic builder and

drop forge man, is busy at his factory, but he always finds a minute to talk to a REFEREE man. He is turning out Hulbert Bros. & Co.'s Majestic in good quality and quantity, and a pretty wheel it is, too.

Aldrich, the bicycle cape man, was found on the top of a six-story building, where, in the snow, he was fixing a telephone wire, as he is lineman for the telephone company. He says the merit of the bicycle rubber cape is not fully known, but he will make it so in the near future.

A PROLIFIC INVENTOR.

Dr. R. O. Wood, the Worcester champion cycling inventor, has brought out some fourteen articles in the way of saddles, frames, handles, etc., but up to date has not succeeded in getting anything in marketable shape, as he is busy doctoring the people of Worcester who have had to drink water or go dry. After May 1 something stronger will be retailed to Worcester folks, and the over-worked M. D. may have a chance at his cycle inventions.

\* \*

*In and About Fitchburg.*

Just an hour's run from Boston on the Fitchburg railroad brings you to Balltown. Here two large manufactories of those most necessary articles used in a cycle, the balls, are located. I first made a tour of the four large buildings of Iver, Johnson & Co., who make the Lovell bicycles. Under the guidance of that lively young business man and sportsman, Fred I. Johnson, after an introduction to the father, we visited the buildings where the Lovell is built, as well as all kinds of fire arms, and the bracelets with which the police decorate their charges. Carpenters' planes, revolvers, etc., are made by the thousands. But it was the Lovell bicycle I went to see, and I saw them in the rough and finished states, as well as those stowed away in cars for shipment. We just missed Colonel Ben Lovell, who arrived shortly after we left.

TRIP TO THE GRANT WORKS.

Hitching up his fine roadster Mr. Johnson drove the REFEREE correspondent over to the Grant Anti-Friction Ball Company's works, where Mr. Grant received the party most kindly. Whitaker, by this time, had joined the company. Mr. Grant conducted us through the entire plant, and as it was the first time that such a privilege had been extended to the writer the visit was full of interest. Mr. Grant, Jr., showed the party the testing and sorting machinery, while some young ladies enlightened us with the care required in detecting good from bad stock. Balls from the size of bird shot to those 1 1/2 inches in diameter for heavy machinery, were examined. A visit was also made to the Simonds Rolling Machine Company with the expectation of seeing George Weymouth, the manager of this well and favorably known ball concern, but unfortunately Mr. Weymouth was in Boston.

\* \*

*Busy at Westboro.*

Westboro ought to pay J. A. Hunt a salary for advertising the town, as Hunt has made Westboro famous. Mr. Tewkesbury, the bookkeeper and erstwhile traveler, was courteous; likewise W. B. Jordon, the inventive genius of the firm. The new Scorching racing saddle is taking well. Being rather late in producing it, the sale will be somewhat affected this year. J. A. Hunt was in Worcester, but he dismounted from a train just as the REFEREE man climbed aboard. I had time to shake hands and inquire after J. A. Hunt's good health. The assortment of Hunt saddles is large

and it is a hard man to please to whom Hunt cannot sell.

PASSED JACK'S GRAVE.

In a foot of snow on the ground, and more falling, the writer tramped to the old Westboro factory, and on the way passed the cemetery where all that is mortal of John Purvis Bruce lies in the private lot of banker William Read. Every anniversary of his death a young sister in far Scotland sends a floral wreath, which Mrs. Read places on the grave of one who was popular with all and whose writings were read by thousands. Entering the factory, Manager F. H. Porter told us of the excellent prospects of the old White Flyer, Broncho, and other White fancies. The factory is now making two machines, of different weights, for Houghton & Dutton, the large Boston house, and is figuring with a western house to build a front driver. The rear addition to the factory is now finished.

I called at the Savings bank and met Mr. Read, the late Purvis-Bruce's best friend. "Jack and I often talked about you, and I felt sure we would meet some day," he said.

\* \*

*Trade at Providence, R. I.*

Whitten and Godding have dissolved partnership. Mr. Whitten will handle Victors and attend to the wholesale trade in parts, while Mr. Godding, who is well and favorably known to the trade, will handle the Columbia and other makes and take the retail and sporting goods business, the Saladee saddle and magic oiler. The partners separate with the best of feeling and still occupy the same building, which is now divided by a partition.

Belcher & Loomis are busy and are rejoicing over securing the agency for Lovell wheels, which are selling even more rapidly than Unions. C. E. Monroe, the ex-Coventry Machinists' Company's employee, who is as popular in Providence as he was in San Francisco and elsewhere, reports the sundry business of Belcher & Loomis to be as large as ever.

RANKIN REPORTS GOOD DEMANDS.

Rankin, of sundry, toe clip and anti-squak fame, was out of town, but George Monroe was on hand selling wheels. Rankin is having a run on the Waverly, Lyndhurst and Rambler, and is doing a good business.

Campbell & Co. handle several makes of wheels and do a general repair business.

TILLINGHAST TIRES.

The Tillinghast Tire Company reports business as fair, but Treasurer Vose says, "We are selling all we make, but are not making as many as we did last year." Mr. Vose says his company is waiting to see how the tire business will go this season, as a bottom is sure to be reached and then they will profit by any mistake others may make. This company is making a good tire, Pardon Tillinghast's latest being a good thing in pneumatics. It is reported that the Tillinghast company is about to sue all makers of a certain kind of tire, and that it has been laying low for some time for this purpose. Mr. Vose would not affirm or deny the rumor. He spoke interestingly on the life of a pneumatic tire and asserted that no rider should expect a pair of tires to last more than one season—or two at the most. He says too much is expected from tires and if a little more consideration were given the subject of the delicate construction of a pneumatic the rider would not expect so much service from it.

\* \*

*Splendid Trade at Boston.*

William Read & Sons are busy, and



# On! Marmion, On!

Have you read of the new wedge-shaped railroad train built to overcome the resistance of the air? They say it makes a hundred miles an hour as a matter of course.

You know this principle is applied to ships and boats, to rifle bullets, etc. Nature approves of it. Birds fly with their bills stretched out to cut the air.

The “Imperial”  
REGISTERED TRADE MARK Bicycle is built in just this way. Careful study and experiment have brought the lines to perfection. There is a certain poise to the “Imperial”  
REGISTERED TRADE MARK not found in any other make, a certain life, a certain impetuous yet latent impulse which seems to throw the whole machine forward. “Imperial”  
REGISTERED TRADE MARK roadsters last year beat all the *racers* they were matched against. If you had seen an “Imperial”  
REGISTERED TRADE MARK you would know how to account for it.

Send for a catalogue.

**AMES & FROST COMPANY, Makers,**

**302 and 304 Wabash Avenue,**

**Chicago.**



"Major" William Atwell reports the demand for New Mails as being large. "Very little stock can be kept on hand," said Mr. Atwell, "and we are more than satisfied."

George A. Drysdale is doing well with the Brookes, made by the well-known Brookes & Co., Cape May Works, Birmingham. Mr. Drysdale's sales so far have amounted to 600 wheels, but the delay in receiving has inconvenienced him somewhat. However, he expects a large shipment this week, so that he will be able to supply his trade. George F. Taylor is riding a Brookes.

THE A. O. VERY CYCLE COMPANY.

This company has just issued one of the most elaborate and comprehensive catalogues imaginable, equal to anything issued by any firm in America. Mr. Very's strict business methods are shown on the first page in the instruction and advice and rules of the company's business. The company handles exclusively in the New England states the Warwick, Liberty, Eclipse, Central and Royal Limited bicycles. It is also general agent for a complete line of juvenile and medium-grade wheels, which it is jobbing in every section of the country. The Envoy, Fleetwing, Unique, Ben Hur and Reindeer are a collection of wheels calculated to delight the dealer's heart. It has also taken the agency for the Sager saddle in the east, including New York and Pennsylvania.

SIDWELL & SABIN.

These pioneers in the trade wear well. They handle Quinton Scorchers in New England and make a wheel, the Waltham, at their factory in the town of that name. They will turn out only a limited number of Walthams this year, but next season may do something more extensive.

The Flight Wheel Company is a new concern in Haverhill street which is making a few wheels. The wheel is called Flight. W. Bowler, late of Coventry, is with the firm, but is not satisfied with the limited output.

O. J. FAXON COMPANY.

This company has sprung into prominence quickly through the favorable reception accorded its really meritorious wheel, well named the Puritan. The factory at 3 Appleton street is superintended by the well known Henry Hedger. Some 500 wheels will be made this year, and the sales so far have been satisfactory to the concern.

LOVELL ARMS COMPANY.

The John P. Lovell Arms Company is distinctly in it this year, with the Lovell Diamond. Manager Harvey, of the cycle department enthralls when he speaks of the cordial endorsement the wheel is receiving all over, and frequent trips to the factory to hurry shipments are made.

COVENTRY MACHINISTS' COMPANY.

Manager Alex Hill is busy these days, says he is selling all the wheels he can get, and can't keep stock on hand. A clearance of all the old stock of solid and cushion tires has been made. George Seymour, who is in charge of the repair department, is having plenty to do with outside work and says the Seymour saddle sells well.

THE McCUNE CYCLE COMPANY.

Boston is rapidly developing in the way of having new things and the latest is worthy of notice. This is the reading room and gymnasium opened some little time ago at 47 Franklin street by the McCune Cycle Company and thrown open entirely free to the public. This reading room and gymnasium is situated on the upper floor, and having some twenty-five or thirty large windows, covering, in fact, the entire upper floor.

The ventilation is perfect and the light unobstructed. In the reading room will be found not only all the sporting periodicals of the world, but all the monthly magazines and weekly papers devoted to art, science, literature and amusement. The greater part of the floor is devoted to the gymnasium, in which may be found every kind of apparatus suited for physical training, though nothing of an acrobatic nature, as it is the purpose of this gymnasium not to make circus performers, but to develop the body. There is here also ample floor space for trying bicycles. In connection with the gymnasium there is a most commodious and spacious dressing room and a sufficiently large bath room with shower and needle baths apparatus, and these two rooms, as well as the gymnasium and the reading room, are entirely free morning, afternoon and evening to all respectable men and boys. The front corner of this large floor area is partitioned off with low partitions into the offices of the company and into a small salesroom, where everything pertaining to bicycles, all the parts of the machine, whistles, locks and lanterns, all the articles of wearing apparel used by cyclists may be obtained. The best thing, however, to be seen here is the McCune bicycle itself. It has rapidly forged its way to the very front of popular machines. The McCune Company claims that the frame of its machine is heavier than most light weight wheels, and yet the parts which are not subjected to violent strain are so light that the McCune is as light as any machine on the market. The balls used in the bearings are larger than those used in most wheels. The McCune company is well satisfied with the demand for its wheel and has had to refuse several wholesale orders.

W. W. STALL.

The genial Stall is very busy and a large number of employees are attending to customers. One of the sights in Stall's window is the disc wheel, imported from England.

SINGER & CO.

Manager Ross was almost too busy to talk and was pointing out the many good points of the Singer to prospective customers. "Our trade is good; I would be ungrateful to providence and my customers to speak otherwise."

V. DUGMORE & CO.

Vin. Dugmore is getting to be quite a manufacturer. He started ten years ago with a level head and only \$300 in cash. He is building a little gem of a wheel, called Perfecto, and perfect it is, too. He builds wheels to order, also, and carries a full line of parts. He is at 194 Columbus avenue.

THE UNION CYCLE COMPANY.

McDowell and Stainsforth were on hand at the Union store, but Walter Measure, the accomplished "boss," was at Highlandville, where the general office of the company is now located. Trade is good and the staff is busy.

POPE MANUFACTURING COMPANY.

I talked to E. W. Pope and Secretary Pattison, bowed to the colonel, had a word with Mr. Rice, the advertising man, and saluted the office people and salesroom generally. Albert L. Pope told me of a wonderfully fast yacht he owned, described its luxurious bath room and staterooms, and invited me to take a sail with him. A. D. Peck looked pleasant; so did Kirk Corey, who looks as if married life agreed with him.

OVERMAN WHEEL COMPANY.

W. C. Overman had a moment to spare and said, "We are all right this year, my boy. They [Victors of course] are going like hot cakes."

THE RECORDING INSTRUMENT COMPANY.

The Recording Instrument Company,

over whose destinies M. A. Doane presides, says the cyclometer is now ready to be delivered in quantities. There has been some delay and complaint on the non-delivery score but now they are all right.

HOLMES & CO.

The well-known cycling outfitters, Holmes & Co., are ready as ever to supply everybody with their popular cycling costumes. Mr. Homes seems to be as young and hard-working as ever.

THE QUADRANT COMPANY.

James Underwood was too busy to talk to a newspaper man, and this is something phenomenal. He was engaged selling a lady a Quadrant and this alone excused him.

HICKORY CYCLE COMPANY.

Out at Newton the Hickory Cycle Company was very busy. This company is selling more wheels in a day than it former sold in a month. This must be gratifying to the new organization, of which Arthur Pope, Charles Walker and Sterling Elliott are at the head.



A CENTURY RUN.

Poorman Branching Out.

According to a Cincinnati paper J. E. Poorman is soon to greatly enlarge his business in the Ohio city. He has recently leased a large store on Fifth street, near Main, paying \$4,000 per annum for the same. The paper also has this to say: "Another thing is called to view by the lease in question, and that is, that the bicycle business is one of the coming branches of trade, and when it is known that this business has doubled itself in Cincinnati several times within the past half-dozen years, and that even now, this city contains but 4,000 riders, it will be seen that the confidence which enables two houses handling this line of goods, almost exclusively, to pay \$10,000 for house rent on this Government Square alone, is not a misplaced one by any means. Mr. Poorman himself was a dealer in sewing machines up to a very few years since, and now he is able to fill the entire Dodd-Werner building with the bicycle business, besides keeping up his old stand at Eighth and Race streets, a branch establishment."

The Vincent Failure.

BUFFALO, April 25.—The officers of the Vincent Cycle Company, and the firms involved in the recent failure, are in pretty bad shape. The liabilities now foot up \$125,000. Some \$25,000 more than the original estimate. The largest paper is, of course, held against the lumber firm of George W. Smith & Son. A meeting of the creditors will be held to decide future action. In the meantime the assignees are continuing the cycle business, and W. B. Young is on the road with samples.

HE TALKED TOO MUCH.

*How a Loud-Voiced Traveler Lost the Sale of Fifty Wheels.*

A good story was told by W. M. Perrett recently, which proves that a salesman should not publicly make known his intentions and his prospective customers' whereabouts. It was in the dining-room of a St. Louis hotel, where sat a rather loud-talking young man, who represented a western house. Perrett, who was a stranger to him, sat at the next table. The young man was saying that he was the luckiest traveler afloat, and all he had to do was to reach a city, hear of a man who wanted wheels, and sell him immediately.

"Now, there is Messrs. Easy & Co., on — street," went on the young man. "They will see me at 10:30 this morning, and I'll sell them fifty wheels, sure. Nobody ever thought of those people, and they are easy to sell to."

Perrett had taken in every word, and, stealing from the dining-room, in twenty minutes had his samples before Easy & Co. quite an hour before the loud-voiced young man appeared. Perrett was told all about the other young man, who had left his sample machine for the firm to examine. He took out his wrench and took his opponent's and his own machines apart. He had about thoroughly convinced the firm that the other fellow's machine wasn't in it, when in walked the dining-room young man.

"Haven't I seen you somewhere?" the new-comer inquired of Perrett.

"I shouldn't be surprised," said William. "I am selling bicycles and stopping at the — house."

A look of pain passed over the questioner's face as he seemed to have remembered a fair young man who sat near his table at breakfast. He then tried a bluff by saying: "I have an appointment with these people and must catch a train; will you do me the favor of giving me your turn?"

"No," answered Perrett, "I have also to catch a train and an order, which I am about to book."

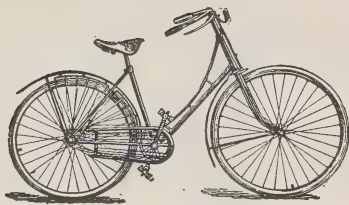
One of the firm then told Perrett's opponent that they would decide the question of buying later, and to call in a few days, so he left, looking daggers at handsome William. The next train took the Philadelphian out of St. Louis with an order for fifty wheels, which the young man with the loud voice would have had had he not talked so much about his business in a public place.



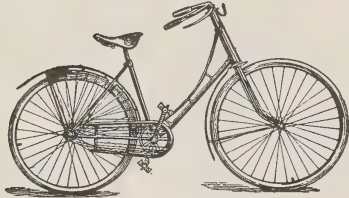
HENRY GOODMAN.

At the Michigan division board meeting Chief Consul Bressler was authorized to issue a handbook and maps of the state and counties. The state map is to go with the handbook, and county maps are to be distributed among local consuls, who are to see that copies are kept posted in cycling stores, L. A. W. hotels and bicycle club houses.

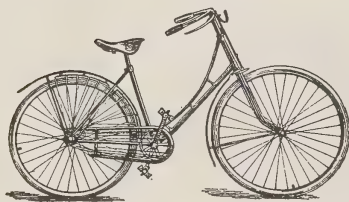




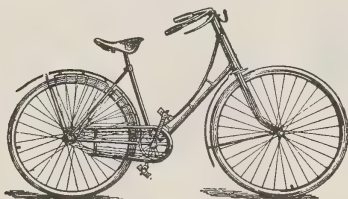
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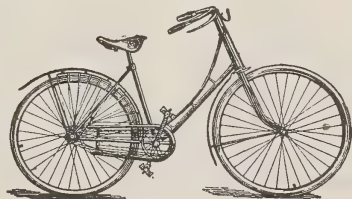
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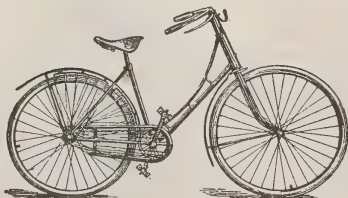
WARWICK CYCLES



BUILT ON HONOR.



WARWICK CYCLES



BUILT ON HONOR.

# Warwick Cycles

BUILT ON HONOR.

WE HAVE BEEN APPOINTED

SOLE  
WESTERN  
AGENTS

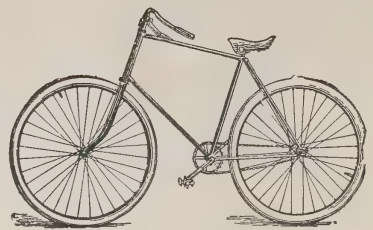
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# WARWICK CYCLES

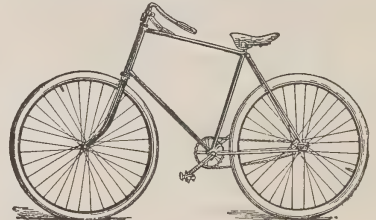
FOR 1893.

THIS MAGNIFICENT LINE CONSISTS OF

|                                 | WEIGHT.  | LIST.    |
|---------------------------------|----------|----------|
| The Model A, - -                | 29 lbs., | \$150.00 |
| The Model B, - -                | 33 lbs., | 150.00   |
| The Ladies' Priscilla, 34 lbs., |          | 150.00   |



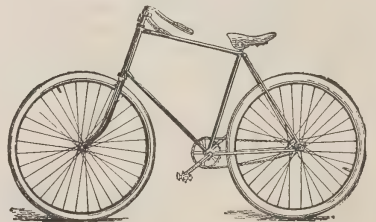
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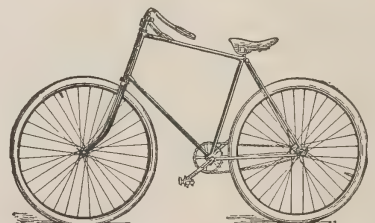
BUILT ON HONOR.



WARWICK CYCLES



BUILT ON HONOR.



WARWICK CYCLES



BUILT ON HONOR.

THORSEN & CASSADY CO.,

60 Wabash Ave.,

CHICAGO.

We are also Chicago Wholesale Distributors

LOVELL DIAMOND CYCLES.

Western Wheel Works' Cycles.





## 1893 FIXTURES.

## MAY.

- 7—Pike county tour at Louisiana, Mo.
- 8—Fifty-mile road race at Clarkville, Mo.
- 9-10—Savannah Wheelmen's Track Association's races, Savannah, Ga.
- 9-11—Savannah (Ga.), Wheelmen's meet
- 30—Pullman Road Race, Chicago.
- 30—New Haven (Conn.) B. C.'s annual meet.
- 30—Massachusetts division meet, Worcester
- 30—Martin road race, Buffalo.
- 30—Irvington-Milburn road race.
- 30—Rome (N. Y.) Cyclers' meet.
- 30—"Southern Wheelman's" 10-mile road race, Louisville, Ky.
- 30—Winona (Minn.) C. C. race meet.
- 30—Cleveland (O.) Wheel Club's second annual road race.
- 30—Alameda B. C. meet, San Francisco.
- 30—Hanauer's annual road race, at Cincinnati.
- 30—Warner A. C. ten-mile road race, Wilmington, Del.

## JUNE.

- 3—Press C. C. meet, Buffalo.
- 3—Buffalo. (New York circuit.)
- 4—Inter state De Soto run.
- 16-17—Syracuse. (New York circuit.)
- 17—English championships on Herne Hill track.
- 17—Alpha Wheel Club's 10-mile road race, South Norwalk, Conn.
- 24—Prince Wells' second annual 10-mile road race, Louisville.
- 27-28—Kentucky division meet, Harrodsburg.

## JULY.

- 1-3-4—California division meet, San Francisco.
- 2-3-4—Missouri division meet, Sedalia.
- 2-4—Ohio division meet, Sandusky.
- 3-4—Columbia C. C. meet, Hartford, Conn.
- 3-4—Iowa division meet at Vinton.
- 4—Susquehanna Wheelmen's electric race meet at Harrisburg, Pa.
- 4—Colorado division meet.
- 4—Milwaukee-Waukesha road race.
- 4—Tonawanda Ramblers joint tournament, Tonawanda (N. Y.).
- 4—Watertown (N. Y.) Cyclers' meet.
- 4—Fourth annual Poorman road race, at Cincinnati.
- 4—Second annual road race, Erie (Pa.) Wanderers B. C.
- 4—California division meet.
- 4—Missouri division meet, Sedalia.
- 4-5—Seventh annual meet Kansas division at Fort Scott. Address Henry E. Harris.
- 4-5—Rockford, (Ill.) C. C. meet.
- 15—Atalanta Wheelmen's (of Newark, N. J.) 100-mile road race.
- 21-22—Ouca Cocoa cup race, Herne Hill, London.
- 25-26—Indiana division meet, Fort Wayne.

## AUGUST. (WESTERN CIRCUIT.)

- 5-12—Illinois Division, National L. A. W. and International meets, Chicago.
- 14-15—Milwaukee Wheelmen's meet.
- 16-17—Wisconsin division meet, Ripon.
- 19—Minneapolis C. C. meet.
- 19—Inter club road race, Buffalo.
- 22—Evansville C. C. meet.
- 24—Ziz-Zag C. C. meet, Indianapolis, Ind.
- 26—Cincinnati C. C. meet.
- 24-29—Columbus (O.) Century C. C. meet.
- 30-31—Cleveland W. C. meet.

## SEPTEMBER. (EASTERN CIRCUIT.)

- 2—Birmingham, Conn., Crescent Cycle Club.
- 4-5—Hartford, Conn., Hartford Wheel Club.
- 4-5—Syracuse (N. Y.), A. C. eighth annual meet.
- 7—Lynn, Mass., Lynn Cycling Association.
- 9—Boston, Associated Cycling Clubs.
- 9—Garden City Cyclers' meet, San Jose, Cal.
- 12-13—Springfield, Mass., Springfield B. C.
- 13-14—Springfield (Mass.) B. C.'s annual race meet, Hampden Park track.
- 16—New York, Metropolitan Association of Cycling Clubs.
- 18—New Jersey (place not named).
- 20-21—Baltimore, Maryland B. C.
- 23—Philadelphia, Associated Cycling Clubs.
- 26—Brooklyn, Kings County Wheelmen.
- 26-27-28—Inter-state Fair Association meet, Trenton, N. J.

## OCTOBER.

- 2—Capital City Wheelmen meet, Sacramento, Cal.
- 5—Annual St. Louis county fall tour.

PHILADELPHIA, April 24.—That the N. C. A. has made a ten-strike in having induced our fellow-townsmen, O. S. Bunnell, to accept the position of official referee is acknowledged by all interested in the sport, in this city at least, where the reputation and ability of "Bunny" are well known. The N. C. A. is to be congratulated, for it has secured a man whose honesty has never been questioned. The announcement caused some surprise but it is a well-known fact that Mr. Bunnell has always been an advocate of cash prizes; and his appointment by the N. C. A. is an earnest of its intention to give the public a square deal.

It is to be regretted that the Park Avenue Wheelmen will lose the services of Mr. Bunnell, for it has been mainly through his efforts that they occupy such an exalted position in the racing world. He has built the club up from a one-horse organization with a handful of members to a thriving, active club with a membership approximating two hundred, and a racing element second to none in the city. He has also been instrumental in developing more "young blood" than any other one man in the state.

## WILL MAKE THE CENTURY.

Well, there will be a century run, after all. The Associated Cycling Clubs of New Jersey having announced that it will take charge of the event, the club captains of this city are waking from their lethargy, and a meeting is to be called in the near future to formulate plans for the reception of the visitors. The date of the run will probably be June 10.

It was mainly owing to the efforts of Captain Calkins, of the Elizabeth Wheelmen, who has been appointed chairman of the Century Run Committee, that the run was decided on. He is an indefatigable worker, and will make the event a success if it is possible to do so.

There will be, as usual, prizes offered for the clubs bringing through the greatest number, and if reports be true, the Elizabeth Wheelmen are determined to bag the "rag." They claim that they could have captured it last year, but that when they saw the horde of gray-uniformed men tumbling out of the cars at Newark the evening preceding the race they took it for granted that they were all "century" men, and thought the "jig was up." Twenty or twenty-five men who had promised to go, if necessary, backed out at the last minute, thinking it was useless. The Centurions had but thirty-six starters, of whom thirty-five finished and Captain Calkins claims that he could have brought forty-five through, but was informed that the century boys had over sixty. He thinks the Elizabethans can do the trick this year; hence his anxiety for a race. It may be just possible that his calculations will be upset again; for Captain Allen, of the Century, is taking the matter up and says if he can only get his men to believe that they haven't a "gas-pipe cinch" on the banner, he can

rouse them from their "don't-care-a-damn-attiveness" and make it a real century run by landing the "rag" with a round 100.

Archie Gracey, Joe Donnelly, Howard Wunder, Bob McCurdy, Lou Geyler, Frank Dampman, Frank Marriott and several other good 25-mile men will enter the Irvington-Milburn race, and are training faithfully for that greatest of eastern road events.

M. D. Osgood, G. M. Coates and G. Wilborn, have qualified for the University of Pennsylvania Track Team.

The American Wheelmen will hold their annual five-mile road race from Bryn Mawr to Bala in the near future.

The newspaper artist has been getting in his deadly work on O. S. Bunnell, the newly-appointed official referee of the N. C. A. The Philadelphia Evening Call used the "phiz" of an electrocuted New York murderer, and put "Bunny's" name under it.

Howard Wunder, of the Columbia cyclers, from whom so much is expected the coming season, has started to train. He has ordered a Victor racer.

The seventh annual dinner of the Century Wheelmen, will be given on the evening of May 2nd.

George L. Bahl, of the Century Wheelmen, has been appointed state centurian for Pennsylvania of the Century Road Club.

The Century boys are banking on Billy West, a former member of the club, to win the Pullman road race. West won the Irvington-Milburn race three years ago.

The Wissahicken Wheelmen will form a racing team of four or five men to represent them on the track.

## SENATOR VANCE AS A TIMER.

*He Forgot to Stop His Watch, and Prince Made a World's Record.*

The recent race between Jack Prince and ponies at Mobile, on which several "prominents" forgot to stop their watches, reminds the writer of a similar case which occurred when he was traveling with the great horse annihilator some years ago. Jack was to perform against four horses at Charlotte, N. C., and also to make an attempt at the world's mile record, then 3:39, held by Prince himself. To lend importance to the occasion the writer, who had dined with Senator Vance, got Charles Jones, editor of the Charlotte Observer (who was also the Associated Press correspondent), to ask the senator to lend his august presence to the occasion.

Prince ably defeated about as dejected a looking quartette of equines as I ever saw, amid great excitement, and then the trial of the mile came. We got Senator Vance to hold one watch and a local bicyclist the other. Prince started, paced by four of the "fastest" of the local riders. He flew by them one by one, and entered the last quarter in good time. Everybody, including Senator Vance and the other clockist yelled like Indians. On Prince came, with head down, and flashed by the finish in what I thought would be about 2:45.

"What time, Senator," Mr. Jones asked.

"Oh! damn it, I forgot to stop my watch, in the excitement," he replied.

"What time have you," I asked the other clockist.

"2:35," he replied without flinching.

"Do you mean to say that he broke the world's record," I stammered, disbelieving him.

"Yes," he replied, and Senator Vance and all those present chimed in with "Yes, it was 2:35 or better." And so it was dispatched all over the country, creating much excitement.

There has never been any doubt in my

mind that the young man, in the excitement, stopped his watch before Prince finished, but in the presence of the senator and the mighty enthusiasm it would have been grossly impertinent for me to doubt the time.

Prince had asked me to throw a little water on him, after he had finished provided he did his usual "fainting act." I threw a whole bucket full of cold water on him, Prince swearing under his breath at me for being too liberal.

We have often laughed over the Charlotte 2:35 and the incidents attending it. W. J. M.

\* \* \*

## HARD ON HARTFORD.

*No More Races at Charter Oak Park—The Pool-selling Law Forbids.*

It would seem that the Hartford racing clubs are doomed, as far as the historic Charter Oak Park track is concerned, and we will see no more tournaments on the old track unless the late racing blue laws are repealed.

HARTFORD, April 18.—The directors of Charter Oak Park Driving Association met last night to take action in view of the law relating to pool selling, purse racing, and other outdoor sports. It was unanimously voted to rescind a former vote, giving a spring meeting with purses of \$6,000.

A committee was appointed to ascertain what arrangements can be made with some other association in the grand circuit to trot upon its track the Hartford Colt Stake of \$10,000 and the historic Charter Oak stake of \$10,000, which are advertised to be trotted at the August meeting.

The directors were also obliged to refuse the applications of the Columbia Cycle Club and the Hartford Wheel Club for the use of the park for bicycle tournaments, as the new law makes the lessees of any grounds to be used for racing purposes for prizes liable to arrest and imprisonment.

At first the Hartford business men were inclined to be stiff as regards cycle tournaments on their track, but of late years they entered into the spirit of the bicycle tournaments and last year some of the most prominent of Hartford's horse people occupied official positions at the Hartford Wheel Club tournament. Now comes an opportunity for Colonel Pope's talked-of bicycle track and Hartford can be depended upon to meet the emergency in a prompt manner. Build your new track, Hartford cyclists!

But what will the cyclists race for? Here's a chance to demonstrate the usefulness of class A.—all riders to compete for laurel wreaths and diplomas.

\* \* \*

## BUFFALO RACE GOSSIP.

*Change in Dates—A Western New York Handicapper—Buffalo-Chicago Race.*

BUFFALO, April 24.—The date of the state circuit meet, scheduled for June 3, has been changed to June 10, and the Press Cycling Club has at last decided to hold it at the driving park. The half-mile track will be put in condition, a grand stand and fence erected, and a big rental beside will be paid to the association, all at the club's expense. The club is working hard to make the meet a success. Chairman Raymond has awarded the one-mile state champion ship to this meet.

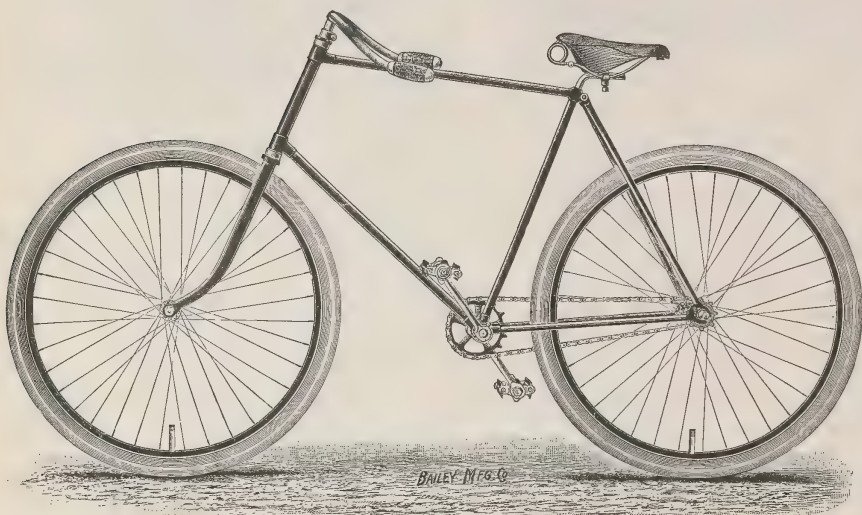
The next racing fixture here, following the circuit meet, will be the holiday tournament of the Tonawanda B. C. and Buffalo Ramblers at Tonawanda, July 4. Last year's tournament at that place, which is twenty minutes' ride by rail from Buffalo, was highly successful, and as a splendid prize list will be offered, a big entry list is assured.

Entries for the Martin road race continue to pour in, add it looks as though last year's event, which was a big affair, will be greatly eclipsed. The Corfu course, with the start and finish at the Parade house, has been selected and will be carefully surveyed.

The appointment of A. G. Batchelder, sporting editor of the Buffalo Courier,



# Bailey Manufacturing Co. . . .



This is a cut from a photograph of our 1893 wheel. For style it is unexcelled. In finish it is second to none. For ease of running it is the ideal. For strength and rigidity we will cheerfully pit it against anything made.

We are advertising just what we have on hand—not what we expect to have at some hoped-for day in the future.

Weight, 31½ lbs. - Price, \$150.

## Bailey Manufacturing Co.,

207 S. CANAL STREET,

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MENTION THE REFEREE.

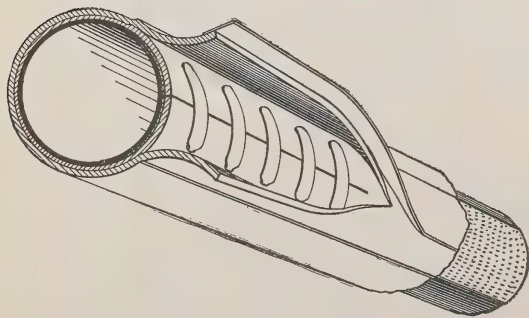
## Now able to Execute Promptly Orders for OUR WHIPPET

(PATENT APPLIED FOR.)

*Made with an Endless or Continuous Air Chamber,*

That there may be avoided the coming season troubles which were so frequently experienced by cyclists last season who rode on *butted end* air chambers,

### The Outer Cover



is made with four laced pockets, each ten inches in length, formed with flaps folding over the laces, to prevent rim-cement working through the lace holes, damaging the air chamber and protecting the laces from the rim-cement, contact with which always stiffens them and renders them unfit for use after repairing a puncture.

Our Road Whippet is as light as any tire of equal strength of the class which is cemented in the rim. We guarantee it will not burst on the road under the rider.

### AGENTS.

ARNETT & RIVERS—San Francisco Agents.  
W. D. ALLEN & CO.—Chicago Agents.  
W. H. H. PECK CO.—Cleveland Agents.  
E. A. KINSEY & CO.—Cincinnati Agents.  
R. M. POPHAM—Philadelphia Agent.

## NEW YORK BELTING & PACKING CO., Ltd.,

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Manufacturers of all Classes of Rubber Goods,

MENTION THE REFEREE.



## The Referee's Fifth Birthday.

On May 5 we shall celebrate our Fifth Anniversary by a change in the size of the paper.

In its new form it will be 10 x 13 inches.

This change is made on the suggestion of readers who find the present shape somewhat unwieldy, especially for folding for the pocket.

The paper will be three columns wide instead of four, but no reduction will be made in the size of type. It will be easy to read, as heretofore.

### Subscription Price:

You can save one dollar by subscribing now. After May 1st the price will be as follows:

|             |       |        |                |       |        |
|-------------|-------|--------|----------------|-------|--------|
| One year,   | - - - | \$3.00 | Three months,  | - - - | \$1.00 |
| Six months, | - - - | 1.75   | Single copies, | - - - | 10     |

During the coming World's Fair season the REFEREE will be found teeming with news for tradesmen and riders. It is worth your while to subscribe before the price goes up.

Arrangements have been made with a number of the best writers not only at home, but in England and Australia.

We propose to supply the reader with the best matter obtainable for his money.

The Referee Publishing Co.,

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## A POINTER OR TWO!!

With **Material** the very best.

With **Workmanship** that has never been excelled in any place or by anybody.

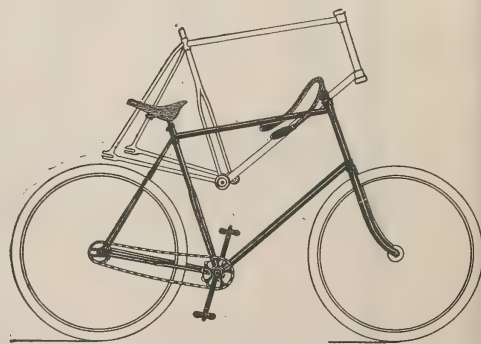
With **beautiful scientific lines** and design that are pronounced by all the best.

With **strength, speed and durability** that are each day adding new laurels to the most talked-of wheel of 1893.

With **finish** that is looked up to as a standard.

With **weights** to suit all—22, 26, 30, 32 and 36 lbs.

With **frames** to suit riders with leg measure from 23 inches to 38 inches.



## THAT'S THE FOWLER.

REMEMBER "A Thing or so."

We make no assertion that can not be proven, or no promises but what we can fill to the letter. We are running day and night to fill our orders. But no wheel that leaves our factory will show evidence of "Rush Work." We can only build so many wheels and do it right, and you can depend on it that every Fowler that leaves our place will be one more proof to our claim, that the Fowler has gained more honest and universal popularity in the length of time on the market than any wheel ever built.

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as official handicapper for the western end of New York state, is received with universal satisfaction. The appointee's well-known reputation for fairness and independence will make him a most popular handicapper, and give us better racing in this vicinity.

Now that the challenge of the wheelmen of Buffalo to Chicago for a 25-mile team race has been accepted\* by the windy city, the flyers are redoubling their energies, and by the time they meet Chicago men on the Pontiac course at Detroit, this city will have a strong team to present. The men making the best showing in the Martin road race will probably be selected.

\* No challenge has been accepted by Chicago, for the challenge was not received until Wednesday of this week. The Chicago club captains will meet this week and then, no doubt, Buffalo's deft will be taken up.—Ed.

Milwaukee in the N. C. A.

MILWAUKEE, April 24.—Milwaukee is now in the cash prize league. According to the present schedule there will be two meets of the league in this city, and prizes amounting to \$1,000 will be given at each event. Race promoters in Milwaukee will no doubt smile when they contemplate the possibility of the gate receipts aggregating anywhere near that amount. The Milwaukee Wheelmen succeeded in giving a race meet, the treasury side of which was satisfactory; but they very foolishly tempted the gods

FAIR OPENS MONDAY.

BICYCLE EXHIBITS BEING RAPIDLY PUT INTO SHAPE.

Those of the Pope and Overman Companies Are Simply Grand—Stearns and Liberty Give up Their Spaces—Foreign Exhibits.

Notwithstanding the fact that the world's fair opens three days hence, the bicycle exhibits, both American and English, are in a very incomplete state. In fact, there is not one complete exhibit in the Transportation building. During the past week a few of the representatives of the exhibitors have put in an appearance and are getting things in shape. It is quite certain that it will be useless for visitors to come to Chicago much before the first of June. The exhibits throughout the entire fair are yet very incomplete; some of the buildings are not more than half finished, and those who expect to have but a couple or three weeks' time in which to see the whole fair had best wait until everything is in ship-shape order.

WILL BE MAGNIFICENT.

For several days a large force of men has been at work on the magnificent exhibits of the Overman and Pope companies, and also that which will cover

pleting arrangements for the show of Ridges, Sylphs and Overlands

ON HAND FOR WORK.

F. W. and H. A. Ensworth are in town fixing up the Lozier exhibit, while A. L. Atkins, who has recently joined the Gormully & Jeffery Manufacturing Company, is arranging the Rambler exhibit, of which he will have charge. Fenton S. Fox is putting into shape the Sercombe-Bolte exhibit, which will consist of a complete line of Telegram wheels and a Sanger racer weighing only nineteen pounds. Harry Pope and Sterling Elliott are at the grounds fixing up the Hartford and Hickory spaces.

WILL NOT EXHIBIT.

E. C. Stearns & Co., at the last moment, decided not to exhibit, inasmuch as they could hardly prepare a creditable exhibit in the time. They have given up their space. The Liberty people have also decided not to show their wheels at the fair.

IN THE BRITISH SECTION.

In the British section, which occupies the northwest portion of the gallery of the Transportation building, and is directly opposite the American bicycle exhibit, there seems to have been little work done. The Premier Cycle Company is farther advanced in the arrangement of its exhibit than any other concern. It has dark oak fittings, with gold lettering, and occupies a long space on the extreme west side of the building.

being a member of the Royal British Commission, states that the British manufacturers seem to have taken little interest in the world's fair. He says they give as an excuse the McKinley tariff bill. None of the other exhibitors in the British section had done anything at all with their spaces, nor had any of their goods arrived.

TWO GERMAN MAKERS.

In the German section, on the main floor of the Transportation building, are two large exhibits of wheels by Adam Opel and Heinrich Kleyer. There are from twenty to twenty-five machines in each.

Race Chat.

July 4 is the date set for the race meet of the Union County (N. J.) Roadsters.

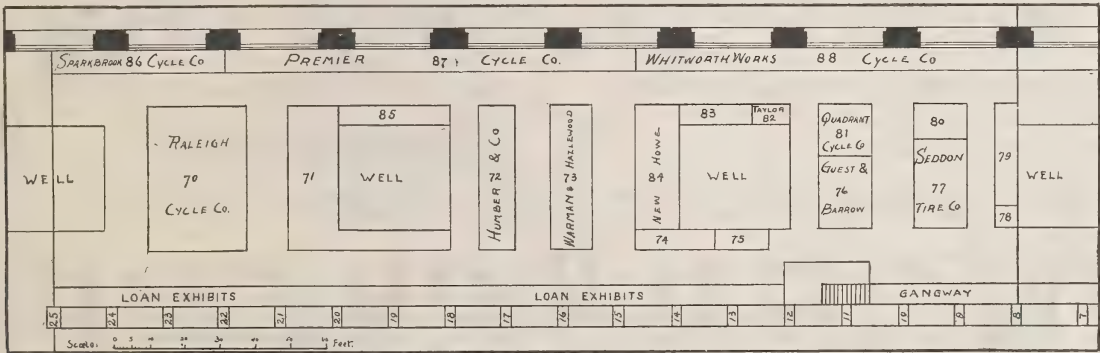
The Quincy (Ill.) B. C. has a road race on the programme for Decoration day.

The base ball and bicycle people are negotiating for a new track at Canton, Ohio.

The Milwaukee Wheelmen have secured National Park for their races June 8.

Several bicycle races will be held at the driving park, Greeley, Colo., on Arbor day.

The Lakeside C. C., of Cleveland, has named the following racing committee for the tournament to be held June 14. D. L. Robinson, A. N. French, E. C.



PLAN OF ALLOTMENTS IN THE BRITISH SECTION, GALLERY OF TRANSPORTATION BUILDING.

again and the second tournament swallowed up all they made in their previous venture.

Wells Stays in America.

"What's that about President Hunter, of the Canadian Wheelmen's Association ordering the Wanderer, Marshall Wells, home?" queried the REFEREE of Zimmerman last Friday.

"Marshall won't go home, all the same," said Zimmerman. "He has just started a fine cycle store in Trenton, which makes our third store—Freehold, Asbury Park and Trenton. If they want him in Canada they ought to pay him a good salary," and here Zimmie grinned.

Notes.

The Iowa division meet will be held at Vinton July 3 and 4.

Elyria, Ohio, expects to hold at least two meets this season.

The Harlem Wheelmen hold their annual spring races May 13.

Kelly and Draper, the tandem team, are training at Louisville.

Billy Perrett will be clerk of the course at the big Chicago meet.

Crawfordsville, Ind., is to have a 100-mile road race on Decoration day.

Nursery handicaps are given in Australia, probably for the baby riders.

Baltimore racing men will be kept busy. The Baltimore club's road race takes place on Decoration day, and on June 15 the A. C. C. races will be held.

the Imperial wheels. In the English section the Whitworth, Premier and Sparkbrook exhibits are in a fair way to be completed in time for the opening on Monday. The smaller exhibitors have as yet done nothing. The Overman and Pope exhibits will probably be as fine as anything in the whole fair. It has been said, by those who are competent judges, that nothing in the Manufacturers' building will equal them.

MAHOGANY, BRASS AND OAK.

The Overman exhibit is surrounded by immense pillars of solid mahogany, trimmed with gold, and above is a massive roof of the same material. The Spalding exhibit is furnished in exactly the same manner and of the same material, being practically a portion of the Overman exhibit. The Pope Manufacturing Company's stand will be surrounded by heavy brass rails, and the brass roof is supported by immense solid brass pillars. The Imperial exhibit will be under a roof of splendidly finished oak.

OTHERS GETTING READY.

Some of the other exhibitors have, at this writing, merely commenced to get things in shape, not even the rails being in position. On Wednesday a large number of cases of the Pope company arrived, but will not be unpacked until the end of the week. W. A. Shockley is busily engaged in arranging the exhibit of Rouse, Hazard & Co. and the Rouse-Duryea Cycle Company. Mr. Rouse was in town during the week com-

pleting arrangements for the show of Ridges, Sylphs and Overlands

SPARKBROOK COMPANY ABOUT READY.

The Sparkbrook Manufacturing Company has four cases on hand, which will undoubtedly be in position on Monday. The furniture has been set up for some considerable time and all that remains to be done is to unpack the machines. The furniture is black with handsome gold letters. The stand occupies the position next to that of the Premier, on the west side of the building.

WHERE OSMOND WILL BE.

The Whitworth company's furniture, made by Harris & Sheldon, of Birmingham, will make the exhibit of that concern something grand. It is mahogany, finished in gold, and is so arranged as to have little dressing rooms and an office. Six cases, containing twenty-four machines, will undoubtedly be unpacked by Mr. Osmond who will have charge of the exhibit, before the week is out.

OTHERS INCOMPLETE.

Warman & Hazlewood have fourteen cases of wheels in the building, but at this time nothing has been done toward completing the exhibit. The Quadrant Company's exhibit is yet incomplete. The fixings of the space are finished, but as late as Thursday no wheels had arrived.

TAKE LITTLE INTEREST.

Thomas Baker, who has charge of the bicycle portion of the British exhibit,

Johnson, A. Brown, George Edmundson, G. A. Boyer, Charles Hoyt, L. C. Johnson and M. Menth.

A two-mile bicycle race is on the Decoration day programme of the New Jersey A. O.

The Earlham track, Richmond, Ind., is now finished, and the local flyers are training on it.

The Susquehanna Wheelmen, of Harrisburg, Pa., have arranged to give an electric meet on July 4.

A road race for Decoration day is being talked of by the members of the Springfield (O.) Bicycle Club.

The date of the 100-mile road race of the Atalanta Wheelmen of Newark, N. J., has been changed from July 1 to July 15.

The date of the Illinois C. C.'s first annual road race has not been definitely fixed, but it will probably be ten days prior to the International races.

Tom Busst (the genuine) stands a good chance of being elected handicapper to the Melbourne Bicycle Club now that his racing days are practically over. Busst has been one of the best riders Australia ever turned out, and is now recovering from a long spell of sickness.

P. H. Sercombe leaves Milwaukee for Springfield, Mass., on Monday to join Sanger. Sanger sails for Europe May 3. Sercombe will be prevented from going by business, the company with which he is connected not being willing that he should go at this season of the year.



# WHITWORTHS

• • • • • At Chicago.



All Whitworths bear this mark.

Extract from the "Birmingham Daily Post," April 4, 1893.

The Whitworth Works Cycle Company, Birmingham, have secured a space 770 square feet, with a frontage of 110 feet. It is situate in the entresol floor of the Transportation Building, and it will be, with one exception, the largest exhibit of cycles in the fair. The stand is fitted up with mahogany and plate-glass mirrors, the style of the whole being solid and plain. The exhibit will consist of thirty bicycles, grouped into two general classes—roadsters and racers. Among the former are specimens of the Whitworth No. 1 Full Roadster, weight 39 lbs.; the Whitworth No. 2 Light Roadster, weight 35 lbs.; the Whitworth Special Light Roadster, weight 30 lbs.; and the Whitworth Lady's Bicycle, weight 35 lbs. Among the racers are the Whitworth No. 3 Road Racer, weight 28 lbs.; the Whitworth No. 4 Track Racer, 25 lbs.; and the Whitworth No. 8 Special Track Racer, in weight from 18 lbs. to 21 lbs. No machines will be staged except practically-built ones intended for actual use, the whole of the exhibits being ordinary specimens of the regular productions of the firm. Specially interesting will be a few historic machines, among which will be the No. 8 Whitworth, ridden last year by Mr. J. W. Schofield, of the Speedwell B. C., when he lowered the world's record for the quarter-mile, covering the distance in 31 seconds, and for the half-mile which he rode in 1 min. 2 sec. Photographs and sketches of important races won on Whitworths will be shown on the stand, together with those of celebrated English and foreign bicyclists who use the Whitworth. The exhibits left Birmingham via London last week.

For Lists, Terms and full information on Whitworths

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## THE WHITWORTH WORKS CYCLE CO.,

Temporary Office, 114 5th Ave., NEW YORK.

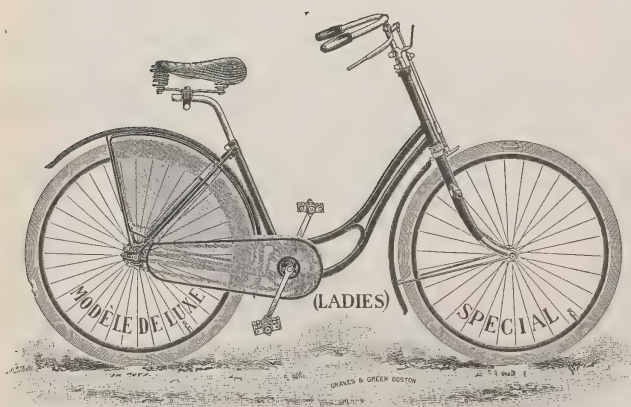
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# SINGER CYCLES.

FULLY GUARANTEED.



**SPECIFICATION.**—26 in. wheels, speeded to 55 in., Singer ball steering, Singer ball bearings to all running parts, including pedals, patent roller (anti-friction) chain, Singer patent steering lock, Singer patent detachable crank bracket, weldless steel tube frame, handle-bar and forks, improved dress guard to driving wheel and to chain, Singer detachable brake, Singer patent detachable foot-rests, adjustable to height, lamp-holder, best saddle, tool-bag, spanner, screw-driver and oil-can. Enamelled and with parts plated.

Price with 1 1-8 in. wired cushion tires - - - \$140

Price with pneumatic tires, as illustrated - - - 155

Average weight as illustrated, less saddle and peddles, 33 lbs.

We fit our safeties with the Dunlop, Acme or Morgan & Wright pneumatic tire, as preferred. Each of these tires is fully guaranteed.

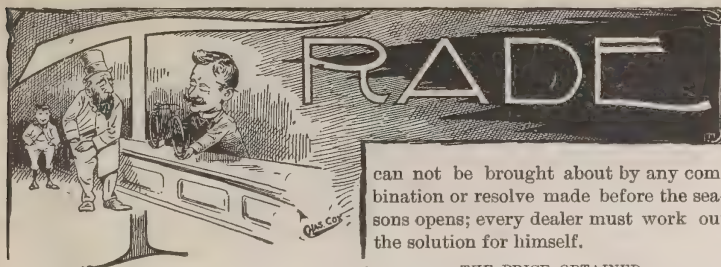
Liberal Discounts to Reliable Agents.

Send for our Catalogue.

## SINGER & CO.,

6 AND 8 BERKELEY STREET,  
AND 2 WARREN AVE.,  
BOSTON, MASS  
MENTION THE REFEREE.





## SECOND-HAND WHEELS.

*Should They be Taken in Trade?—The Case From Both Sides.*

It is not often that the opinion of bicycle dealers is so unanimous on any one thing as it is to the effect that the taking in trade by them of second-hand wheels is an unmitigated evil, and the main object of all trade organizations formed by the dealers is to regulate the prices to be allowed on such wheels, or to do away altogether with the practice of taking them in trade. It is considered that these wheels lock up capital, eat up the profits of the business, and, unless the dealer is exceedingly careful, load him up with stock which may become utterly unsaleable and remain on hand for years, to be closed out finally for almost nothing. The approach of spring invariably witnesses attempts made to remove or diminish this obstacle; dealers bind themselves publicly, and resolve secretly, to refuse to take wheels in trade, to allow less money for them, or to be more careful as to whom such trades are made with and the kind of wheels taken; and upon the arrival of the selling season they break nearly every vow they have made and makes trades with more or less freedom, as they may be a bad or good business manager.

This state of affairs would naturally lead one to inquire whether there was not

## A SCREW LOOSE SOMEWHERE—

whether the second-hand wheel business really is the terrible evil it is said to be. A careful review of the subject in all its phases, both from a theoretical standpoint and from actual observation in my own business, leads me to think that the evil is very much exaggerated. The life of the bicycle dealer would indeed be one long dream of bliss could he sell all the new wheels he disposes of during the year and yet take no second-hand wrecks to contain in their mis-shapen frames the greater part of the hard-earned profits of the dealer. Such happiness, however, is not in store for us, and we may as well dismiss such pleasant dreams. Did we cut off the men who bring in wheels to trade we would cut off nearly half our business, and that we could not afford to do, in spite of the constant accessions to our ranks of those who buy wheels and have none to offer in trade.

Perhaps the most pressing evil in connection with the second-hand wheel trade is the high price asked, and in many cases given, for them. All dealers strive to take in wheels at a price that will enable them to

## SELL THEM AT A SLIGHT PROFIT

over the original figure allowed, but the proportion of wheels upon which they succeed in doing this is comparatively small. Many are quite satisfied to realize the amount allowed, and not a few willing to sacrifice \$10 or \$20 of the profit on the new wheel. This is not as it should be; the dealer should not be expected to have the trouble of making two sales to get one profit, even if that profit is a good one; to say nothing of the stock for an uncertain period, to get nothing out of it in the end but the money put in. It is here that the necessity for reform exists, but it

can not be brought about by any combination or resolve made before the seasons opens; every dealer must work out the solution for himself.

## THE PRICE OBTAINED

for second-hand wheels depends almost entirely on the standing of the dealer and his method of conducting his business. There are some who, by reason of their well-established business, their character for fair dealing and consequent ability to secure the confidence of the buying public, and their caution in making trades, are almost invariably able to either make a profit or come out clear, and when that point is once reached the road is an easy one. Every year they will do better with second-hand wheels, and find a more ready sale for them, while the dealer who pursues the opposite plan and recklessly takes everything that comes in his way, will get deeper and deeper into the Slough of Despond, and find it impossible to extricate himself.

There are always men, and boys, too, who want to buy cheap wheels;

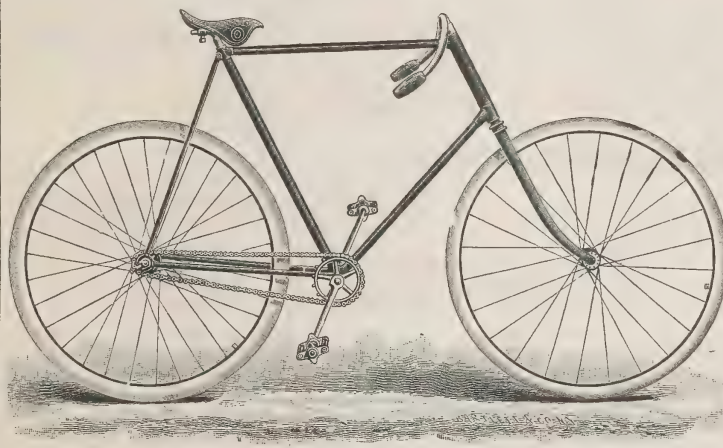
in the wheel, and it is no uncommon sight to see a buyer give \$10 or \$15 more for a wheel with such a dealer as I have described than he would have had to pay for a precisely similar wheel—make, condition and all—if he had bought it from some one else who did not have the reputation of the first. When such facts as these can be cited it is hardly necessary to inquire whether the practice of guaranteeing wheels pays.

One of the strangest features of the system of wheel trading is the avenue which it opens for what

## IS PRACTICALLY PRICE CUTTING

on all wheels. Many a dealer who would not look at \$145 in cold cash offered to him for a \$150 wheel, would be perfectly willing to allow \$5 or \$10 more in trade for a second-hand wheel than he could sell it for, if there was any special reason for doing so. Or, he would increase the allowance if two wheels were being bargained for, and go still higher if the customer wanted three wheels. In doing this he would not consider that he was doing anything out of the way, and would assert most positively that he was not cutting prices. It is very hard to see, however, what it is if it is not cutting.

Another point is that it places the new rider, the man who enters the fold as a stranger, and pays \$150 for his wheel, at



THE STEARNS RACER.

## THEY HAVEN'T ENOUGH MONEY

to buy good ones, or want to learn on old ones and then get new ones; or they are not sure they will like cycling and don't want to put too much money into it until they know definitely. It is with these that there is a market for second-hand wheels; educate them in the belief that it is better to buy a second-hand wheel of some good make than a "medium-grade" wheel of a poor make; treat them right, sell them a wheel that is fully worth the money they pay for it, stand by and see that they don't get the worst of a bargain, and you will secure a friend who will come to you for his next wheel. Many a time a man will buy a second-hand wheel who would not buy any if there were nothing but new ones on the market.

A practice which is coming into vogue with those dealers

## WHO GET THE BEST PRICES

for second-hand wheels, is that of guaranteeing a wheel, just as a new wheel is guaranteed, usually for six months, although sometimes it is for one year. As a rule an advance in price of \$5 or \$10 is made when such a guarantee is given, and the practice is usually confined to good makes, although there are some who will guarantee any wheel. In many cases it is found that the simple offer to guarantee for a slight advance is sufficient to give the prospective purchaser confidence both in the dealer and

a disadvantage compared with the old stager, who has an old wreck worth but a few dollars, or a last year's mount was the thing when purchased, as the case may be. It may be, however, that those who are in should have a position on the ground floor, and thus be enabled to look down upon those who have not reached their elevation. Who knows?

S. W. MERRIHEW.

## THE RAMBLER IN CHINA.

*A Club Named After It—Notes on Trade in Philadelphia.*

As an evidence of the popularity of the Rambler, Charles S. Smith & Co., of 1001 Arch street, are exhibiting a letter from a certain Mr. Wong Risum, of No. 26 Hollywood Road, Hong Kong, China, asking for a catalogue and terms. They also state that a club has been formed in Merchantville, N. J., called the Ramblers (a very uncommon name, by the way), and among the by-laws is one making it a capital offense for a member to ride any wheel but the Rambler. Business is looking up, sure.

The Hart Cycle Company's latest, "The Long and the Short of It," is a very happy illustration of judicious advertising.

Since John T. Bailey & Co. have removed their bicycle department to the first floor, they have been experiencing a boom in that line which even the re-

cent wet weather could not squelch. Jack Greer, their manager, is happy over the change, and says that now that he can properly exhibit the beauties of the Raleigh and Relay they are "selling like hot cakes."

The Luburg Manufacturing Company is putting pneumatic tires on baby carriages and invalid chairs, and the idea has taken so well that in order to supply the demand it has been necessary to run day and night.

The Pennsylvania Bicycle Company reports a lively demand for Quinton Scorchers and Warwicks. At present it has more repair work than it can properly attend to.

Hill & Gilbert have on exhibition an 18 1/2-pound Premier racer, for which they have already received numerous orders. It is the lightest stock racing wheel made, and will surely be heard from in the early race meets.

W. W. Taxis is as successful in his new role of salesman as he is on the track. The Warwick people are to be congratulated on having secured Willie.

The Central Cycle Company is booking many orders for the Cleveland racer. The weight of this wheel, 20 pounds, is what is attracting the attention of the "tin can" brigade.

Charlie Hunter's new store on Susquehanna avenue is proving a bonanza. He is disposing of many Senator and Challenge cycles, and he is also fortunate in having secured first-class repairers. He is gaining a reputation in this line second to none in the upper portion of the city.

Wall & Boyer are placing Singers at a rate which is surprising some of the more pretentious cycling firms. Their repair business is so large that it keeps them constantly on the move to keep ahead.

The Globe Steam Heater Company, 44 North Seventh street, local agent for the Sylph, is making a big bid for local trade. The lightness and strength of the wheel, and the fact that it is fitted with Morgan & Wright tires, will insure for this wheel the consideration which its merit demands.

The Fowler, which is handled in this city by the Philadelphia Cycle Company, is taking hold in great shape.

## TRADE IN OREGON.

*Three Portland Dealers, who Represent the Principal Makers.—The Outlook is Rosey.*

PORTLAND, Oregon, April 20.—Lively times are anticipated in the bicycle business in Portland, and in fact throughout the entire Pacific northwest, during the coming season, which will be the first real "bicycle year" the coast has had. All of the leading wheels are well represented. One of the finest bicycle stores on the coast is that of the North Pacific Cycle Company, where Imperials, Falcons and Wynnewoods are found. This company is under the management of John L. Walpole, and is doing a lively business. The Webb Safe & Lock Co. is not asleep, and here we find Columbias, Union P. D. Q., Magestics, and a host of others. Victors, Ramblers and Cleverlands are in the hands of Fred T. Merrill, of skicycle fame.

The late rains have kept things somewhat quiet up to date, but all the dealers are in good shape to do business and only waiting for the birds to begin to sing. The bicycle fever is spreading rapidly throughout this part of the country, and the people, like the dealers, are only sitting around waiting for the weather man to do his part. Times are somewhat hard, but the public is determined, and we find people willing to go with one meal a day in order to lay up



# One Thing is Sure

## The '93 Bidwell Pneumatic Tire

Stands up well and takes the hardest kind of punishment.

---

No Mechanical Weakness.

No Structural Weakness.

It is going Thro' the Season.

Make a note of this and send for Catalogue. Another thing is sure—*TOURIST BICYCLES* are up to date in all improvements. In superior finish, careful construction and smooth running qualities. Like Colt's Revolvers—Tourists are made for business. They are, in fact, made by the same hands and upon exactly the same fine system of gauges.

---

## Geo. R. Bidwell Cycle Co.,

308-310 W. 59th St., New York.

Factory, Colt's West Armory, - Hartford, Conn.



coin enough to buy a bicycle. The country here, like everywhere else, is flooded with cheap wheels, put on the market by cheap people. However, they will soon have had their day, and this will in the end revert to the advantage of the legitimate dealers, who are anxious to handle only the best wheels. We also find a large number of the hardware dealers handling bicycles, but they do not cut much figure, and the trade centers principally around those who handle wheels exclusively and do the hustling. Competition is hot, and will be hotter, but this only sets the public to thinking, and stimulates the trade, a fact which is an advantage rather than otherwise.

There are two cycling clubs in Portland, the Imperial and the Portland, both of which are in a flourishing condition. Some of the local men are in training and no doubt there will be lively times this summer on the track.

#### IMPORTANT CHANGES.

##### *Well Known Men Leaving Three English Houses—The Licensing Committee.*

LONDON, April 15.—This has been a week of surprises. In my last letter I chronicled the fact that W. Radford, the chief designer and head of the works at the New Howe factory at Glasgow, had resigned his position. On Wednesday I received the news that R. L. Philpot, the energetic general manager of the same company, had also resigned. It seems that the directors decided upon a change in policy which did not please Radford, who sent in his resignation. Philpot was also dissatisfied, but remained in the hope that he would be able to change the decision of the directorate, but finding his attempts unsuccessful, he also sent in his papers. During the last day or two all sorts of rumors have been current as to what these two men will do next. Half a dozen different firms have been mentioned as having already engaged them, while it has also been whispered that they in company with several other men who have during the past twelve months occupied prominent positions in the New Howe service, would start in business together for themselves. Yesterday I had a communication from Philpot denying the truth of all these rumors and saying that he had not yet definitely decided on anything. Radford, who has not been in the best of health, has determined for the present to take a holiday and is proceeding to Switzerland for that purpose.

Another unexpected change has taken place in the works of the Rudge Cycle Company where Walter Phillips, who has been at the head of affairs for many years past, now reigns no longer. At the beginning of this year several new directors, all Birmingham men, were appointed and with a view of making the concern a paying one, they have been effecting many changes. These culminated on Wednesday when Phillips and they parted company. Phillips, who before he entered the Rudge firm, was a professional racing man of considerable note in the days of Keen, Derkinderen and Cooper, had for a long while been regarded as one of the most able works managers in the trade. He began in a small way with George Woodcock, the Coventry solicitor, who taking over the old Tangent works of Haynes & Jeffries—names now almost forgotten in the cycle trade—gradually developed the business until it became the Rudge Cycle Co. Ltd. As the business increased Phillips became Woodcock's right-hand man and up to the time of the latter's death was generally supposed to be enjoying a situation which would last for life.

Yet another change has taken place at Wolverhampton, where W. Travers, who

has for three years past been manager at the Sunbeam Cycle Works has left the employ of John Marston. A few years such ago events as these would have caused a great stir but there are now so many men of proved ability in the trade that it is quite easy to fill vacancies in even the most important positions. In the case of the New Howe, Arthur Gastale, who has had charge of the firm's Manchester and north of England business, has been appointed general manager, while P. C. Wilson has been promoted to the position vacated by Radford. Gastale, before joining the New Howe, had had a long experience as a factor and agent on his own account. Wilson, who has lately managed the firm's London depot, has had a thorough and varied experience. Educated as an engineer, he migrated into the cycle trade to take charge of the Whippet factory of Messrs. Linley & Biggs, and from that position went into the employ of Humber & Co. Ltd. at Beeston. He is a close and personal friend of M. A. Holbein.

There has been quite a boom in the company which has been formed to work the French patents of Seddon's pneumatic tire. That most busy of busy men, William Bowden, is the managing director of the new concern, and the capital is placed at £50,000. Of this sum it was decided to issue one-half at the commencement in 25,000 £1 shares. I have absolute proof of the fact that before the prospectus was issued by the company the whole of these shares were applied for ten times over. The directors decided, as in the recent issue for the English company, to give the cycle trade the first chance of taking the shares and as the shares are already at a high premium, those who have received an allotment are already happy in the possession of a very handsome profit on their outlay.

The Dunlop Pneumatic Co. has declared an interim dividend for the half year of five shillings per share, equal to twenty-five per cent. on the six months. They open a branch in Australia very shortly.

At the adjourned council meeting of the National Cyclists' Union on Thursday evening the special licensing committee was duly appointed and a first class committee it is, containing such men as Robert Todd, Robert Hall, R. C. Nesbitt, F. W. Brook, J. Young, etc. It, in fact, consists of the picked men of the Union and every man whose application comes before it may rely on strict justice being done.

##### *The Stearns Racer.*

E. C. Stearns & Co., of Syracuse, N. Y., though young in the bicycle manufacturing business, have been exceedingly successful in every way. Those who have seen the various models of the Stearns have not failed to pronounce them excellent and up-to-date wheels in all particulars. A cut of the Stearns racer is shown in this issue. It certainly has the looks of a substantial and speedy machine, though it tips the scales at only twenty pounds. Both wheels are 28 inches, with tangent spokes; gear, 68; wheel base, 44 1-2 inches. The continuous cranks are used, but if desired the regulation cranks, with separate pedal pin, will be fitted, and on special orders the elliptical sprocket will be furnished.

##### *Whitworths in America.*

Arrangements have been made by the Whitworth Works Cycle Company for wheels to be distributed from New York. Mr. Howard, the manager of the branch, which is to be conducted temporarily at the offices of Messrs. Bywater, Taqueray & Payre, an English house with offices at 114 Fifth avenue, New York,

came over with Osmond and is at present in the east. The arrangements made for shipment and general distribution of wheels will relieve American agents of the usual anxieties of importers.

##### *Wilcox Makes a Change.*

For a few weeks past E. H. Wilcox, who has been identified with the Stover company ever since its organization, has been contemplating a change and this culminated, on Monday, in the signing of a contract under which he became general manager of the Ariel Cycle Company's factory at Goshen, Ind. Of all the salesmen that infest the country none is



E. H. WILCOX.

better known than Wilcox. He is a veteran of veterans, having entered the business with Gormully & Jeffery in the very early days of that concern. His record is one of which any man may be proud, both as a salesman and as secretary of the company which he has so ably represented for the past three or four years.

Mr. Wilcox will assume his new position on May 1 and there can be no doubt that his addition to the general staff of the Ariel company will prove highly beneficial to that organization.

##### *A Waterproof Cape.*

A. T. Aldrich, of 342 Pleasant street, Worcester, Mass., is selling a useful article for cyclists in the shape of the Ald-



rich bicycle cape for stormy weather. It is a complete protection from a storm, and falls gracefully over the rider, covering the entire form. In England this article is in great demand, is used by all tourists, and oftentimes saves much discomfort.

##### *Recent Patents Granted.*

The following is a list of recent bicycle patents granted, reported especially for the REFEREE by W. E. Aughinbaugh, patent attorney, Washington, D. C.:

495,511, attachment for Velocipedes; George E. Pfeiffer, Lyndhurst, N. J.; filed June 23, 1892.  
495,541, tire-tightener; Azro B. Bowen, Bethel, Vt.; filed Sept. 21, 1892.  
495,581, drive-chain gear; Herbert Guthrie, Levenshulme, England; filed Aug. 21, 1891; patented in England Mar. 9, 1891.  
495,661, bicycle-lamp; William Brown and Joseph H. Hughes, Birmingham, England; filed Mar. 3, 1892. Patented in England June 3, 1891.  
495,734, cycle; Charles E. Hadley, Chicopee, Mass., assignor to the Overan Wheel Company, Hartford, Conn., and Chicopee Falls, Mass.; filed Nov. 21, 1892.  
495,777, pneumatic tire; Pierre Bouery, Clermont-Ferrand, France; filed Nov. 26, 1892; patented in France, Belgium, England, and Germany.

495,914, adjustable support for bicycles; Charles W. Smart, Carbondale, Ill.; filed Apr. 12, 1892.  
495,942, velocipede; Amesach Levin, Brooklyn, N. Y., assignor of one-half to Joseph Konig, same place; filed Oct. 12, 1892.

##### *DESIGNS.*

22,357, bicycle oiler; Henry O. Hall, Washington, D. C.; filed Mar. 17, 1893; term of patent 7 years.

##### *TRADE MARKS.*

22,858, safety bicycles; Harry D. Hedger, Boston, Mass.; filed Mar. 24, 1893; essential feature the word "Puritan."

##### *Miscellaneous Chat.*

For two weeks trade has been very dull in Illinois owing to the mud and rain.

H. O. Fox has been appointed the REFEREE's correspondent at Birmingham, Ala.

W. A. Shockley will represent Rouse, Hazard and Company at the Columbian Exposition.

Arthur Black, manager of the Jacksonville, Ill., tournaments has gone into the cycle business at Jacksonville.

Report says that all rumors to the contrary notwithstanding, Lumsden will race this year on a specially built Waverly, now being made up at the factory.

The first annual meet of the Colorado division will be held at Greeley July 3 and 4 in connection with the opening of the grounds of the Greeley Driving Park Association.

Stolen—From A. H. Perrigo & Co., Omaha, model 30 Columbia, No. 2,884, 1893 style, elliptical sprocket wheel, had never been used. \$75 reward for arrest of thief and return of wheel.

Stillman G. Whittaker, who for a long time has represented the Revere Rubber Company, has just entered the employ of the Anglo-American Iron and Metal Company, which he will represent on the road.

The one-legged Syracusean transcontinental rider, Frank S. Beedleson, who will ride from San Francisco to New York, has ordered corrugated G. & J. pneumatic tires fitted to his Stearns bicycle.

W. F. Moss, of Atlanta, Ga., proposes to start from that place for Chicago about May 1. He will cover the distance by wheel in about three weeks and his little four-year-old daughter will occupy a child's seat in front of her father.

The Illinois division is offering cash prizes for new league members as follows: For four applications, one Illinois road book; for ten applications, \$5 cash, for twenty applications, \$10 cash, and larger numbers at the same rate.

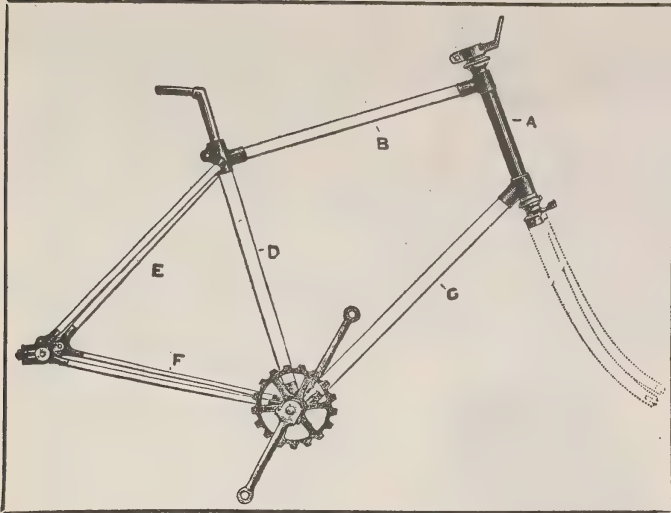
The Waterville (Me.) Wheel Club is about to occupy quarters in the new Cote building. It will have the entire front of the building facing on Main street. For winter quarters it will have some of the rear rooms fitted up with gymnastic apparatus.

The Rochester Cycle Manufacturing Company has just completed a special wheel, weight 45 pounds, for B. L. Hopkins, Penn Yan, N. Y., a rider who tips the scales at 340 pounds. This machine is guaranteed to carry the rider for one year, over all kinds of roads.

A one-legged man rode down the steps of the capitol at Washington on a bicycle. We would be willing to bet that our esteemed fellow townsman, Frank Lawler, would ride up those steps on a bicycle if the Chicago postmastership was on the portico.—Chicago Post.

A. L. Atkins, for two seasons in charge of Rouse, Hazard & Co.'s Illinois trade, resigned his position last week with that house to accept a far higher position in the trade with a leading Chicago house. Atkins has had fourteen years' experience in the cycle trade in every branch, is one of the best posted, yet withal one of the quietest men in the business, and will be a valuable man to the Chicago trade.



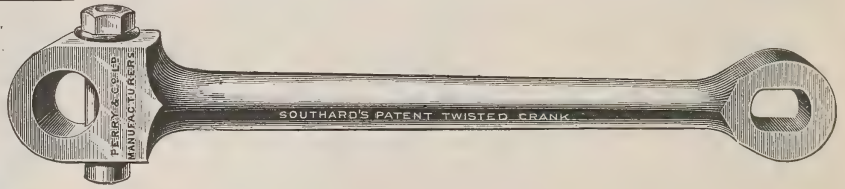


Best Finished and Lightest Frames  
in the World.

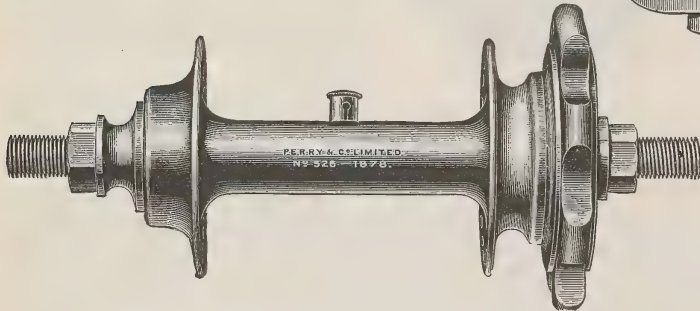


The finest finished Chain in the world and used by  
Humbers, Whitworths and Raleighs on all their machines

**PERRY'S FRAMES.**  
Mechanical Accuracy, Lightness, Relia-  
bility and Splendid Finish.



Sole manufacturers of Southard's Patent Cranks.



Perry's High-Class Hubs.

**PERRY & COMPANY, Limited,**  
Birmingham, England.

AGENTS: Anglo-American Iron and Metal  
Co., 213 Pearl street, New York.

# OVERSTONES

ARE

## ARISTOCRATS. ---Bearings.

Send along for prices and terms. I have some territory still open.

ARTHUR E. FLAVELL, - - P. O. BOX 444, NEW YORK CITY.  
LOYD, READ & CO., COVENTRY.

MENTION THE REFEREE.

## AS A SUPPLEMENT

To former advertisement, we desire to state that the increase in demand for our Cement has been geometrical. In 1890 we sold 97,000 lbs. In 1892 more than 250,000 lbs. have left our factory, and has been consumed in the United States.

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| For Large<br>Lots Address | D. P. Caywood & Co.<br>Clementon, N. J. | H. C. Martin & Co.,<br>BUFFALO. | Chas. F. Stokes & Co.<br>CHICAGO. | A. G. Spalding & Co.<br>New York, Chicago, Phila. |
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And Jobbers Generally Throughout the United States.



# RAT TRAP PEDALS.

We have a very large stock of semi-racing, racing and featherweight racing Rat Trap Pedals. Immediate shipment can be made.

## Rims Forever! Our Rims!

Everything in the line of Cycle Manufacture and Repair.

## ANGLO-AMERICAN IRON & METAL CO.,

213 Pearl street, New York.

MENTION THE REFEREE.

### SPORT AND TRADE IN THE SOUTH.

*Riders Becoming Numerous and Enthusiastic—Trade Good.*

ROME, Ga., April 20.—Yesterday morning, while waiting for a train at Caleira, Ala., I was sitting on the hotel veranda basking in the sunshine, reading a letter from the north, telling me of a snow-storm raging there. I was attired in the light-weight suit I have been wearing for some time, together with a straw hat, and the question that I have often asked myself, viz., Why don't more of the northern people take their vacation in the winter instead of the summer, and come south? came to me again. I have often wondered why they ran away from the glorious climates of the northern states in summer.

Nearly every city in the north has boating facilities of some description and lots of good roads for wheeling, where people could go out after business hours and enjoy themselves. It is the extreme cold weather that we ought to avoid, and where could we spend a few weeks more profitably than in Tennessee, Georgia, Alabama or Florida?

There are many things, the towns, scenery and people, that are so entirely different to those of the northern states, that cannot help but be of interest as well as instructive. To the cyclist these states offer many inducements in the way of good roads, splendid scenery, and hospitality of the big-hearted southerner. Then again there will be the opportunity of attending race meets in mid-winter, as nearly all the towns of any size are following in Savannah's footsteps and building good tracks, and will hold tournaments on dates not conflicting, at which a great many northern riders will compete.

Atlanta, the first city of Georgia, and probably the most important in all the

south, is making great progress as a cycling city. I saw in your columns a week or so ago an article on Atlanta, so I will not take up your space by going into details, but will merely say that I enjoyed a number of rides with the members of the Capital Cycling Club to Lythia Springs, twenty miles; McIntosh Barracks, five miles, and to Fairbairn, nineteen miles, and found the roads good, and if any one desires to "scorch" there are some members of the club that can accommodate them very nicely.

Macon is another Georgia city that is making rapid progress, from a cycling point of view, and has already one club, the Central City, with prospects of another being organized shortly. The captain, J. N. Hinholser, is an enthusiastic rider, and intends to advance the interests of his club in every possible manner. He will encourage the "youngsters" to get into trim by holding club races from time to time. There are three firms in Macon that handle bicycles: S. S. Parmelee, Imperials and Keatings; the Dunlap Hardware Company and C. Huhn. They all report trade as very brisk.

The other day in Columbus, Ga., I ran across J. H. Polhill, one of the oldest riders in the south. He entertained me in a right royal way during my stay, not only by extending the right hand of good fellowship, but by relating many little incidents of the early days of cycling in the south. His stories about the trips of Morgan, Prince and Crocker in the early eighties, and their many trials and tribulations, were indeed funny, although I am under the impression that the trio did not consider them so. Mr. Polhill still has in his possession his old ordinary, a 53-inch 24-pound Spalding racer, on which he has won 113 first prizes, and on which he defeated the "Senator" in many a hard-fought race. He was a competitor in the first race

held in Georgia, on July 4, 1884. The race was a ten-mile, open to "amateurs," and the first prize "\$50 in gold." Polhill competed with his arm in a sling, the result of a fall a few days previous to the race, by which his arm was broken. He was always considered a plucky rider, and I think this fact alone firmly established his reputation as such as he finished third in an awfully close finish.

Columbus might justly be termed the "city of roses," from the large quantity of these beautiful flowers that are to be seen all over the city. The streets are very wide and pretty, the residences on the majority of them being extremely fine.

Through the kindness of Mr. Polhill, I was permitted to take my wheel and camera through the North Highlands, a large, magnificent private park. There are many points of interest in this park, the principal one being Lovers' Leap, so called on account of the following little incident. Some years ago two tribes of Indians lived where the city of Columbus now stands, who were at war with one another. The daughter of the chief of one tribe and the son of the chief of the other loved each other, and had determined that rather than be separated they would die together. A scout of the girl's father had come across the two lovers while they were seated on a rock that extended out over a deep ravine, through which flowed a good-sized river, and out of the water extended great, sharp rocks. The scout reported what he had seen to his chief, who laid plans to capture his daughter's lover and burn him at the stake that night when the youngsters met. The moon was shining brightly and the unsuspecting couple were enjoying themselves as only lovers can, when there was an unearthly yell, and a score of Indians rushed upon them. They jumped to their feet, and,

clasped in each other's arms, leaped into air and were killed on the rocks below.

There are one hundred riders in Columbus, and they are about to organize a club.

Trade is good and the following firms are getting prepared for a big season's business: Parr Brothers, Rambler; J. H. Polhill, Imperial, Columbia and Relay; Philip Eifler, Humber and New Mail.

Over in the northeastern part of the state of Georgia is to be found the enterprising city of Augusta, one of the largest cities in the state. During the past six months the main street, very appropriately named Broad, has been laid with asphalt its entire length, and Augusta riders now proudly claim the honor of having the finest street in the south, and justly so. Every afternoon cyclists of each sex can be seen gliding over the smooth, even surface, and I tell you it makes a pretty sight.

An association has been organized to build a club house, with gymnasium, reading, bath, reception and billiard rooms. The association will soon number five hundred members, and during the week just passed races were held under its auspice at the spring carnival. A track will be built and every effort made to put Augusta first in the cycling world of the glorious south. SPECK.

### *Sport in New Orleans.*

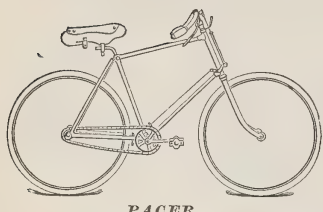
NEW ORLEANS, April 18.—John S. Prince, the professional rider, has been in the city trying to arrange a race with some wheelman of this city, but he could not do so. He has been compelled to defeat two horses in a twenty-mile race. One of the local owners of trotters has consented to match his horses against him. Prince will have to ride the entire distance while the horses will change at every mile.

On Sunday, the 16th, three of our rid-



# There is a Difference of \$35.00

in Price Between a \$150.00 Bicycle and the



## CREDENDA

Which please examine. It will pay you to do so. You will find it as good as many, and better than some selling at \$150.00.

Do not forget Credenda Pneumatics have Inner Tubes.

### A. G. SPALDING & BROS.,

CHICAGO.

NEW YORK.

PHILADELPHIA.

MENTION THE REFEREE.

*“O Wad some power the Giftie’s gie us,  
To see Oursel as ithers see us,”*

Does not apply to the Stearns Cycles.

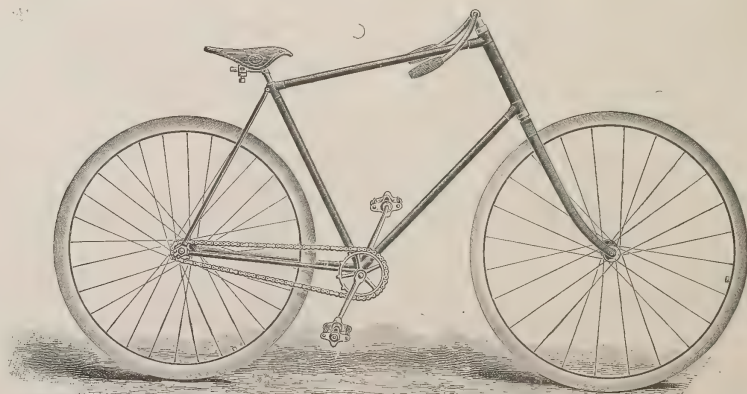
Every part of these

### STANDARD BICYCLES

is open for the Closest Inspection.

Steel Tube, Steel Bearings, Steel Drop  
Forgings, Steel Swaged Spokes,

Every piece tested for its particular work.



MODEL A.

The most Famous and Expensive Tires. High-Grade in every particular.  
Send for Catalogue.

## E. C. STEARNS & COMPANY,

SYRACUSE, N. Y.

MENTION THE REFEREE.



# "Home, Sweet Home!" . . .

However, you will never have to WALK to your

## "Home, Sweet Home."

If you RIDE one of the Cleveland Bicycles,

Fitted with the

### Cleveland Thread Pneumatic Tire,

Used in connection with the

### CLEVELAND RIM,

the most perfect, and yet the simplest device ever invented for fastening the TIRE in the RIM.

In case of PUNCTURE the outer shoe can be removed in FOUR SECONDS, and COMPLETE repairs made in less than FIVE MINUTES.

### Can you say this about any other Wheel?

And, then, when you consider the Extreme Lightness, Resiliency and Swiftmess of the

### CLEVELAND THREAD TIRE,

YOU WILL READILY UNDERSTAND WHY THE CLEVELAND BICYCLES

Burwell Dust Proof Bearings.

Running qualities unexcelled.

Guarantee furnished with each and every wheel sold

COASTS Farther Than Any Other.

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ARE SUCH DEMAND IN GREAT

Detachable Guards.

Rolled Thread Spokes.

## H. A. LOZIER & CO., Cleveland, Ohio.

GEO. E. LLOYD & CO., Cor. Canal and Jackson streets, Chicago, Agents for Chicago and Cook County.

MENTION THE REFEREE.

ers rode to Baton Rouge, a distance of about one hundred miles, leaving here at 6 in the morning, and after a hard ride arrived there at 7 that evening, staying in Baton Rouge all night and returning next day.

The Pelican Cycling Club had a run Sunday to Shadwells, a little station on the Louisville & Nashville Railroad. The run was attended by thirty riders—a large number to take a hard ride like that.

At the last meeting of the Pelican Cycling Club fifteen new members were elected.

RAMBLER.

#### A Veteran's Long Tour.

A. D. Ruff (Pap) and E. E. Mitchell, of Richmond, Ky., will start from their home on a tour to the Pacific coast. They will steer direct for Chicago, where they will spend about two weeks at the fair. From Chicago they will take the best wheeling route for Yellowstone Park. Here they will again rest for a few weeks and then visit Washington, Oregon and California, riding all the distance if possible. Their mounts will be Victor pneumatics. Mr. Ruff is almost three score and ten, yet can keep up with most any of 'em on the road. Mr. Mitchell is about thirty and a noted scorchers. They have well considered the magnitude of their undertaking, and are prepared to meet the hardships and to make the best of them.

Ground will soon be broken for the Denver Ramblers' new club house. The site finally selected is at Thirteenth and Lincoln avenues. The structure will be of brick, with brick and stone front, and will cost \$50,000. Balcomb & Rice have made the plans and the building will be erected by the Home Investment Association, which is composed of the directors of the Ramblers. The club expects to occupy its new quarters some time during the summer.

#### SOUTHERN SPEED AND PLUCK.

Birmingham, Ala., has two Clubs, a Track and Several Speedy Riders.

BIRMINGHAM, Ala., April 23.—After a long standstill cycling has again come to the front, and is now the chief sport of the day. Up to last November there were not more than fifty riders in the city, but since then there has been, figuring at a low estimate, no less than \$20,000 worth of wheels sold.

The interest is so great that a \$1,200 quarter-mile track, banked, is well under way, which will be used exclusively for cycling. This track will be finished June 1 and immediately after, dates not having been announced, the state L. A. W. championships will be run.

Birmingham is justly proud of two cycling clubs, the Birmingham C. C. and Birmingham Athletic Club which has a cycling club connected with it. Each of these clubs has a membership numbering a hundred or more, sevenths being L. A. W. men of good standing. Both are well up the ladder of success.

A very important fact, which must not be overlooked, is our good supply of fast men. We have at least ten men who can do a mile in 2:40, five who are good for 2:35, and a quartette who think nothing of 2:30. So, as a whole, our men are not far behind in speed.

It will pay all the cycling enthusiasts to keep their eyes on Birmingham the coming year.

H. C. Fox.

#### From the Mountain Tops.

MONTROSE, Pa., April 23.—Once in a while we have a little cycling news up here. Montrose is about 2,000 feet above sea level. The mountain roads are very hilly, but hard pan and red shell. We have twenty riders but no club. The

wheels used here are Featherstone, Victor, Cleveland and Columbia. They are sold by the following agents: Victor, A. H. Knoll; Cleveland, O. A. Gilberts; Featherstone, George C. Burns; Columbia, F. D. Melhuish. At present the Cleveland seems to be taking the lead, with Victor a close second. Last year the Victor took the lead, selling at least five to one of any other make.

The country around us is beautiful and a very nice trip can be taken in any direction. One of the most popular is to Binghamton, N. Y., about twenty-five miles. This trip takes about two and a half or three hours, going, and from four to five hours home again.

Montrose is the highest ground anywhere around and is quite a summer resort. All trips going from town are A 1, but coming home it is different—namely, walk every once in a while. But it has to be a good, stiff hill to make Montrose wheelmen get off, as they are good hill climbers. The roads at present are muddy and there is snow in the woods one and a half feet deep, so of course there is little riding. Cycling is on the boom, more so than it has in a number of years.

GEORGE C. BURNS.

#### "Gid" Haynes in Chicago.

Gideon Haynes, one of Boston's best known early rider, is now in Chicago. Haynes has been connected with the cycle trade for many years, but for a brief season will work in another line. About six months ago a REFEREE man met Gid. in Boston, as he was about to leave for Chicago, carrying with him a check for \$30,000 to bind a deal with the world's fair people which called for \$100,000 for the exclusive privilege of selling popcorn in the world's fair buildings. Haynes got the contract, and believes he will make a fortune out of

the scheme. It is not generally known that Gid. Haynes was the inventor of the hammerless gun. He turned the patent over to William Read & Sons, who in turn sent it to England to see what the gunsmiths there thought about it. A check for a thousand dollars was the reward, and now nearly every breach-loading gun is a hammerless. Haynes would now be as rich as Colonel Pope if he had held on to his patents.

#### Recent Club Elections.

Dallas (Tex.) Wheel Club—J. B. McCraw, president; W. G. Achenbach, secretary; W. L. Springfield, captain.

Elgin (Ill.) Y. M. C. A. C. C.—Bert Mathewson, president; Charles Stevens, vice-president; Carl Swanson, captain.

Kirkland (N. Y.) Wheelmen—President, Dr. S. E. MacDougall; vice-president, John Hayes; treasurer, Guy Reese; secretary, H. P. Osborne; captain, F. E. Payne.

Bergen County (N. J.) Wheelmen—President, Morton L. Brewster; vice-president, Fred S. Bennett; secretary, Thomas D. McLeese; treasurer, P. A. Meaeroll; captain, W. E. Marrnio.

Comet Cycling Club, Milwaukee—R. S. Baird, president; W. C. Neilson, secretary and treasurer; D. W. Howie, Jr., captain.

South Brooklyn Wheelmen—E. J. Muller, president; B. A. Burtis, vice-president; H. W. Marion, secretary; A. W. Hudson, treasurer; F. B. Baker, captain.

#### Secure Sleeping Apartments at the World's Fair.

Rooms can be secured at the National Columbian Wheelmen's Association club house and hotel. Prices \$1 per day and upwards. Address, L. D. Taylor, secretary, 959 West Madison street, Chicago.



# CYCLING JOURNALISM.

## NOTES ON THE PROGRESS OF THIS AND OTHER INSTITUTIONS.

*How a Young Firm Grew—How Osmond's Racing Career Ended—Who Laughs Last?—Cycle Journalism Changes.*

The sky is changed,—and such a change! O night And storm and darkness! ye are wondrous strong, Yet lovely in your strength, as is the light Of a dark eye in woman! Far along, From peak to peak, the rattling crags among, Leaps the live thunder.

So said Byron a half century ago. The lord poet spoke not of cycling, and yet his words are of peculiar significance just now. A change has come over the sky of cycle journalism.

As a class or trade is the mother of class or trade papers, so are the policies and methods of those papers governed by the wishes of their mother. When trade journalism was young and in its teens it crawled, as do the little prattlers by our firesides. When it grew to a respectable age and began to feel its strength and influence it threw off the strait of its younger years and its mother was treated simply as a venerable old person who must needs be requited for its tender care when young, and whose commands are to be respected, but not necessarily obeyed.

And so it is with cycle papers. The cycle paper was started because the trade needed a mouth-organ. At first it was wholly dependent upon the cycle-makers, and, to the credit of the latter, be it said that it was tenderly reared and well clothed and fed. But the field widened. A certain part of the public needed a cycle paper and naturally turned its attention to the trade sheet. Then came the important change, gradually but surely. While always ready and willing to comply with the requests and to the demands of its mother (the trade), the cycle paper gradually gained emancipation and formed opinions of its own and took unto itself several other things that were considered luxuries when it was young and helpless.

But this emancipation is not the only great change that has come over the sky of cycling journalism. One of the great rules of journalism is that mankind is always more interesting to itself than the study of mere things. Cycle papers have for years recognized the truth and importance of this rule, but not until the past few years have American wheel papers practised it. But when they did begin they lost no time in giving their slow-going English cousins points as to what personality in journalism really means.

At the present time there is hardly an editor of a cycle paper that is not engaged in a controversy with the editor of some other paper. Cycle writers are gradually mixing themselves up in a cloud of discord, from which some of them will emerge in anything but a dignified manner.

And thus the merry war goes on. As long as the quibbles and controversies and quarrels are of interest to more than those engaged in them, the public will look on and applaud and be pleased with itself. To be sure, in some cases, these quibblings are of so petty a nature that they seem like child's play, but when they are of that kind the public shows that it is tired and the contestants will stop of their own free will. For remember that there is but little satisfaction in whipping an enemy if your friends, and enemies too, don't see you administer the thrashing.

And thus with Sheridan we say: "The quarrel is a very pretty one as it stands; we should only spoil it by trying to explain it."

### SIMPLE STORY OF A FIRM.

A change in the firm of Whitten-Godding Cycle Company, of Providence, R. I., recalls to my mind the early struggle of this concern, which is to-day one of the best known in the trade.

Messrs. Whitten and Godding were graduates of Brown University, of Providence. Like many young men they had struggled through their college terms only after great effort, and graduated with the world to meet, and more college learning in their heads than dollars and cents in their pockets. They went manfully to work. They got credit from several bicycle houses and started a little establishment in a loft at No. 1 Westminster street. It was here that I made their acquaintance and purchased from them a Columbia of the vintage of '86. They found it hard work. The cycle was not then so much of a necessity as it is at the present time. Both members of the firm did everything from the uncatering of their machines to teaching their customers how to ride, and one of my earliest cycling recollections is a scene on the beautiful Brown University campus, with an old "try-it-on-the-dog" bone-shaker, Mr. Godding and myself as the principal characters.

Pluck, perseverance and straightforwardness soon began to tell. The Whitten-Godding Cycle Company became a recognized factor of the New England cycle trade. Its credit was good, for it paid its debts with unusual promptness. Larger and handsomer quarters were engaged, new lines were added to the stock, and soon the names of Whitten and Godding were a synonym for youthful energy and spotless integrity.

The firm has split, upon what rock I know not. But I cannot help paying this tribute to two young men who have won all they possess and who are good samples of the brainy young American.

### AN ESTIMATE OF OSMOND.

Walter Masterson, of the New York *Sun* and *Sporting Times*, is generally very conservative in his views, and withal an impartial critic. But in the last issue of the *Sporting Times* he makes a statement regarding Osmond that is unfair, and ungenerous at the same time. He writes:

Under ordinary circumstances no rider who has attained the fame and prominence in English racing circles that Osmond has would forfeit his chances of regaining his lost laurels in the championship races, unless something were wrong, and we surmise that this something is that his days as a racer are over.

Mr. Masterson should know that the "something" to which he refers is nothing less than a good business reason. Mr. Osmond is the world's fair representative of a great cycle firm and is thinking more of cycle exhibits than he is of championship medals; that is, if he is as good a business man as he is a racer.

If Mr. Masterson refers to a waning of racing power, when he says that Mr. Osmond's "days as a racer are over," he is placing himself in a very vulnerable position. Osmond's work on the track last year was not all that could have been wished by his friends, but it certainly was not such as to have given anyone the idea that his "days as a racer are over." He is still young, has a splendid constitution, and, above all things, does not over-estimate his powers.

No, indeed, Mr. Masterson, Mr. Osmond's "days as a racer" are not over, as some of our American track riders may discover before he goes back to England.

### WHO LAUGHS LAST?

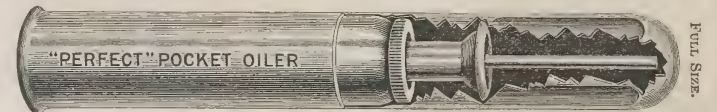
The *Bearings* and other papers have

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Rignity

in a wheel is perhaps the most important point next to absolute strength of material. Some makers have sought to accomplish this by ideal devices, special crank brackets, etc. In the "Sunol," extreme rigidity is the result of a series of experiments, conducted with a view to establishing the shape of frame best suited to counteract a heavy strain, and an adaptation of that result to practical ends. Great simplicity, and high grade workmanship and material, help to make it permanent. Send for a catalogue.

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HARDWARE & BICYCLES, CLEVELAND, O.  
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Is absolutely unrivalled for neatness, convenience and durability. Do not use a leaky oiler when any dealer will sell you a "Perfect" for 25 cents.

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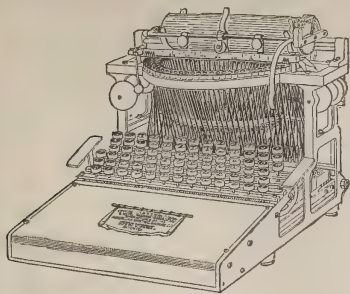
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A genuine Humber Cripple Front Steering Tricycle, suitable for lady or gent. Light and strong, 36 inches wide over all. In excellent condition. Very cheap.  
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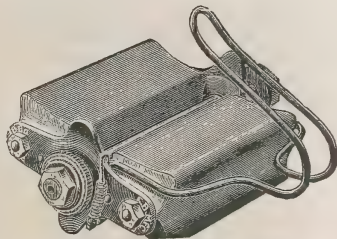
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PATENTED.



When you go out to ride some day,  
A shower comes up, you are far away;  
You have your storm cape with you, don't you see,  
Then you'll come home as dry as dry can be.  
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Send For Prices  
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ANTI-FRICTION  
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We will send you cuts of the above for '93 catalogues.

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### "Fletcher"

IS THE ONLY MAN who sells every cycling paper, periodical, hand book, road book and books on training, published in the U. S., Canada and Europe; who retails the very best of Cycle Sundries; Perfection Trousers Guards, enameled 15c.; who offers the best cycle day storage in the city at 43 E. Van Buren St. Cycles stored, cleaned, oiled; tires inflated, etc.

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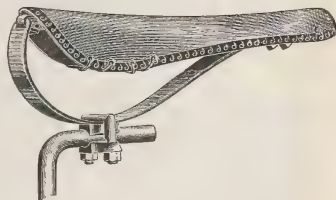
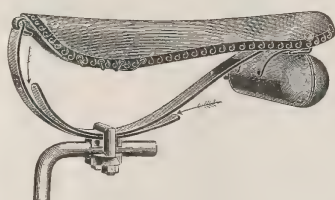
Mr. J. D. Lumsden, mounted on an Empire Safety, won the 48-hour championship and belt at Glasgow, Jan. 29, 1893 to Feb. 4, 1893.

SEND FOR 1893 LIST.

## PERRY RICHARDS & CO., EMPIRE CYCLE WORKS WOLVERHAMPTON.

### Two Important Points Covered---Saddle, Oiler.

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The Metal Turning cycle Oiler is Guaranteed Tool Bag or soil who use pocket oilers.

Does not leak  
Magic Oiler.  
Clean for Pocket use.



Company's Magic Bitten not to leak and pocket. A boon to all Price, by mail, 25c.

Electrotypes for Manufacturers and Dealers who wish to Catalogue.

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Manufacturer of SALADEE Saddles, and Sole Selling Agents of MAGIC OILER.  
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of any weight or dimensions to order.

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## Sundries.

Dealers, send for a wholesale price list of all the leading Cycle sundries. We carry a large stock and guarantee prompt deliveries and Bottom Prices.

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THE "WOOSTER,"

292 55th Street, CHICAGO.

EDW. B. PARKER.

H. G. HAMILTON, MANAGER.

had many a laugh at the expense of the *Bi. World*, though many of these broad smiles were not as much due to a superabundance of humor as to a desire to have the public believe that the *Bi. World* is only a funny old woman.

"Who but must laugh, if such a man there be,  
Who would not weep, if Atticus were he?"

Even if that Berger photograph did cost Ariel the price of a whole dozen, I think that in this case Berger is the Atticus and Ariel the laughter. The *Bi. World* now has the opportunity of making its weekly replies to Berger still more pointed by accompanying sketches of the little Chicago editor in the various attitudes in which a clever artist is able to place him. It seems to me, however, that the "A glimpse into the graveyards of the future" is a bit premature, for if Berger is dead and buried surely no self-respecting paper would be so lacking in principle as to blacken the whiteness of his wings. The *Bi. World* would have gotten more for its five dollars if it had made the graveyard scene the last of a series of pictures and not buried Berger before it had killed him.

So, after all, I am not yet quite certain who is the Atticus in this case. If it is Ariel I think that under the circumstances he is a better natured Atticus than Pope would have made him.

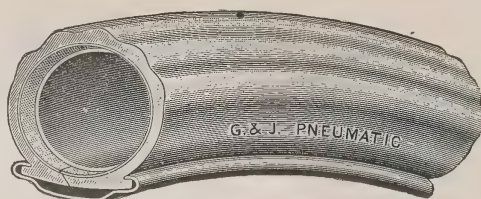
BURKE.

### Tom Roe's Preparation.

John Grey, who is assisting Roe in his preparation for the coming "York to Frisco" ride, writes the REFEREE as follows:

"We have been in Needham now for three weeks, during which time Tom has trained hard and steadily and shows much earnestness in his work. We get up at 6 in the morning (the other morning we got up at 4, but this was a mistake, as our watches had gone on a strike during the night and we did not discover the fact until we were dressed) take a walk and have breakfast at 7:30. Then Tom has a rub. At 9 we go for a twenty-mile ride; we go ten miles from home, then Tom gives me a hand-cap of several minutes and we have a race. In this way he gets his speed. When he gets in he has another rub and dinner. At three he starts out for another twenty-mile run by himself, has a rub, then a short nap, followed by a good supper. The training quarters are excellent. The cooking is all special, consisting of regular training food. Tom says, 'Talk about your Chicago wind, it is not in it with the New England wind' and the hills are found in plenty, but





# G. & J. Pneumatic Road and Racing Tires.

Corrugated to prevent side slipping.  
Smooth surface, if you prefer it.



Sizes, 24, 26, 28 and 30 inch.  
Easiest of all tires to repair.

Weights, not including rim, 2 $\frac{3}{4}$ , 3, 3 $\frac{1}{2}$  and 3 $\frac{1}{4}$  pounds each for road tires, and 1 $\frac{5}{8}$  and 1 $\frac{7}{8}$  pounds each for racing tires.

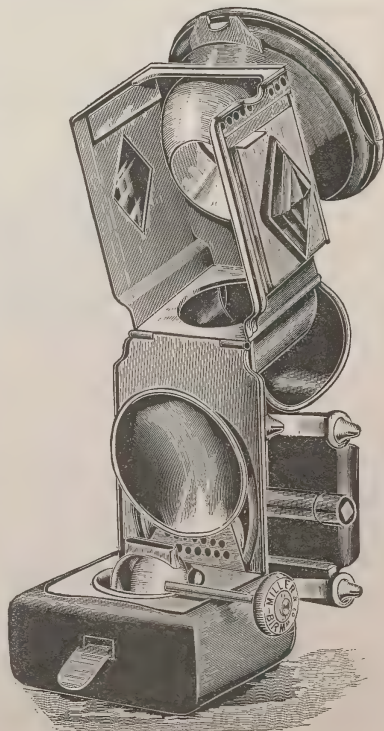
CAN BE FITTED TO ANY WHEEL. MOST MAKERS OF HIGH GRADE BICYCLES  
SUPPLY THEM WHEN REQUESTED. ANY REPAIRER WILL CHANGE  
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EXPERIENCE, as a rule, is paid for too dearly; sometimes it is paid for in the form of money, which impoverishes us; sometimes in the form of study, perseverance, or overwork, which tends to worry us and make us look old and haggard. Yet, alas! in how many of these cases could this experience have been bought at a much less sacrifice if we had only sought the counsel of others. Not more than thirty per cent. of the readers of this journal will trouble to read this advertisement, and we expect no more than ten per cent. of these will take the trouble to send us a post card; yet we can send you on receipt of same our "catalogue" giving the experience of experts in cycle accessories. \*



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\$3,000 for Race Prizes.

\$550 for Parade Prizes.

***Entries Close May 22, '93.***

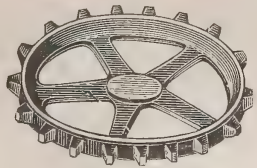
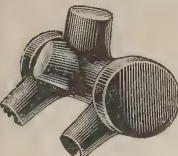
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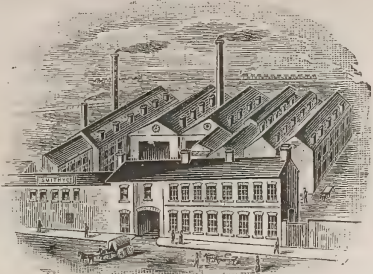
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Superior Hard Brass Bicycle Nipples for all wheels made, both foreign and domestic; Nipple Washers, Nuts, Oil Tubes, Taps and Dies, Studs and Special Screws. Estimates from sample or sketch.

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Be sure you see HOYLE, 5-7 Madison-st. E. Bet. Michigan and Wabash-aves. Chicago.

all this does not seem to have any effect on him and he does not complain of being tired at night. He enjoys a walk after supper, writes a few letters and asks about fifty times if he can have a cigarette. At 9 o'clock he goes to bed. Notwithstanding that he has still three weeks to train he is already in the pink of condition, and would be fully able to start on his trip any day; I also feel confident that he can do it in the time he has counted—sixty-five days, and furthermore the surprise would not be near as great to me as it would be to a good many if he should do it in sixty days."



PUTTING ON A BRAKE.

From South Eastern Iowa.

SIGOURNEY, Iowa, April 24, 1893.—L. E. Hickok is in this section booming Columbias. Our boys showed him what the Chicago boys once showed Golder, nice roads. We have a few samples, which, if it were possible to place the genuine article upon the ground at the big fair, would plead the cause of good roads with an eloquence which even the most stubborn old fossil could not resist.

There is some talk going the rounds of organizing a touring party to ride to Chicago in August, starting from Davenport, which will be the place of meeting for the greater part of the tourists, about the first of August. The ride should be made in four days from that point, and not tire the slowest of riders. A party of twenty-five or thirty could have a very pleasant time in this way and be useful to each other after reaching Chicago.

RUSTIC.

Robert Bruce left New York Monday for a trip on wheel to Chicago,

## PROGRESS IN KANSAS CITY.

It Now has a Dozen Dealers—Its Clubs and Racing Men.

KANSAS CITY, Mo., April 24.—Cling is on a "boom" in Kansas City. Though the chill of winter is still lingering the cycling season seems to be in full blast, for at no time have so many wheels been seen on the streets. The extensive boulevard and other public improvements now in progress will give the sport a tremendous impetus.

The Kansas City Cyclists, organized less than two years ago, have attained a membership of ninety. The club occupies a ten room house, centrally located. Club runs are made every Sunday, and are well attended. The recently organized Jackson County Wheelmen had their first regular run to Raytown. Sixteen men were in line, including Hal Greenwood, of DeSoto road fame.

The fine showing made by Kansas City men last season at the Missouri and Kansas state meets has induced the Kansas City Cyclists to foster and promote road and track racing, and to this end, a racing committee, consisting of Messrs. Ladish, Haynes and Cannon, has been appointed to take general charge of this branch of the sport.

Arrangements are being made for a road race to take place on May 12 and a race meeting on Decoration day.

Kansas City has not, prior to this time, been considered a cycling town. Three years ago there was but one cycling agency here; now there are a dozen exclusive cycle stores and several of the large implement and hardware houses are jobbing bicycles on a large scale. Kingman & Co. are jobbers of the King of Scorchers, Road King and Queen and Featherstone's medium grades. Hal W. Greenwood, representing this company on the road, is in the city and reports trade in the west very good.

W. D. Wornack has the Imperial agency and is delivering these popular wheels as fast as he can get them. The model G, twenty-eight pounds, and model F, thirty-four pounds, are the favorite patterns. He carries also the Telegram, New Mail, Dauntless and Falcon. The ladies' Telegram in its lightness, rigidity and beauty of outline and finish, has already created a very favorable impression and will become a popular mount as the reason advances.

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WICHITA, Kas., April 24.—It might be



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of interest to know that Kansas is working up a delegation of 100 or more cyclists to go to the world's fair on bicycles. Our idea is to meet at Fort Scott on July 4 and 5, when we have our annual meet, and start from there to the fair. Mr. Boulton, editor of the Kiowa Signal, at Greensburg, and myself have started the ball rolling and a good many have sent in their application to join the company. All applications will be received by me and placed on the list. Kansas never does anything by halves (not even in the legislation halls), so you may look for a big delegation on wheels in July from Kansas. We have the finest roads on earth, I think, for natural roads, and cycling is one of the grandest pastimes in this part of the state.

THOMAS SHAW.

## Maywood Club Notes.

The Maywood Cycling Club held its annual election of officers April 15, resulting as follows: President, A. W. Hatch; vice-president, Dr. W. L. Ruggles; secretary and treasurer, A. R. Parrish; captain, A. A. Coupland.

Several members of the club will soon begin training for the Pullman, and the club's entry list will probably be much larger than last year, as it is numerically stronger. After May 1 the club rooms will be located in the Skemp Block where are the Maywood club's fine billiard and pool tables, card rooms, smoking room, dining hall, etc.

## FRESH FOREIGN FACTS.

Kaufman and Marschner Matched—The Swiss Form a Union.

It is estimated that about 70,000 bicycles will be sold in France this year. The home output will be 35,000 wheels, so that English makers will likely have a good trade with the Frenchmen.

The German competitor of Kaufman, G. Marschner, of Dresden, is challenged by the "Radfahrer Club Wanderer Fuertli," in the name of Kaufman, to show his tricks before a college of arbiters at Nuremberg. Each of the two riders has the right to choose six arbiters, while the Radfahrer Humor selects the chairman. Each man deposits \$250. The winner gets the \$500 and the loser has to give up all claims to the title of trick rider champion of the world from that date.

The three cycling unions in Switzerland, l'Union Velocipedique Suisse S. V. B., l'Union Velocipedique Suisse Romande, and l'Union Velocipedique Cantonale Genevoise, together with about seventy clubs, with 2,100 members, formed at a delegation day in Bern a National Swiss Federation, to promote in general the interests of cycling. The Velociman's Suisse will be the official paper of the new federation.

The French cyclists are proud of having their secretary of war, Loizillon, amongst their number. Although he is a cavalry general he is very fond of bicycle riding and has prevailed on his wife to ride.



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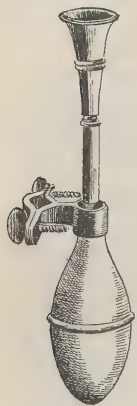
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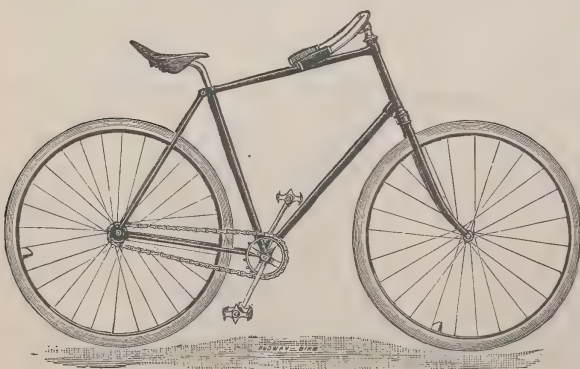
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